Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

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September 28, 2016

Mayor Charles Hales and Members of Portland City Council
Portland City Hall
1221 SW Fourth Ave
Portland, OR 97204

Dear Mayor and Commissioners:

The Portland Planning and Sustainability Commission (PSC) is pleased to forward our recommendations on the Comprehensive Plan Early Implementation Package for your consideration. This is intended to satisfy Task 5 of DLCD's periodic review work order.

This package includes changes that are necessary to either address a state mandate, ensure consistency between zoning and new policies, or implement key policies the new 2035 Comprehensive Plan. We recommend changes to both the Zoning Code and maps, further changes to the Transportation System Plan (TSP), and a new Community Involvement Program. Together, these changes will help Portland become a more equitable prosperous, healthy and resilient city. The changes ensure we can accommodate expected housing and job growth in ways that will advance other community goals — such as more affordable housing, more living wage jobs and meeting Climate Action Plan objectives.

This package includes several elements:

- Mixed-Use Zone Project
- Employment Zoning Project
- Campus Institutional Zoning Project
- Residential and Open Space Zoning Map
- Transportation System Plan Stage 2
- Community Involvement Program
- Miscellaneous Zoning Project

Over the past year, the PSC held 10 hearings and 12 work sessions to discuss these proposals. Below are our specific observations about several of the recommendations.

Mixed Use Zones Project
The Mixed Use Zone project will develop new mixed-use planning and zoning designations in Portland's commercial and central employment zones.

The PSC had several staff briefings and work sessions to consider testimony and changes on the Mixed Use Zones Project Proposed Draft. On August 23, the PSC voted unanimously on its final recommendations.

The PSC considered a number of broad thematic topics that were raised in testimony, as well as many detailed, specific comments and zoning code and zoning map requests. A few of the most significant issues discussed and considered include:

- **Commercial/Mixed Use Zones Base and Bonus Floor Area Provisions.** The Commission is concerned about the viability and effectiveness of the proposed bonus structure that provides additional floor area and height when public benefits (affordable housing units and affordable commercial space) are provided in development. Specifically, there were concerns expressed about possible reductions in development capacity if bonuses are not utilized and challenges to development economics. Staff provided background on the economics associated with the bonuses. Further, it is our understanding that the structure is critical to the Inclusionary Housing program currently being developed by the City and that economic viability is being further reviewed. We recommend moving forward with the proposed "base and bonus" zoning structure, but stress that coordination with the Inclusionary Housing program is critical to fully develop an effective program.

- **Affordable Commercial Space Bonus.** The Commission supports the concept of a bonus for providing affordable commercial space as a way to address business displacement and lack of local business opportunity as areas redevelop. However, the PSC is concerned about the lack of clarity about the administrative aspects of the program and looks forward to participating in a follow-up process to further define the program. It is important that the program goals be clarified and that such a program be clearly directed at benefitting low-income, local, and minority- and women-owned businesses. We have recommended that the implementing agency, proposed to be PDC, establish a diverse committee including a PSC member(s) to develop the program parameters.

- **Development and Design Standards.** The PSC considered and discussed the proposed building height transitions: step-downs to adjacent residential zones to provide transitions and step-backs on transit streets to address scale. The PSC generally supports and recommends the step-downs to aid scale transitions to abutting residentially zoned areas. However, the PSC was concerned about the cost, development capacity and code complexity implications of requiring height "step-backs" along transit corridors, and did not support or recommend this feature. The Commission also supports allowing more flexibility in meeting the building articulation requirements on large facades, allowing projections to count toward meeting the standard. Finally, we support provisions that allow an extra five feet of building height overall when the ground floor of a building has high ceilings. This height allowance will better facilitate high-quality retail space as well as provide sufficient height for mechanized parking stackers, a technology that will become more widespread over time.

- **Drive-Through Facilities.** The Commission received a significant amount of testimony on the need and desire for allowing drive-through facilities associated with commercial development. This manifested in two ways: 1) issues associated with being nonconforming development and the need to upgrade facilities; and 2) that this type of development may be needed in areas where development economics may not currently support more intense development. The PSC generally chose to limit the location of new drive through facilities to CE zones, which are applied in limited areas. However, we recommend allowing more flexibility to rebuild drive throughs in other CM1, CM2 and CM3 zones. The Commission also discussed the implications of allowing this type of auto-oriented development to perpetuate in parts of Portland where economics is challenging for intense mixed use and pedestrian-oriented development. The PSC recommends prohibiting drive-through facilities east of NE/SE 80th Avenue in order to allow opportunity for more local and pedestrian oriented development to occur over time in an area where it might be precluded if more auto-oriented development were to occur. The PSC also recommends that businesses be prohibited from using drive-through-only operating to exclude access by pedestrians and cyclists.

- **Auto-Accommodating (CE) Zoning and Development Standards.** The PSC received a significant amount of testimony from large and grocery retailers, national franchises, organizations/representatives, and individual property owners about the need for zoning that is more auto accommodating in terms of allowed uses, allowances for drive-through facilities, and building orientation standards that allow for deep set-backs and visible parking. The PSC ultimately recommended limiting the application of more auto-accommodating zones (such as CE) in general, and particularly in Comprehensive Plan centers and inner-ring neighborhoods where growth and pedestrian-oriented development is most anticipated.

- **Street-Level Design.** The PSC desires to create better pedestrian oriented corridors, and recommends enhancing the ground floor window requirements as proposed in the recommended code to support this. Related to this topic, the Commission vigorously discussed the required 10-foot setback on selected Civic Corridors in east and west Portland. The PSC ultimately supported the 10-foot setback to provide some greening and buffering from high traffic arterials, but some Commissioners remain concerned about the potentially negative effects of this type of setback on the pedestrian environment.

- **Low-rise Commercial Storefront Areas.** The Proposed Draft identified several "Low-rise Commercial Storefront" areas in Neighborhood Centers. These areas of concentrations of 1-2 story commercial buildings were proposed to be zoned CM1, with a height limit of 35 feet in order to continue the scale and character of the areas. The Commission received an overwhelming amount of testimony against this concept from property owners in many locations, and while it received some community support for the concept, a significant amount of community testimony also opposed this approach on the basis of limiting development capacity in key locations. The Commission recommended to change the zoning in all the "low-rise" areas to the larger-scale CM2, except in three areas where there was strong community support for and little opposition to the low-rise CM1 zoning: Multnomah, Belmont and Sellwood.

- **Transportation Demand Management.** The Commission had a discussion about the costs and merits of the proposed Transportation Demand Management requirement on new multi-dwelling projects or additions of 10 units or more. Some Commissioners were concerned about the additional cost of TDM in light of other development costs, including SDCs, and the

potential lack of an equitable/consistent approach to the issue. The PSC recommends application of TDM, but urges the City Council to direct PBOT to further develop the program in order to create a more refined program.

- **Potential Additional Sites for Higher Density Zoning Near Transit.** There were a few mixed-use zoned sites that are currently served by excellent transit options where the PSC entertained a higher-density designation, but showed restraint because staff indicated that a broader zoning review covering those sites would be forthcoming as part of the Powell-Division BRT project. One example is at the intersection of SE Powell and Caesar Chavez Blvd, where CM3 was contemplated. Should the prospects of Powell-Division BRT and an accompanying zoning review dim, there may be some sites that Council might consider up-zoning because the more intense use would be appropriate even without BRT.

- **Cumulative Effect of Zoning Measures and Development Fees.** The PSC raised concerns about the cumulative effect to the cost to development of some of the proposed zoning and transportation provisions. While generally supportive of measures such as energy efficiency requirements, eco-roofs, building setback, FAR bonus provisions and TDM measures, the PSC is aware that all of these items will increase the cost of development. And while individually their impact may be small, cumulatively the impact may be large enough to inhibit development. In a time where housing is in short supply and rents are rising, the PSC recognizes the importance of increasing supply and therefore recommends undertaking an economic analysis to understand the cumulative cost of these provisions on development.

Employment Zoning Changes

This project will implement map and policy changes to ensure an adequate industrial and employment land supply as outlined in Comprehensive Plan and the adopted Employment Opportunities Analysis. The PSC held a public hearing to review the Employment Zoning Project on October 27, 2015. We heard testimony by 36 people and received 48 letters and other written testimony. The public hearing on July 12, 2016 on the Composite Zoning Map also included testimony from six people about employment related map-amendments.

At work sessions on November 10 and December 8, 2015, we deliberated and acted on the code-amendment portion of the project. Our discussion focused on the following issues:

- Environmental Overlay Zones — compatibility with Prime Industrial Overlay.
- Timing of future environmental zoning program updates.
- Parks and Open Areas prohibition.
- Treatment of Self-Service Storage uses in employment zones.
- Golf course landscaping standards.
- EG zone office uses at 3:1 FAR and Guild's Lake Industrial Sanctuary Plan District limits.
- Residential Non-Conforming Uses in EG Zones.
- Industrial Office allowances.
- Air quality.

The PSC confirmed all of the code changes in the Proposed Draft with two revisions. First, the PSC recommended that nature preserves be allowed in the Prime Industrial Overlay Zone. This is consistent with metro allowances. Second, the PSC recommended removing various Metro-owned

and submerged properties near Smith and Bybee Lakes from the Prime Industrial overlay zone, while retaining sites owned the railroads and the Port of Portland.

The PSC continued the October 27, 2015, public hearing on the map-change portion of the project to coincide with the July 12, 2016, public hearing on the citywide Composite Zoning Map. The PSC discussed the following nine map-change issues and made tentative map recommendations at their work sessions on December 8, 2015 and August 2, 2016.

- ESCO on NW Vaughn
- Montgomery Park on NW Vaughn
- Freeway Land site at SE Foster and I-205
- EX conversion to EG sites
- PECO site on SE 17th Ave
- Broadmoor golf course
- Metro Greenspaces requests on Port land
- Linnton Prime Industrial Overlay
- N Hayden Island Drive Boat Ramp
- EG to EX on NW Roosevelt

The PSC confirmed all of the zoning map changes in the Proposed Draft and addendum (described in a BPS memo dated September 30, 2015), making two revisions. First, the PSC recommended changing OS to IG2 on the 15-acre IS Industrial Sanctuary portion of Broadmoor Golf Course. Second, the PSC recommended a code change to the Guilds Lake Plan District that retains current limits on office density, addressing transportation capacity constraints. This change is intended as a complement to the map change to EG1 along NW Vaughn (ESCO sites and others).

Campus Institutions Zoning

With a 9-1 vote, the PSC recommends adopting two new base zones for Campus Institutions. These base zones will eventually replace the conditional use master plans (CUMPs) and impact mitigation plans (IMPs) currently used by 16 institutions. The transition to the new base zones is one of the issues that we heard a great deal of testimony from the institutions. Consequently, the PSC recommends that campus institutions be allowed to use their approved plans until they expire or the year 2023, whichever comes first.

The other major issue is Transportation Impact Reviews (TIRs), and the requirement for Transportation Demand Management (TDM) plans. While it is unique to require an allowed use (campus institution) to prepare a TIR for future development, the PSC feels that transportation and parking are key off site impacts related to these uses and should be continued to reviewed and regulated by the City over time. The existing zoning code includes TDM requirements for campuses, and this requirement should continue and become more robust in the future.

Together these code and map changes offer an affirmative path forward for the city to provide for the growth of Portland's major campus institutions as essential service providers, centers of innovation, and major employers. Rather than having a zoning code that primarily emphasizes the potential negative impacts, zoning for these institutions should recognize that they are permanent assets to the community.

Transportation System Plan
The PSC held six meetings to discuss the Transportation System Plan (TSP) Stage 2 Proposed Draft, which included a briefing on February 9, two public hearings on March 8 and March 22, a work session on April 12 and Title 17 code amendment briefings on June 14 and August 2.

Nearly 200 pieces of written testimony were submitted to the PSC, along with over 100 bicycle classification comments submitted through the Map App. Oral testimony was received at PSC public hearings on March 8 and March 22. The topics list below represented the bulk of the public testimony.

The PSC made the following amendments to the Proposed Draft in response to these issues:

- **Classification of NE 7th or 9th Avenues as a Major City Bikeway (Recommended Draft, Section 5):** The PSC disagreed with the proposal by staff to keep the Major City Bikeway (MCB) designation on NE 9th Ave (per the adopted Portland Bicycle Plan) and recommended moving the MCB to NE 7th Ave south of Sumner St. North of Sumner St. the MCB then shifts to NE 9th Ave up to NE Holman.

- **Concerns about a City Bikeway designation along Hayden Bay (Recommended Draft, Section 5):** The PSC disagreed with the staff proposal to remove the bikeway classification on the eastern end of Hayden Island — along the Waterside Marina and Hayden Bay — to be consistent with the Hayden Island Plan adopted by Council (ORD 18312) officially updating the TSP in 2009.

- **Concerns about a City Bikeway designation through a manufactured home community on Hayden Island from the Hayden Island Plan in 2009 (Recommended Draft, Section 5):** The PSC supported the staff proposal to retain the bikeway classification on the western end of Hayden Island (west of I-5) — to be consistent with the Hayden Island Plan adopted by Council (ORD 18312) officially updating the TSP in 2009.

- **TDM code amendments (Recommended Draft, Section 14):** While not a land use code, the PSC generally supports Title 17 code amendments for required TDM Plans in Mixed Use Zones and Campus Institutional Zones. The PSC support for additional TDM requirements in mixed use zones comes with an accompanying recommendation that you provide some offset of these added costs in the form of an SDC reduction.

On April 12, the PSC voted unanimously to recommend that City Council amend the City of Portland Transportation System Plan (TSP) as shown in the Proposed Draft of the TSP Update, Stage 2, Sections 1-13 and as amended on that day. The PSC recommended Street Vacation Title 17 amendments at their meeting on June 14 and approved letters of support for the TDM Title 17 amendments on June 14 and August 2. One Commissioner voted against the vacation amendments based on a concern that the amendments were not consistent with maintaining City ownership of streets so long as the streets are serving a transportation purpose and otherwise returning them to the tax rolls. She also expressed concerns about the lack of relevant definitions to clarify the amendments. The Recommended Draft before you reflects all the amendments made by the PSC, and also includes a TSP reference section (Appendix A) compiling all adopted transportation goals, policies, and objectives in one place.

Residential and Open Space Zoning Map Changes
The Residential and Open Space Zoning Map Update is relatively limited in scope. Rather than consider a major overhaul of all residential zoning in the city, the Planning and Sustainability Commission recommends a focused set of Residential and Open Space Zoning Map changes that:

- **Correspond with newly adopted Residential and Open Space Comprehensive Plan Map designations**. Where the adopted Comprehensive Plan Map applies a new Residential map designation, we recommend applying the matching Residential zone in nearly every case. There are a handful of situations in which we recommend applying a Residential zone of less intensity than the adopted Comprehensive Plan Map shows, based on area-specific conditions (generally related to infrastructure). Where the adopted Comprehensive Plan Map applies a new designation of Open Space, we recommend applying the Open Space zone.

- **Address situations where changes to residential zoning are appropriate to promote a more consistent pattern of residential development**. We recommend changing Residential zoning in a small number of locations in Inner Southeast Portland where the Comprehensive Plan designation is Mixed Use. Because the locations are transit- and amenity-rich, we recommend applying a Residential zone that has more housing potential than R5 or R2: either R2.5 or R1, to be consistent with zoning on adjacent properties. We recommend Residential zoning here rather than Mixed Use because retention of the existing housing stock overrides the need for additional commercial uses at this time, and because the existing supply of commercial development in the area is sufficient to meet market demand for the next several years.

- **Reduce residential density to ease David Douglas School District's overcrowding**. We recommend downzoning in the David Douglas School District to temporarily reduce residential development potential, in order to address the district's current enrollment pressures. The Comprehensive Plan Map designations will be retained, preserving the long term potential for new housing at a higher density. We endorsed staff's proposal, as revised to retain existing R2 zoning on 13 properties that are already developed with multi-dwelling structures, rather than applying R5 as originally proposed (which would render the development nonconforming). We also heard testimony from three property owners who opposed a zone change from R2 to R5. We supported changing the zoning from R2 to R5 zone on these three properties because they are beyond a ¼ mile from the MAX station on Burnside, and are currently developed with single dwelling structures. However, we recommend to City Council that the Interagency Agreement between the City and David Douglas School District include a sunset date for the Zoning Map changes and associated Zoning Code change.

- **Match Comprehensive Plan designations established in 1980**. We recommend changing residential zones to match long-standing Comprehensive Plan designations in areas with relatively strong infrastructure investments and proximity to transit, amenities and services. With a few exceptions, these areas are located in parts of the city where there hasn't been a Comprehensive Plan or Zoning Map update since 1980. However, conditions in these areas have changed through improved infrastructure, demographic and market factors, and increased desirability of living close to the Central City. More than half of the affected neighborhoods are in Inner Southeast Portland. The majority of recommended changes are modest in scale, such as the difference between Residential 5,000 (R5), which

mostly allows single-family home development, and Residential 2,500 (R2.5) which allows single-family home development as well as duplexes and row houses.

Community Involvement Program

On June 14, 2016, the Planning and Sustainability Commission (PSC) held a public hearing on the Community Involvement Program. This project describes a new Community Involvement Program staffed by the Bureau of Planning and Sustainability, and includes proposed changes to Title 3 to establish a new Community Involvement Committee (CIC).

The PSC enthusiastically supports this program as an important commitment to carry out new 2035 Comprehensive Plan policies, and Chapter 2 in particular. Testimony on this project was supportive of the project in general. Representatives from the Portland Bureau of Transportation (PBOT) and the Public Involvement Advisory Council (PIAC) expressed support for the project and offered specific changes that the PSC endorsed. This includes recommending a liaison from the CIC to PIAC.

Three testifiers expressed concern about the lack of specific identification of neighborhood associations as the most important method of outreach. The Commission recognizes the value of neighborhood associations in outreach and involvement and also the importance of reaching out through other organizations and venues.

Testimony was received that recommended specific community involvement practices, particularly around the way that community involvement is evaluated. We recommend that the Community Involvement Committee, once formed, review the testimony and comments received and weigh the suggestions for changes to practice, particularly focusing on metrics.

We support the work of the Bureau of Planning and Sustainability between the adoption and implementation of this project to collaborate with the Office of Neighborhood Involvement, the Office of Equity and Human Rights and others to develop a plan to charter and recruit the Community Involvement Committee.

The Commission voted unanimously to recommend forwarding this program, including two zoning code amendments related to community involvement. During the discussion, we acknowledged that the Community Involvement Program cannot be successful without robust, stable funding. This is essential to making this important program work.

Other Miscellaneous Zoning Code Changes

The PSC unanimously recommends the Miscellaneous Zoning Code amendments. Two components warrant careful consideration:

- Item 3-Zoning Code Section 33.120 RH Zone Maximum FAR of 4:1 map series, particularly as it was applied within the Irvington and Alphabet District historic districts; and

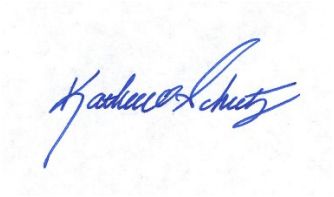
- Item 8-the identification of Major Public Trail Alignments on the Zoning Map.

The PSC agrees with the public testimony that RH zoned properties with a Maximum FAR of 4:1 should be reduced within the Irvington Historic District and a portion of the Alphabet District because the higher development intensity conflicted with the historic character of the district based on the existing development and lot sizes. The PSC considered but does not recommend changing the 4:1 FAR maps for the Kings Hill Historic District in Goose Hollow and the southernmost portion of the Alphabet District because the existing development pattern has larger buildings, and because these areas are close to light rail stations.

For the Major Public Trails Alignment Map, the PSC considered and recommends incorporating most of the trail alignment revisions suggested by the 40-Mile Loop Land Trust and a few of the modifications requested by individual property owners. Most of these changes are corrections, and overall the recommended Major Public Trails Map will reflect the countless hours of work and public process that have gone into previous public planning efforts to determine these trail alignments.

Thank you for the opportunity to participate in the review of this project and for considering our recommendations.

Sincerely,



Katherine Schultz
Chair



Mixed Use Zones Project

Reference Slides

PSC Work Session - August 23, 2016

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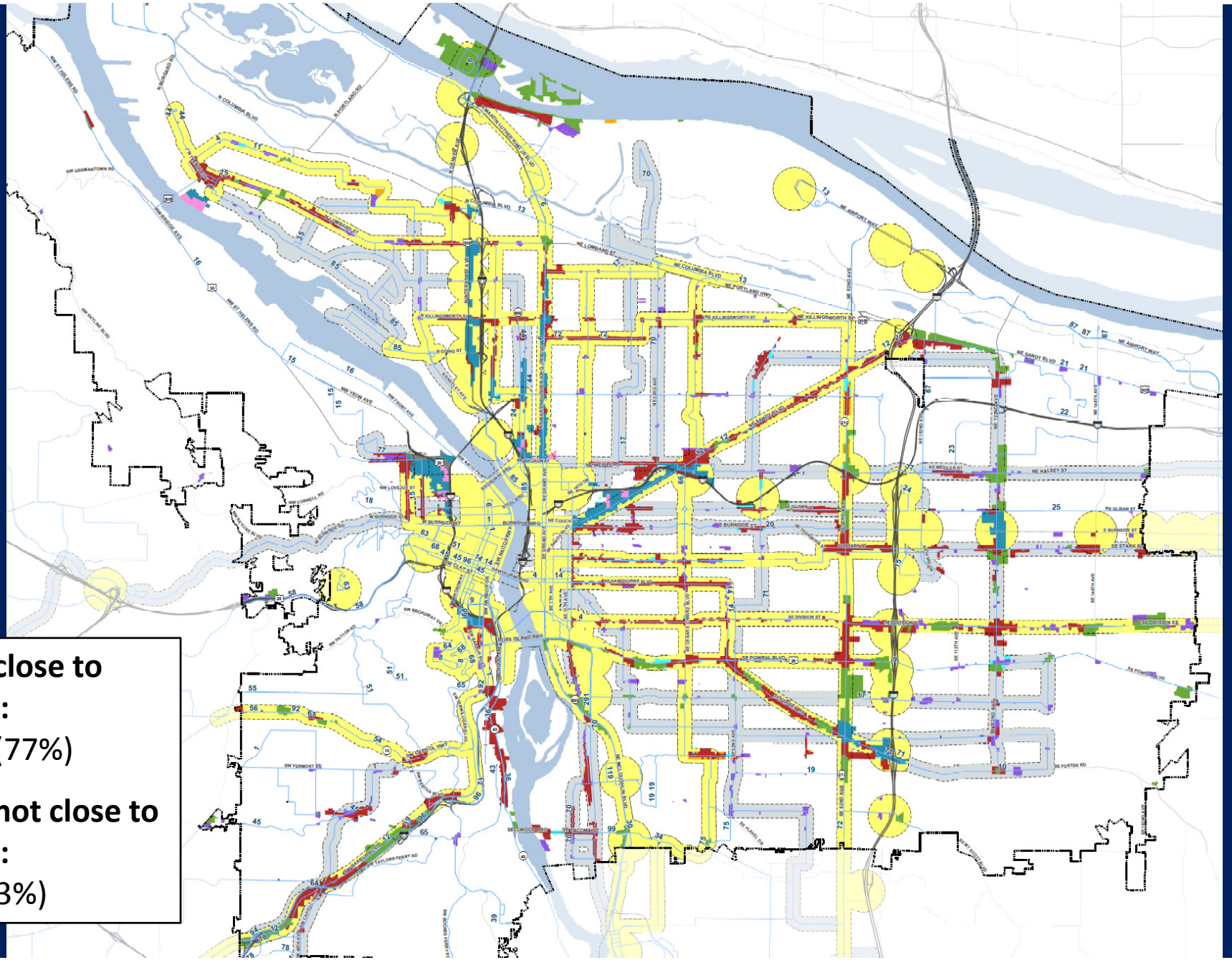
C/MU areas close to transit stations or 20-minute headway transit streets

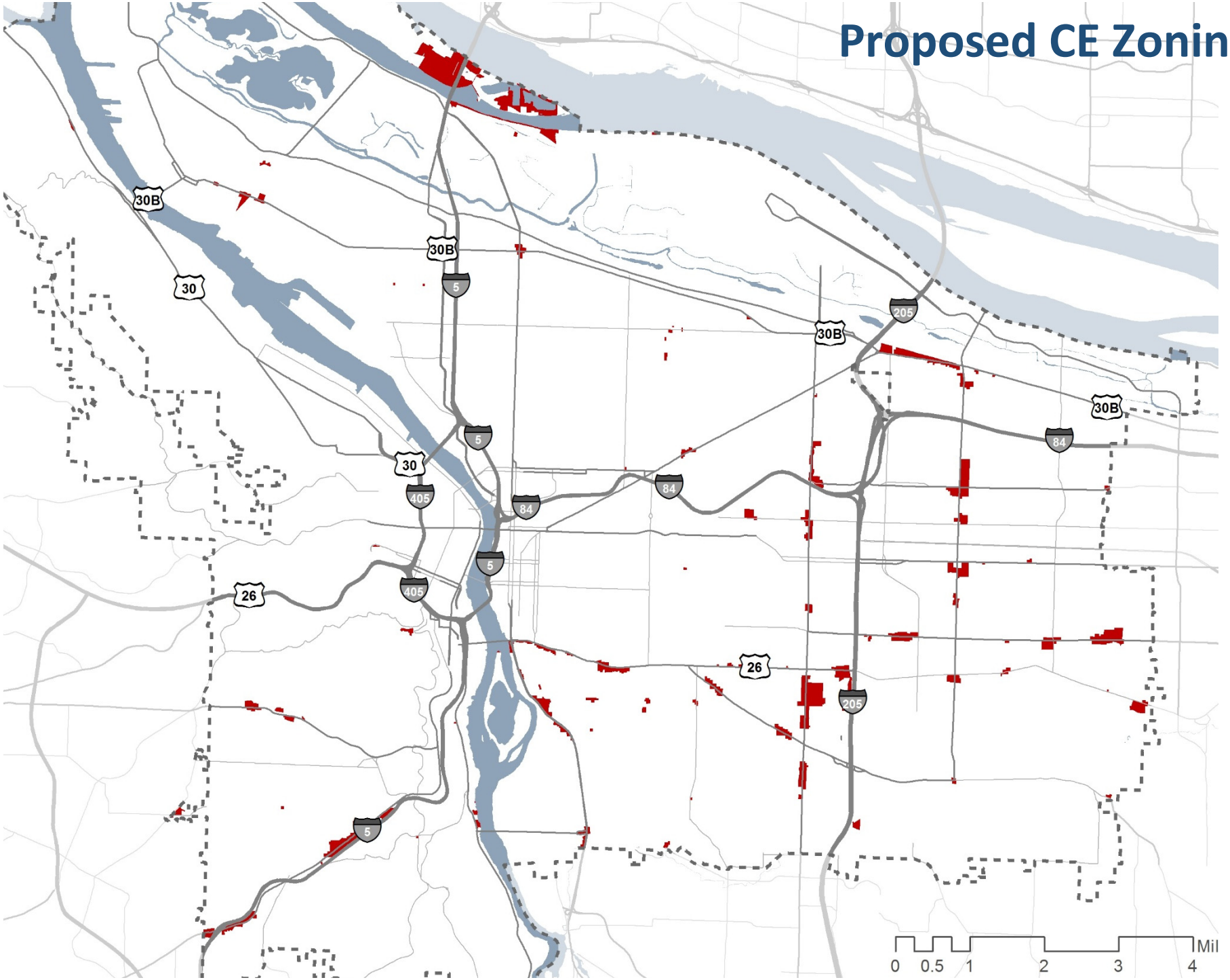


Acres close to transit:
2,742 (77%)

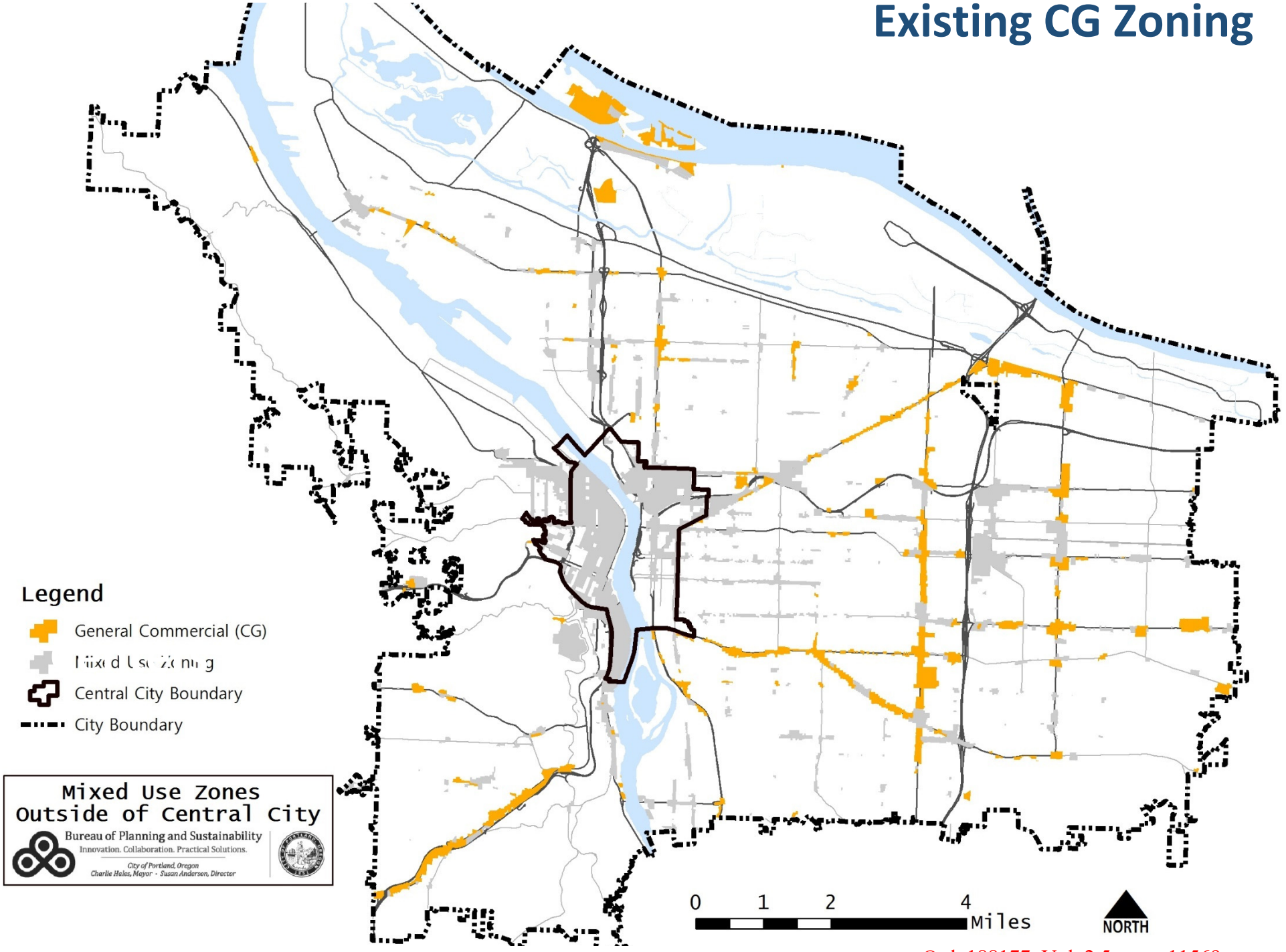
Acres not close to transit:
811 (23%)

Ord. 188177, Vol. 2.5, page 11567

Proposed CE Zoning



Existing CG Zoning



Ord. 188177, Vol. 2.5, page 11569

Setbacks on Civic Corridors



- 10’ required setback
- Hardscape and landscape
- Intent is to improve greening and pedestrian areas, as well as buffer between buildings and heavy traffic

Setbacks on Civic Corridors



Setbacks on Civic Corridors



Setbacks on Civic Corridors





Resource Slides

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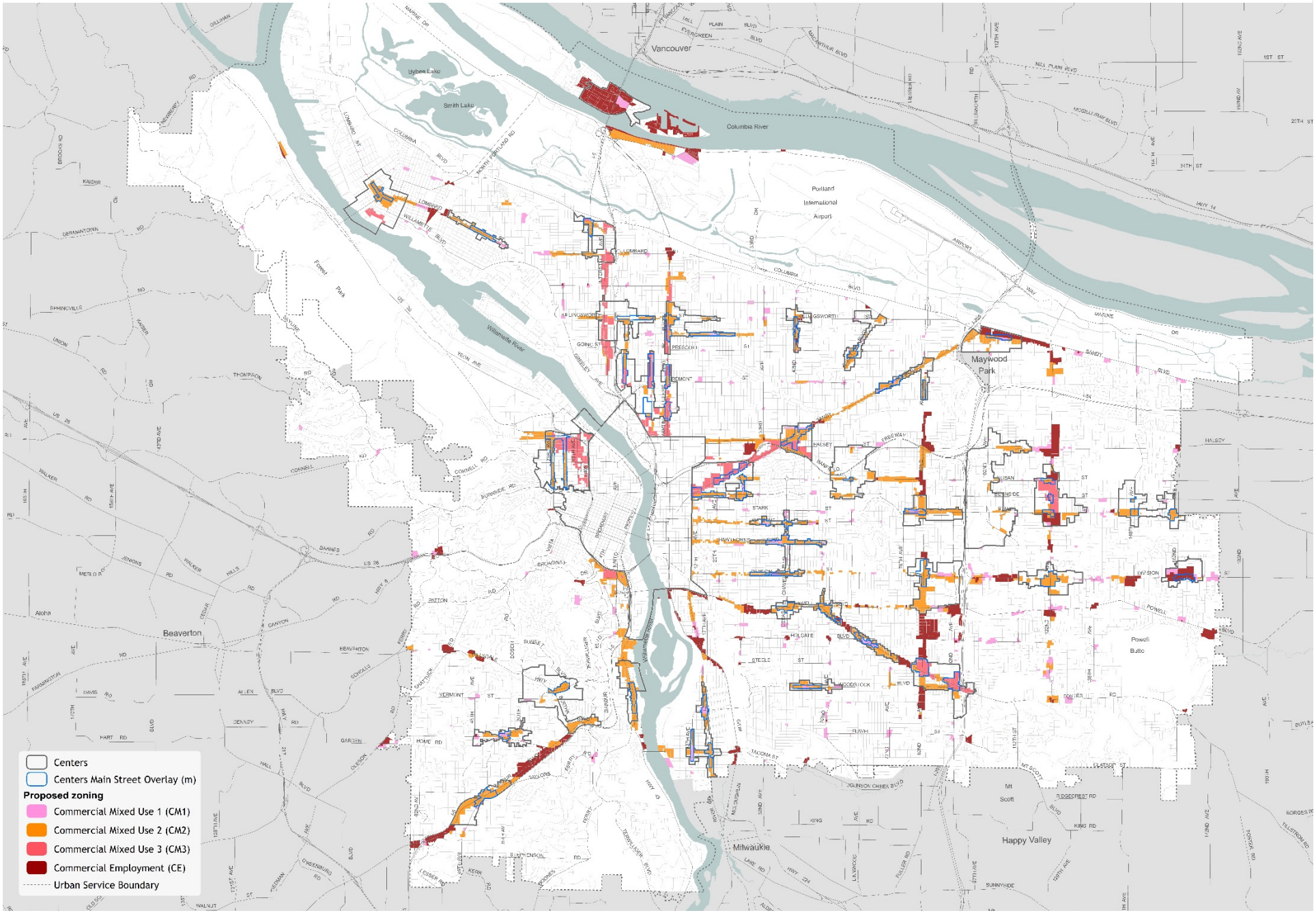
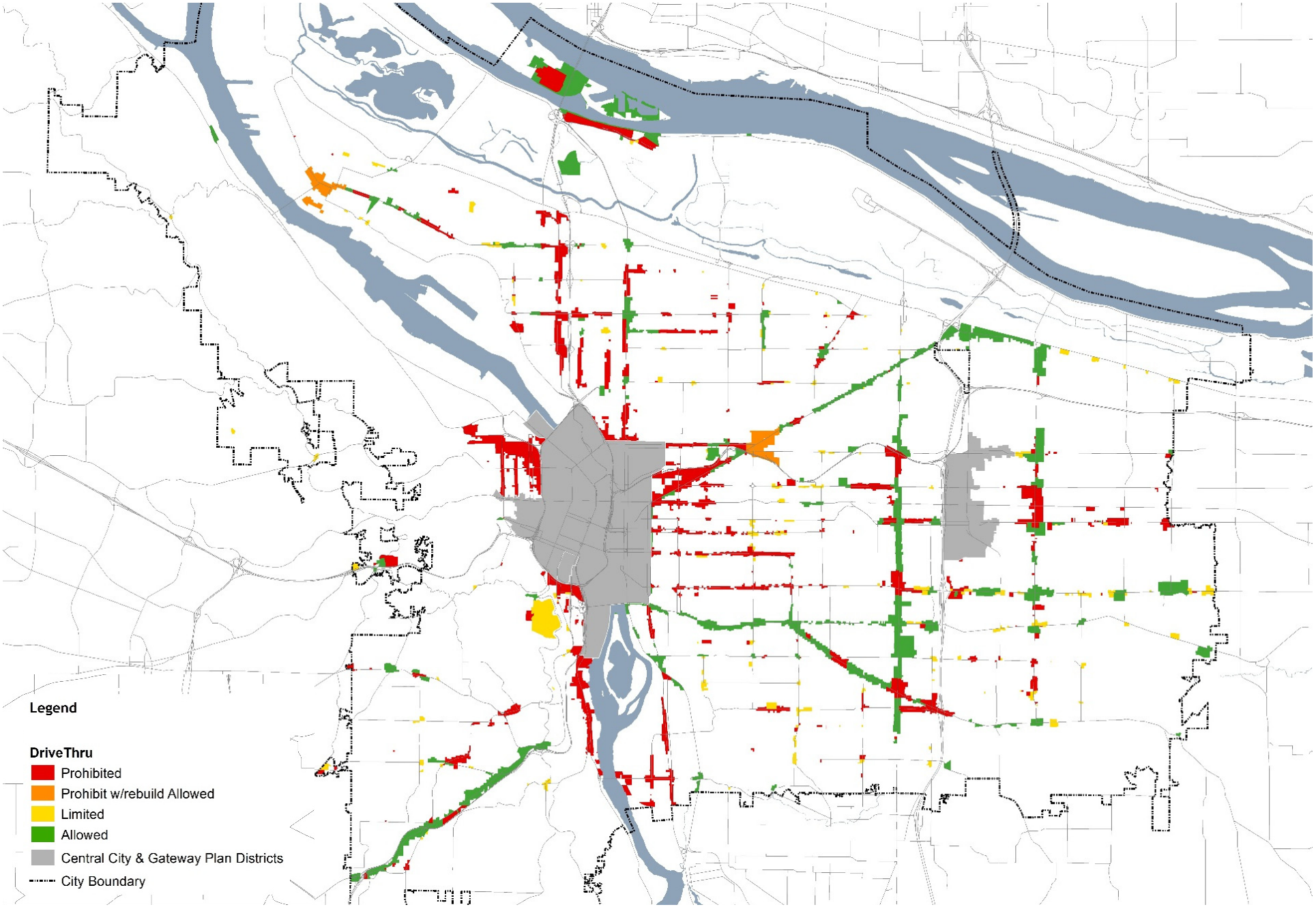
Proposed Zoning Map



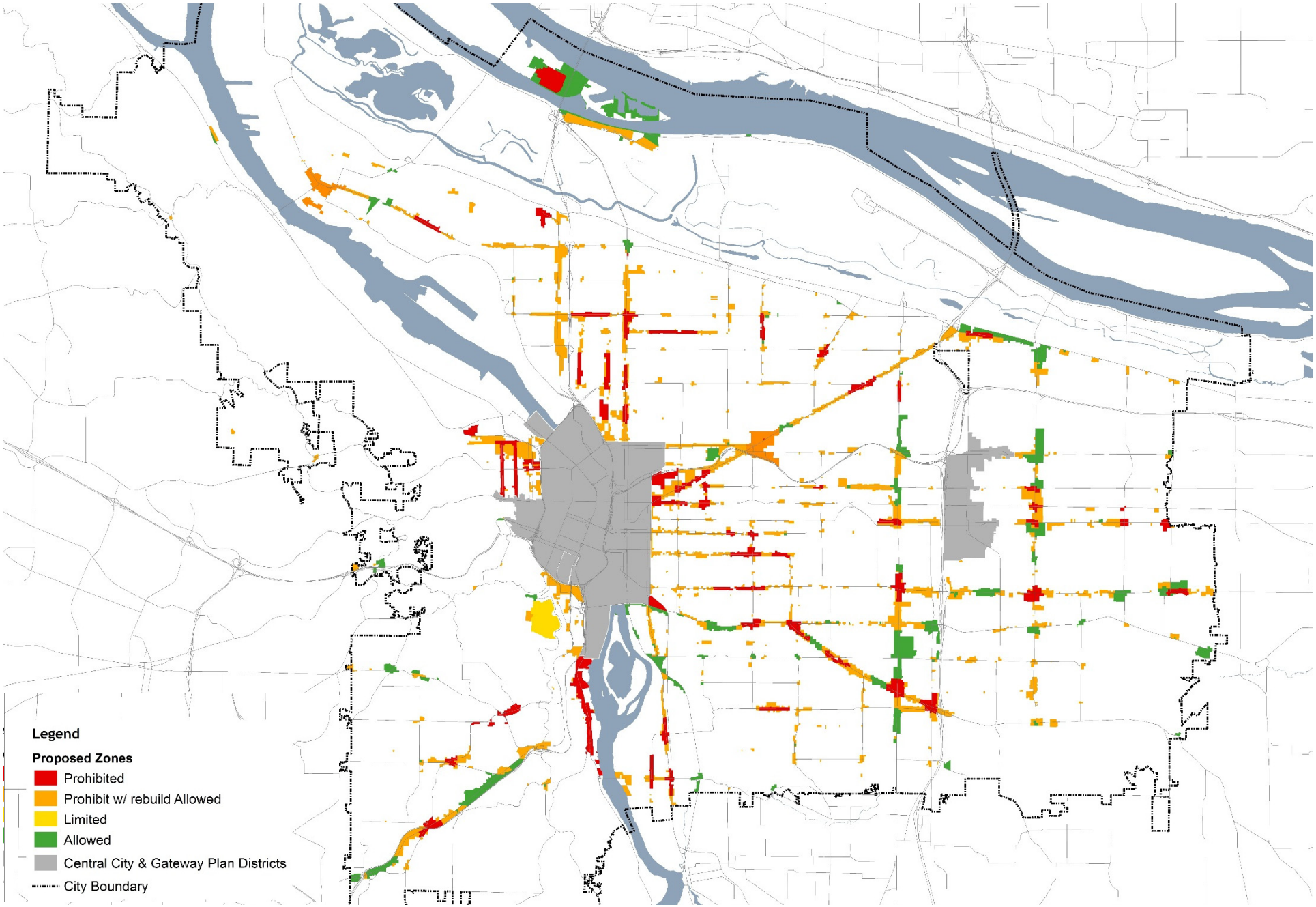
Ord. 188177, Vol. 2.5, page 11575

Drive Thrus; QVS – existing allowances



Ord. 188177, Vol. 2.5, page 11576

Drive Thrus; QVS – proposed allowances (DRAFT)



Ord. 188177, Vol. 2.5, page 11577

PSC Map Change Directions

Mixed Use Zones - Zoning Map

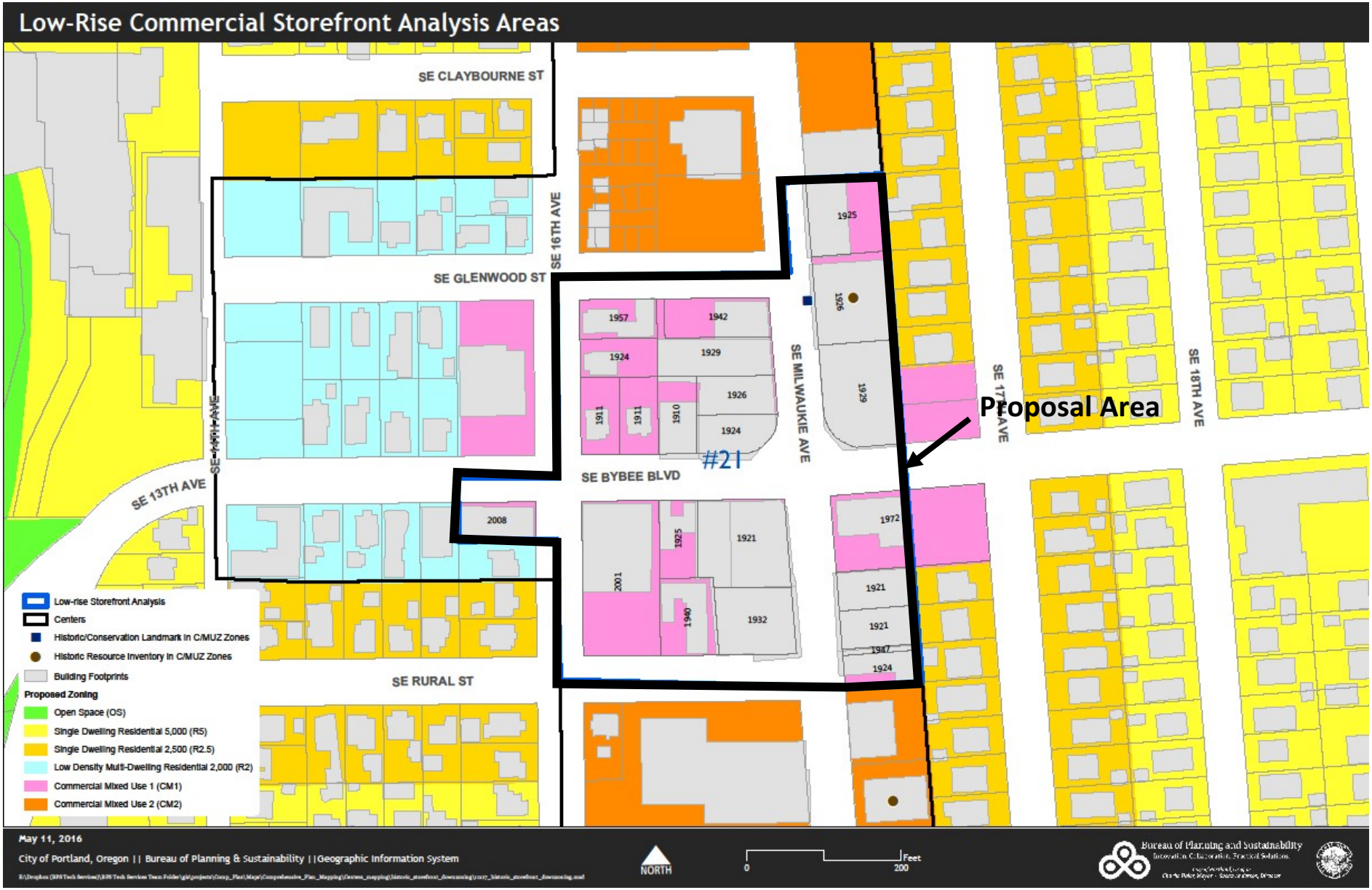
PSC Work Session

August 23, 2016

This atlas includes the PSC Map Change Directions from the August 9, 2016 PSC work session. The direction is noted at the top of page and is also in a corresponding spreadsheet/table under separate cover.

Properties subject to change are highlighted in Red or Blue. In some cases, a group of properties is subject to a change and these are highlighted in Black.

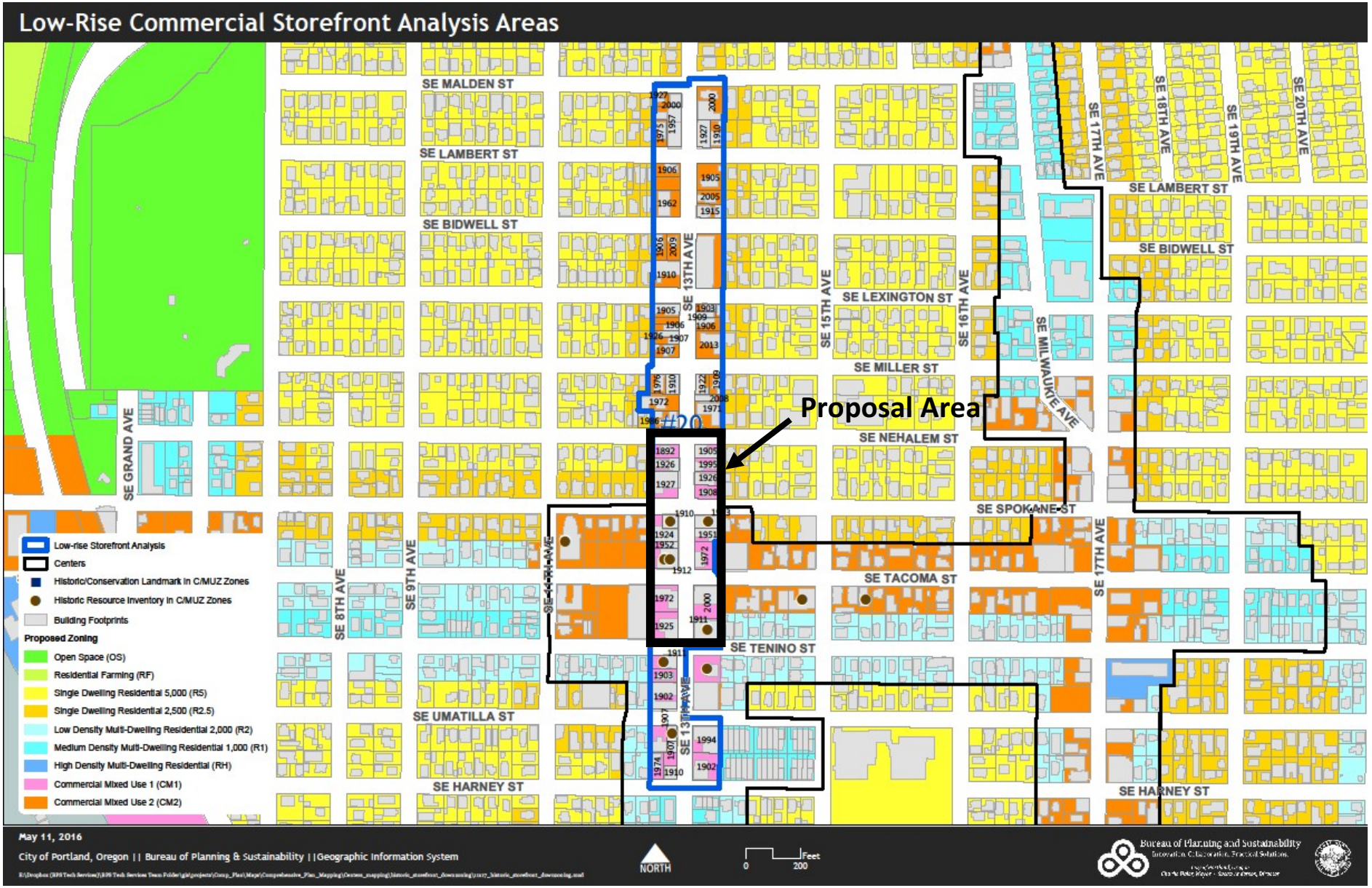
Group A.1: Moreland – Replace CM1 with CM2



MUZ Zoning Map Testimony

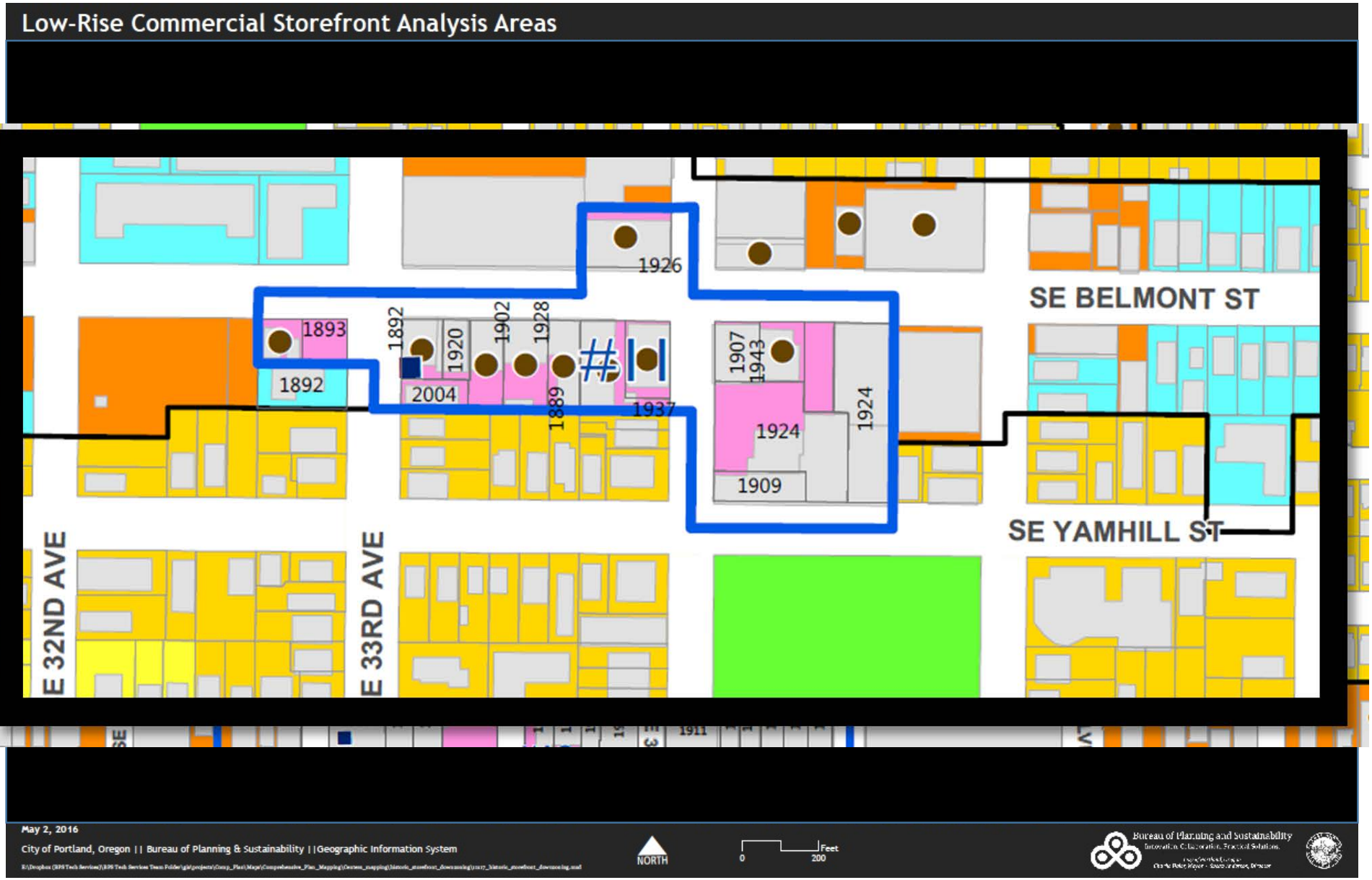
Ord. 188177, Vol. 2.5, page 11579

Group A.2: Sellwood: Replace CM1 with CM2 to area shown



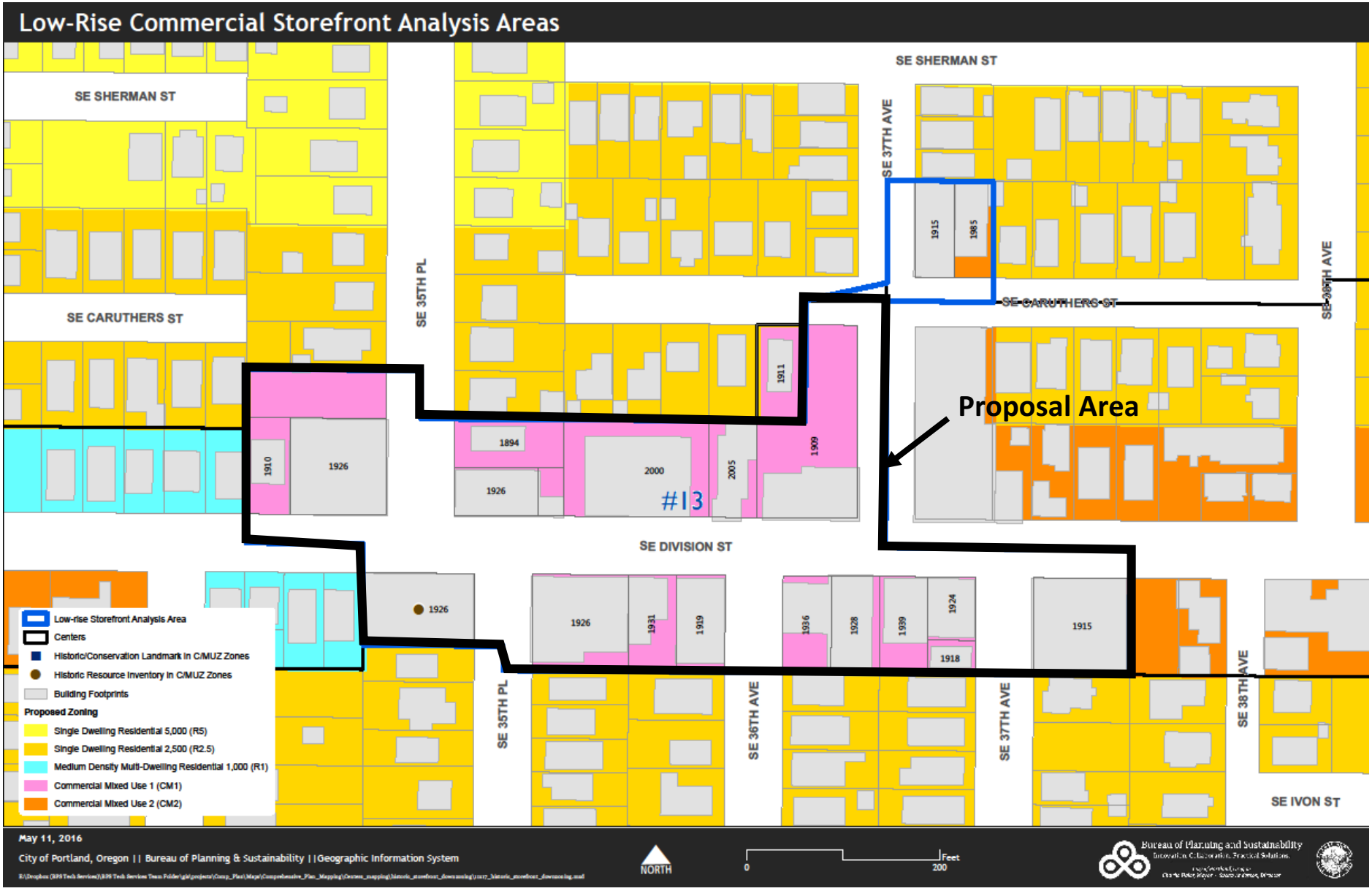
Ord. 188177, Vol. 2.5, page 11580

Group A.3: Belmont: Retain CM1



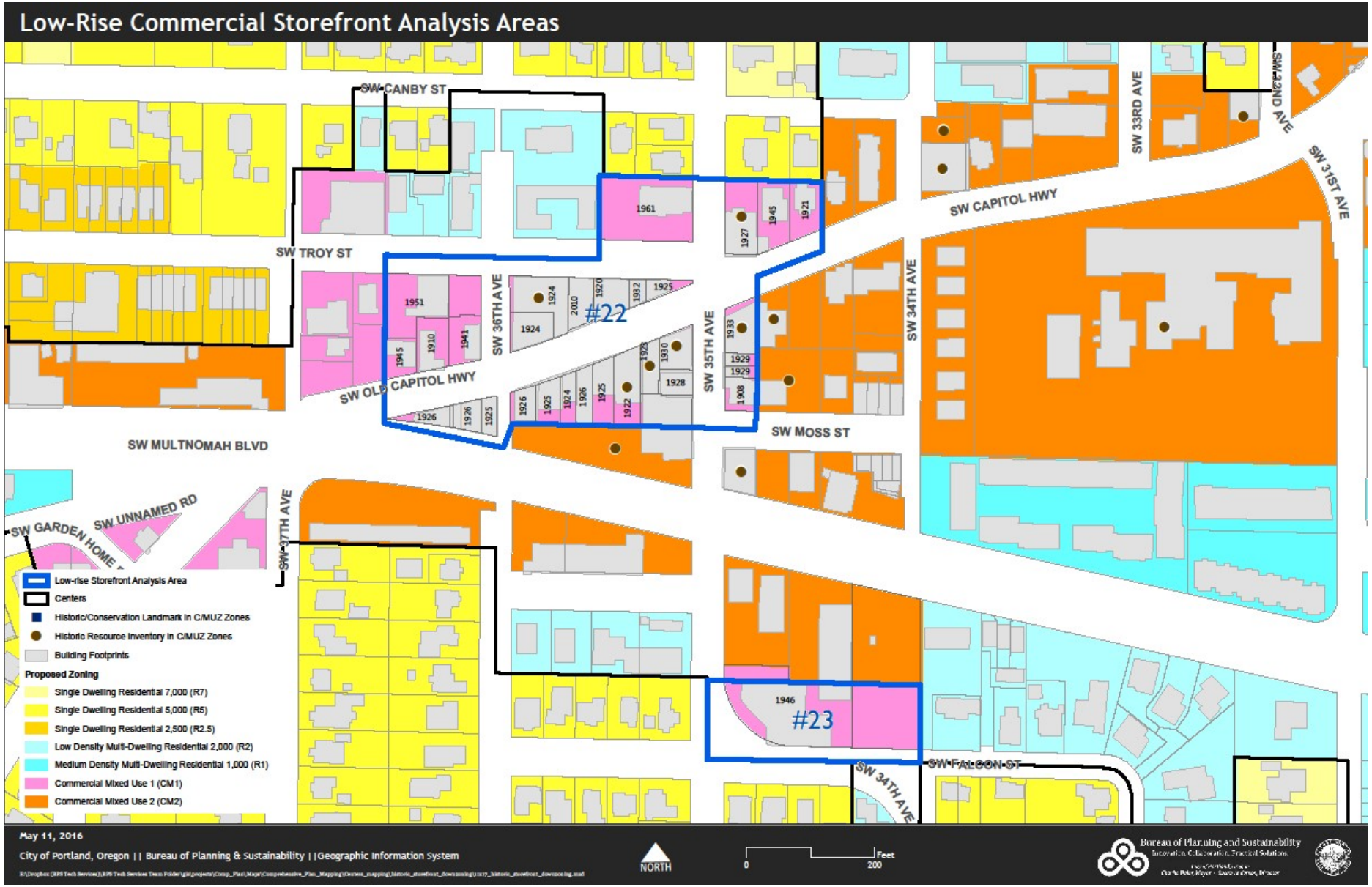
Ord. 188177, Vol. 2.5, page 11581

Group A.4: Division: Replace CM1 with CM2



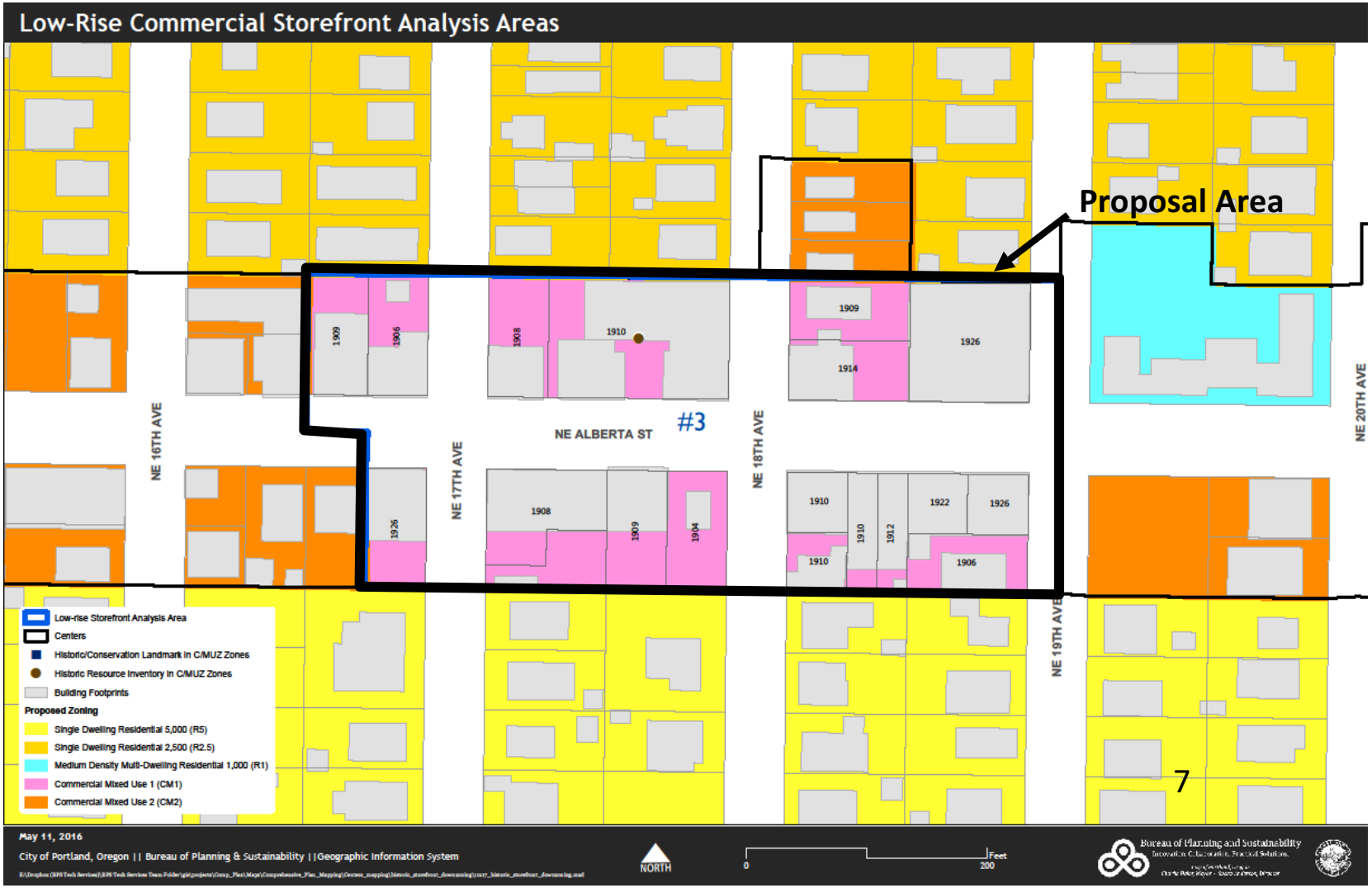
Ord. 188177, Vol. 2.5, page 11582

Group A.5: Multnomah: Retain CM1 As-shown

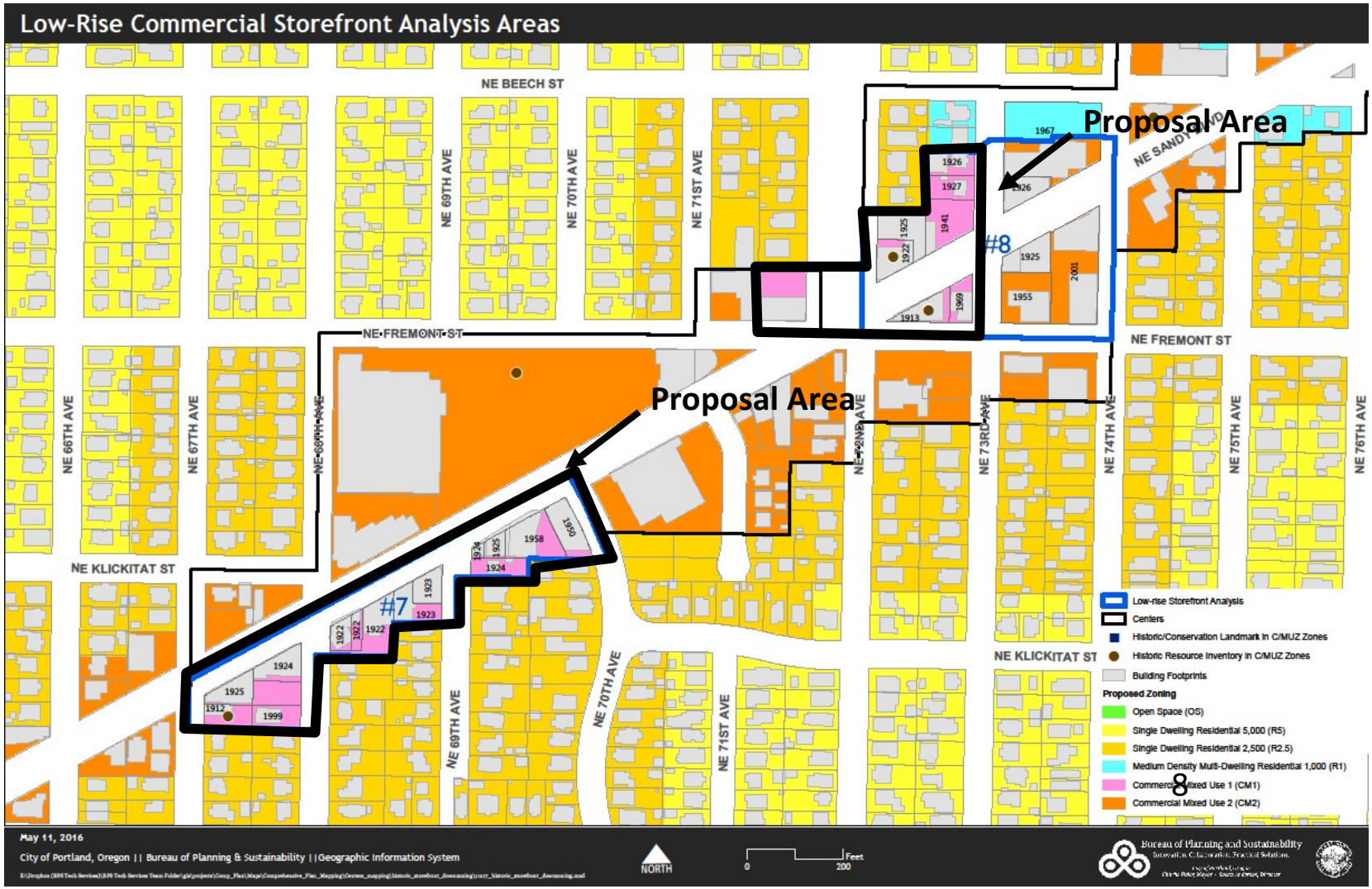


Ord. 188177, Vol. 2.5, page 11583

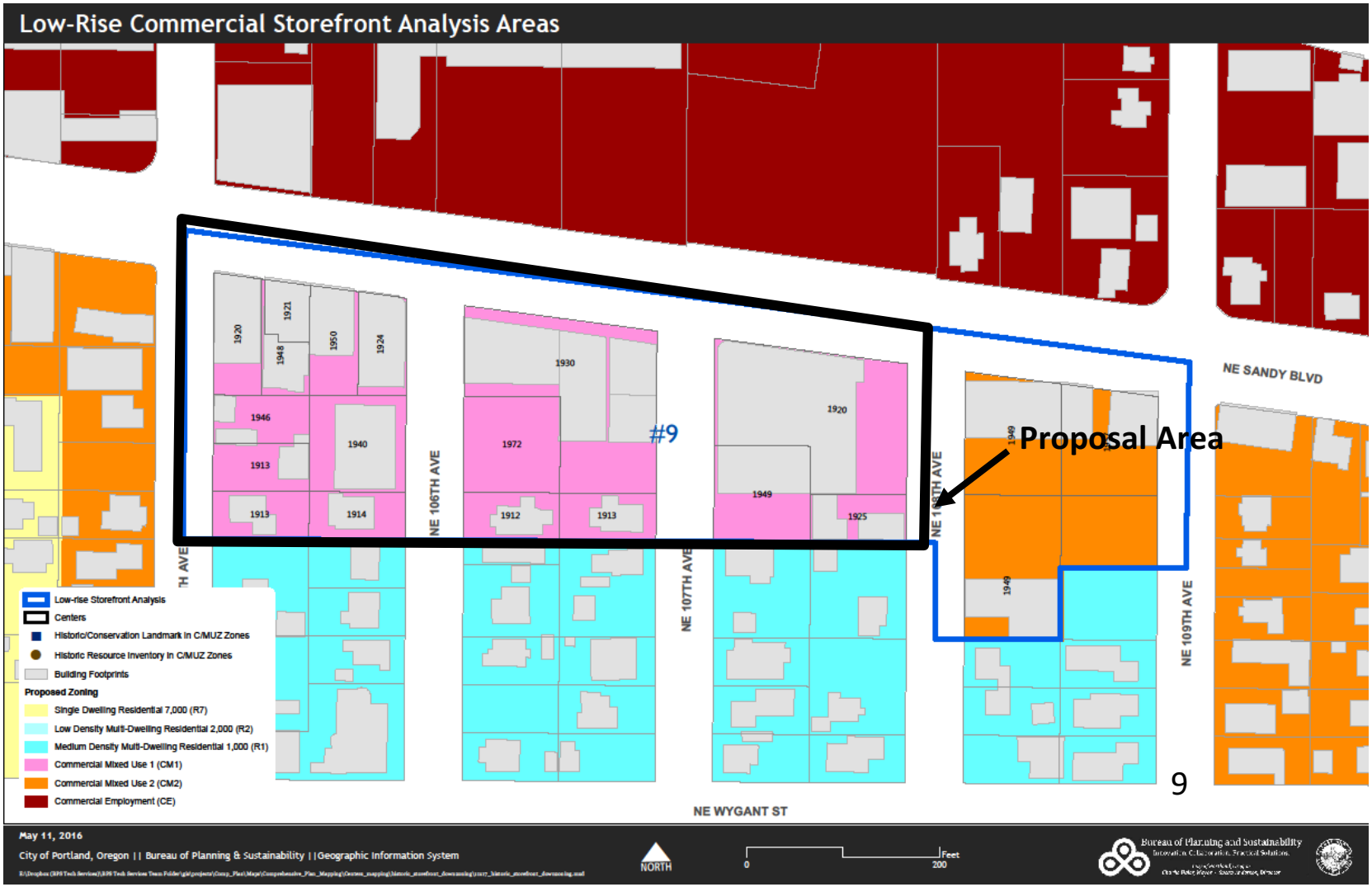
NE Alberta Replace CM1 with CM2



Roseway: Replace CM1 with CM2



Parkrose: Replace CM1 with CM2



9

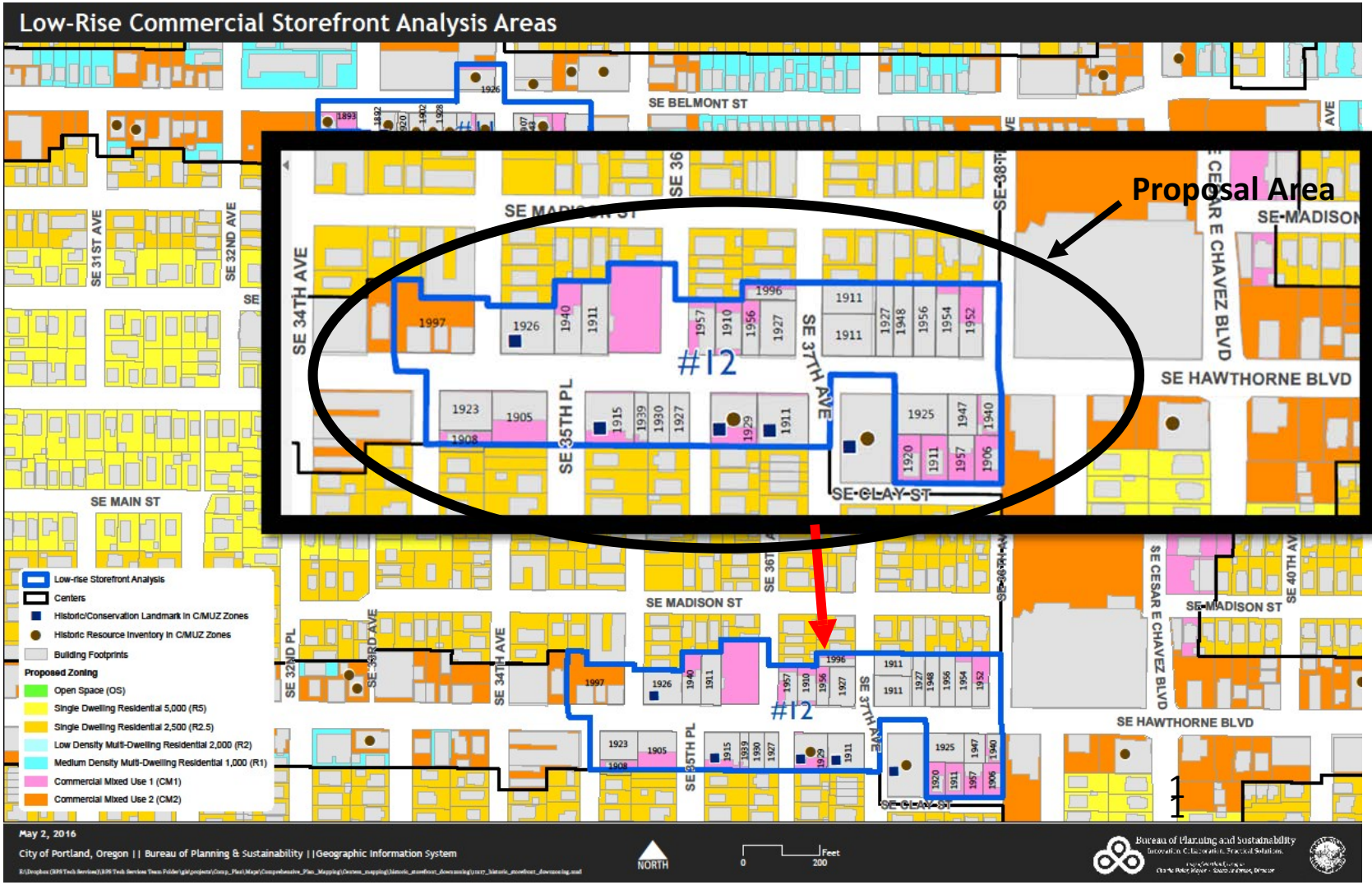
Ord. 188177, Vol. 2.5, page 11586

Kerns - NE 28th : Replace CM1 with CM2



Ord. 188177, Vol. 2.5, page 11587

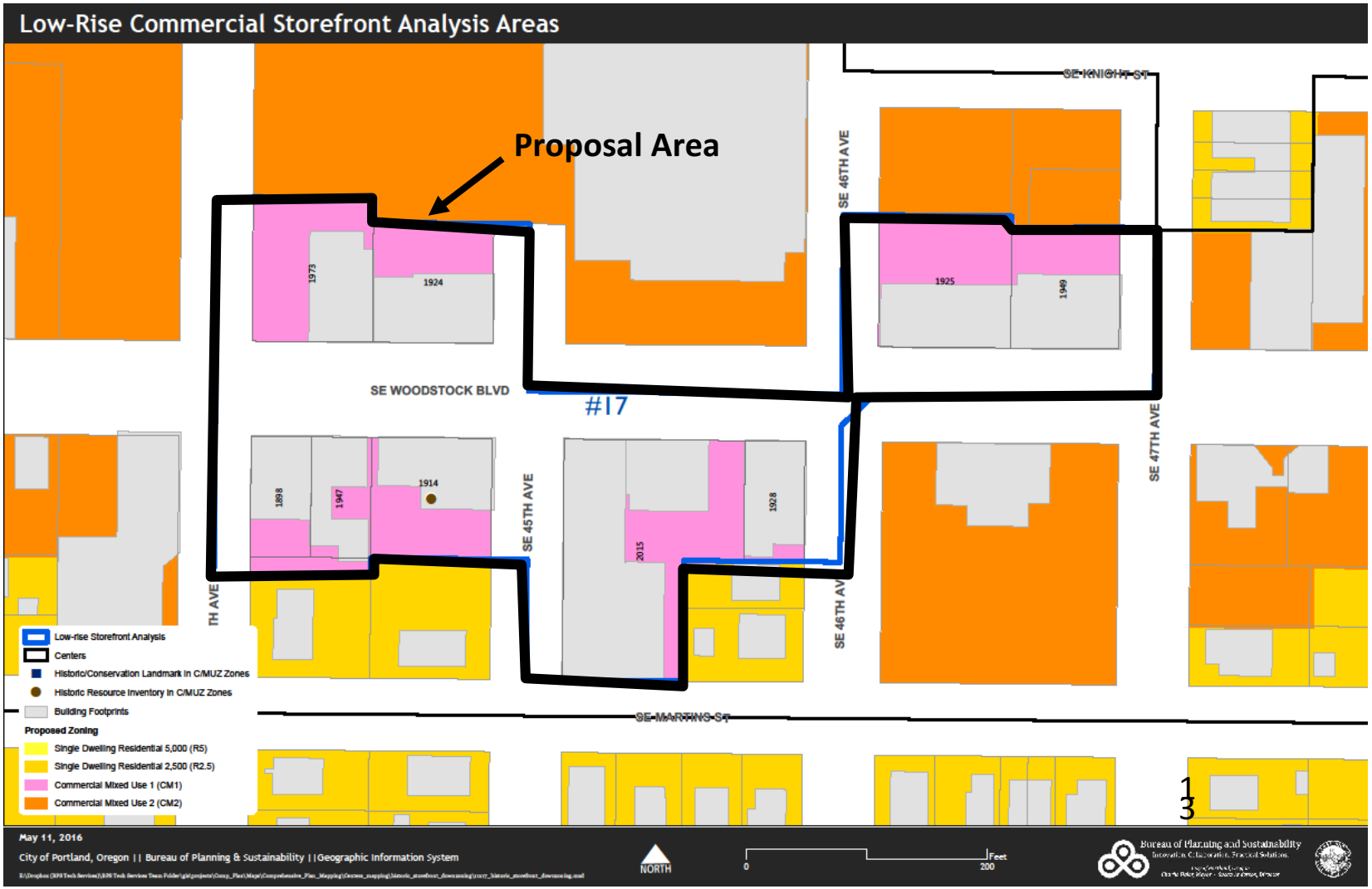
SE Hawthorne: Replace CM1 with CM2



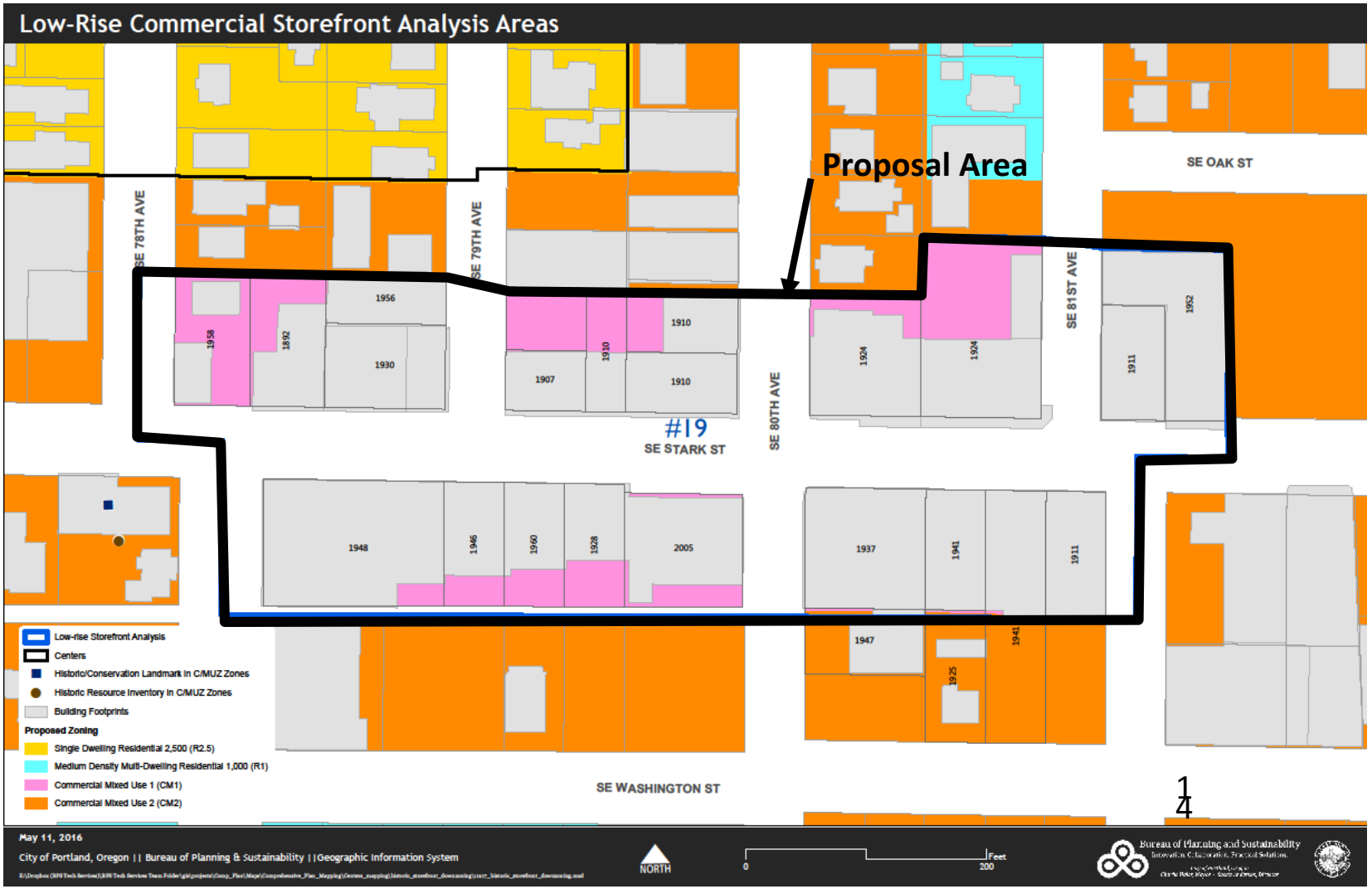
SE Foster: Replace CM1 with CM2



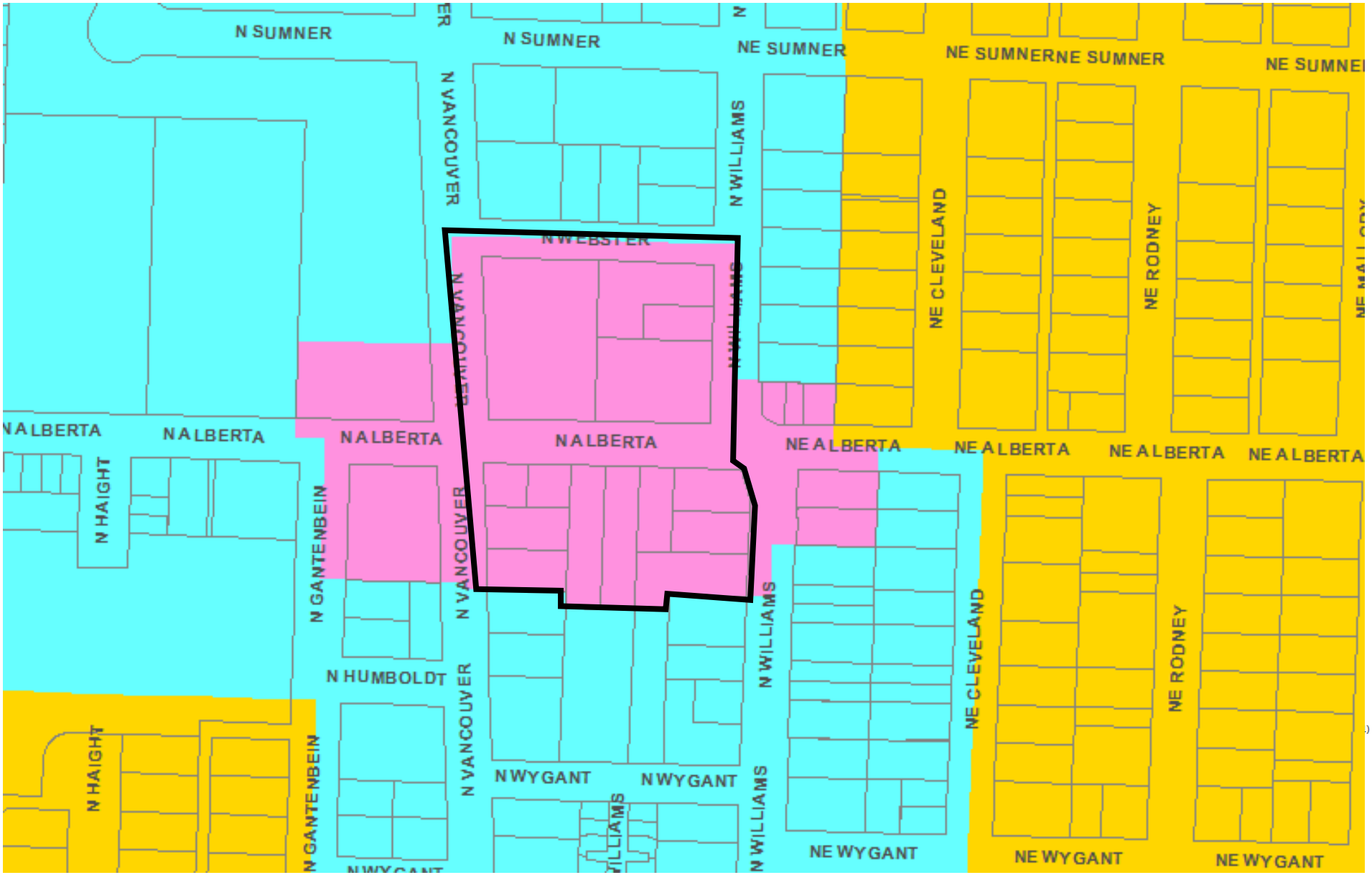
SE Woodstock: Replace CM1 with CM2



Montavilla: Replace CM1 with CM2

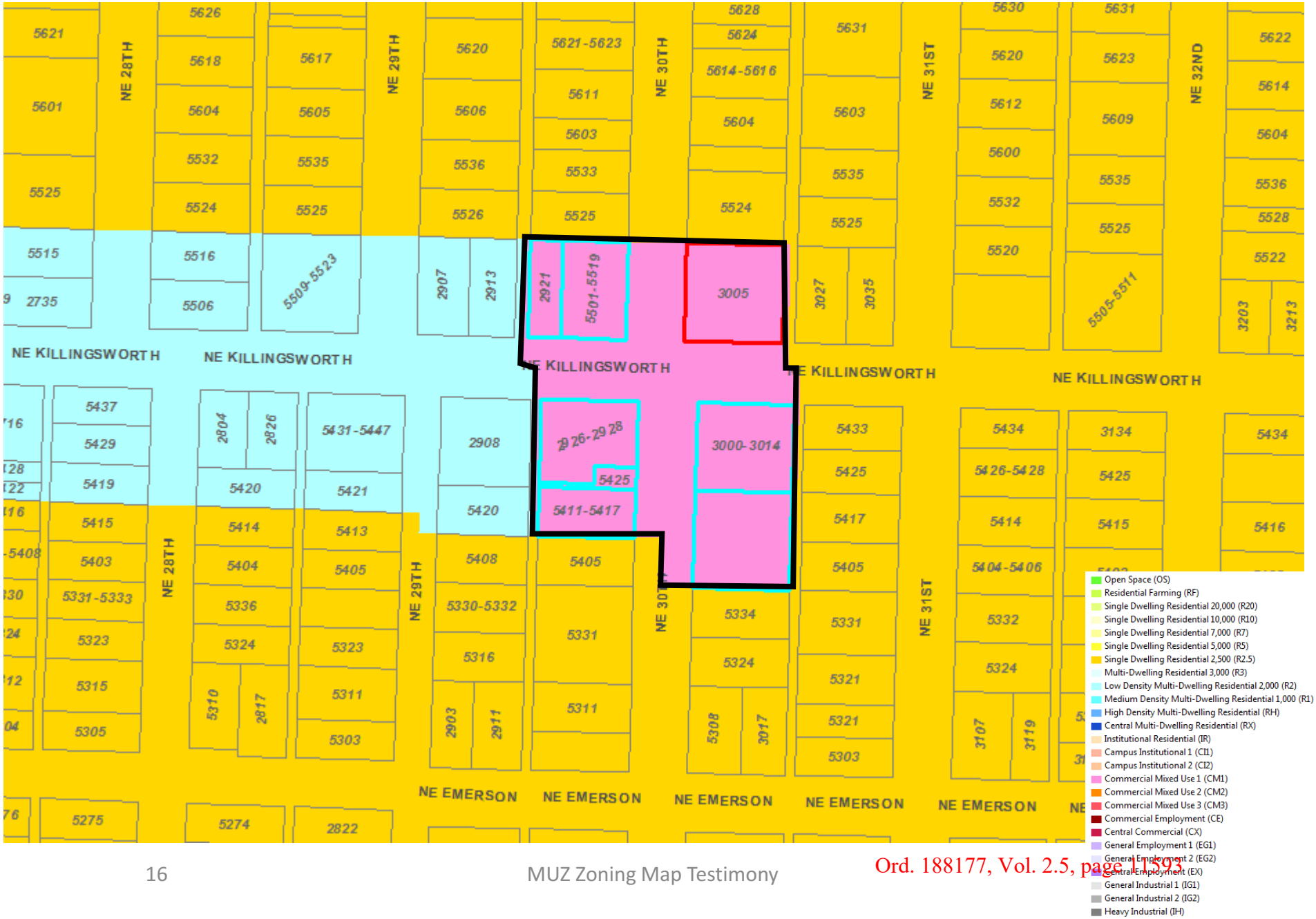


Group B, 1: N ALBERTA AND WILLIAMS: Apply CM2



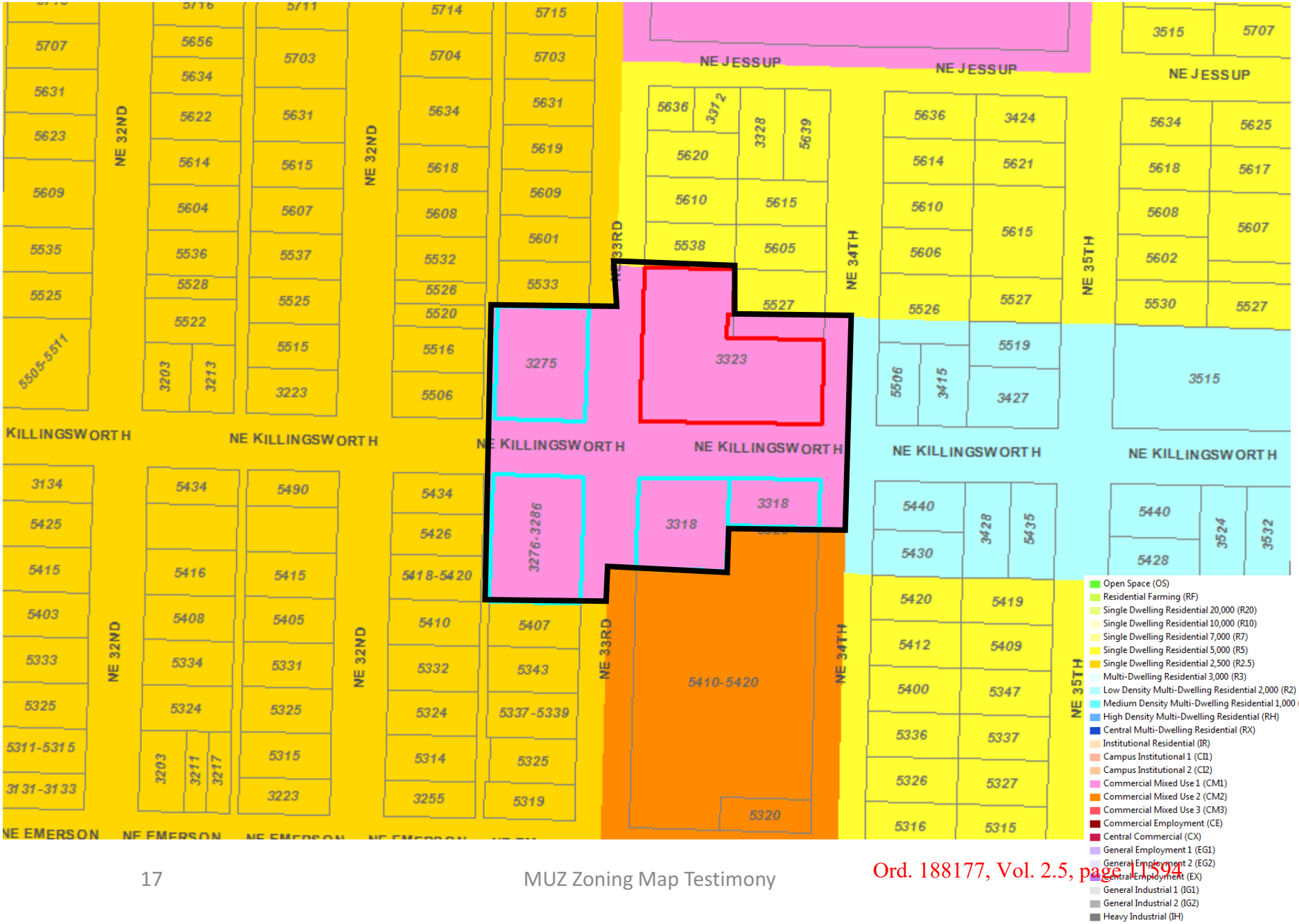
Ord. 188177, Vol. 2.5, page 1592

Group B, 2: NE 30TH AND KILLINGSWORTH: Apply CM2



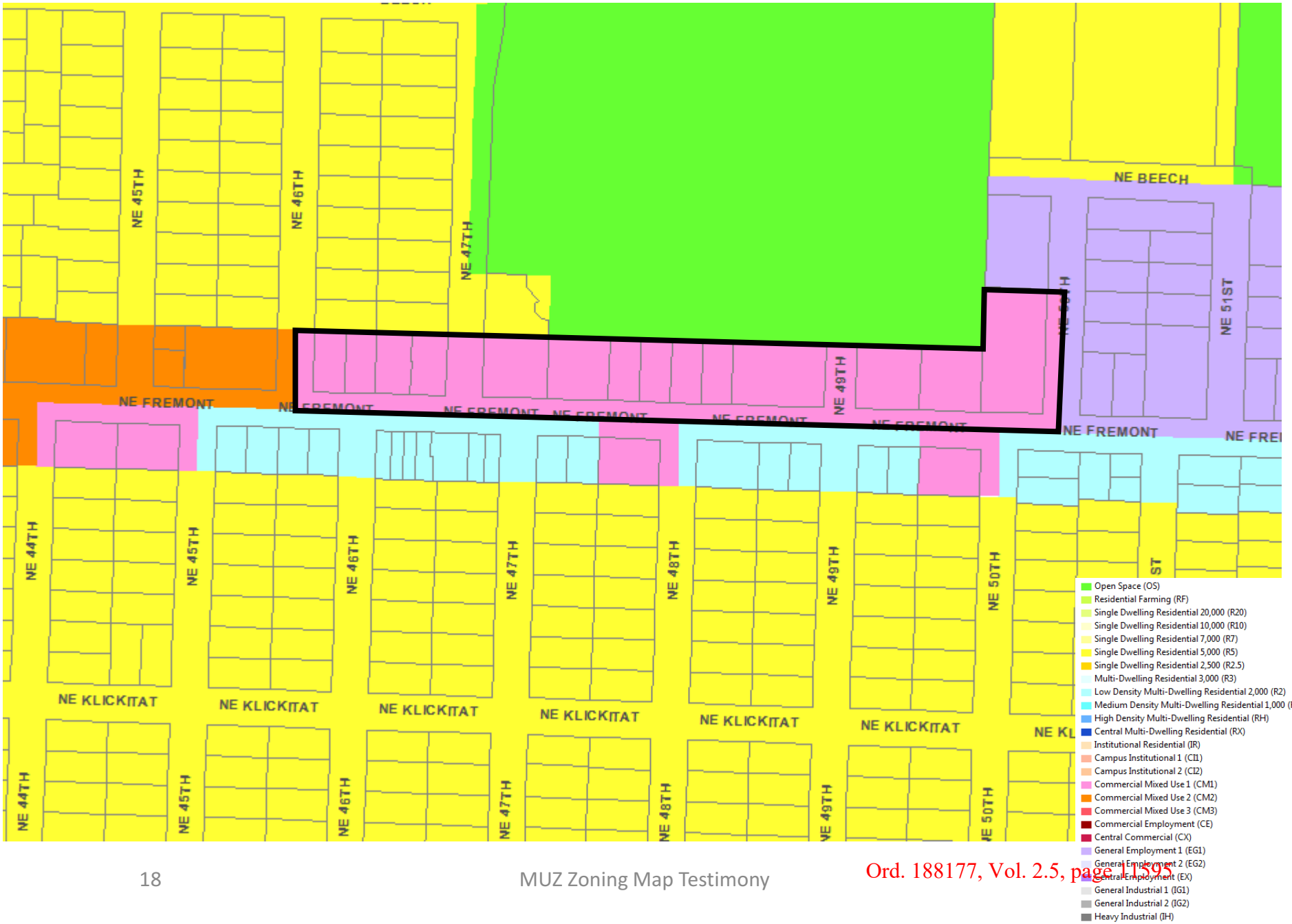
Ord. 188177, Vol. 2.5, page 1593

Group B, 3: NE 33RD AND KILLINGSWORTH: Apply CM2



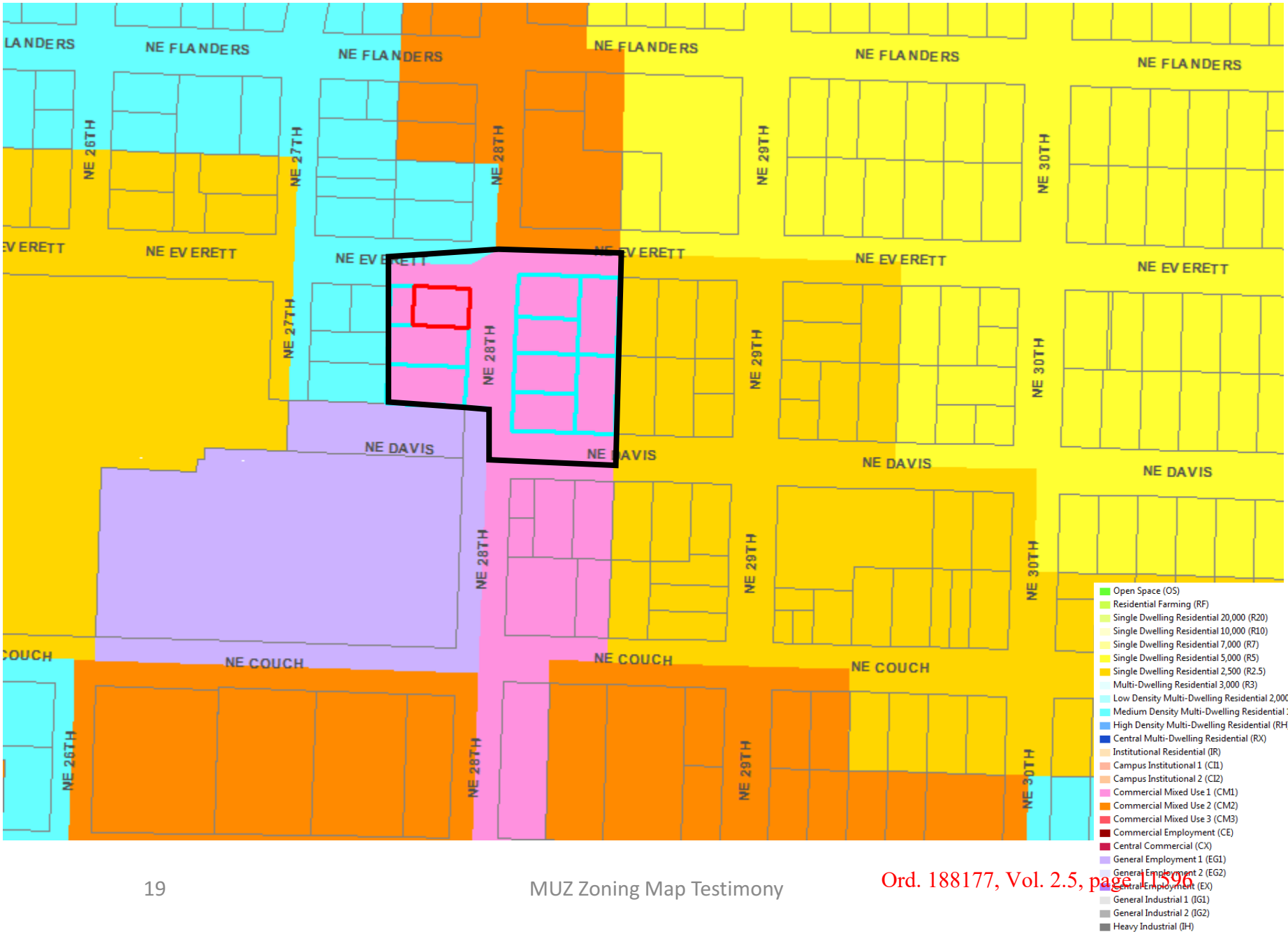
Ord. 188177, Vol. 2.5, page 1594

Group B, 4: NE FREMONT AND 47TH: Retain CM1



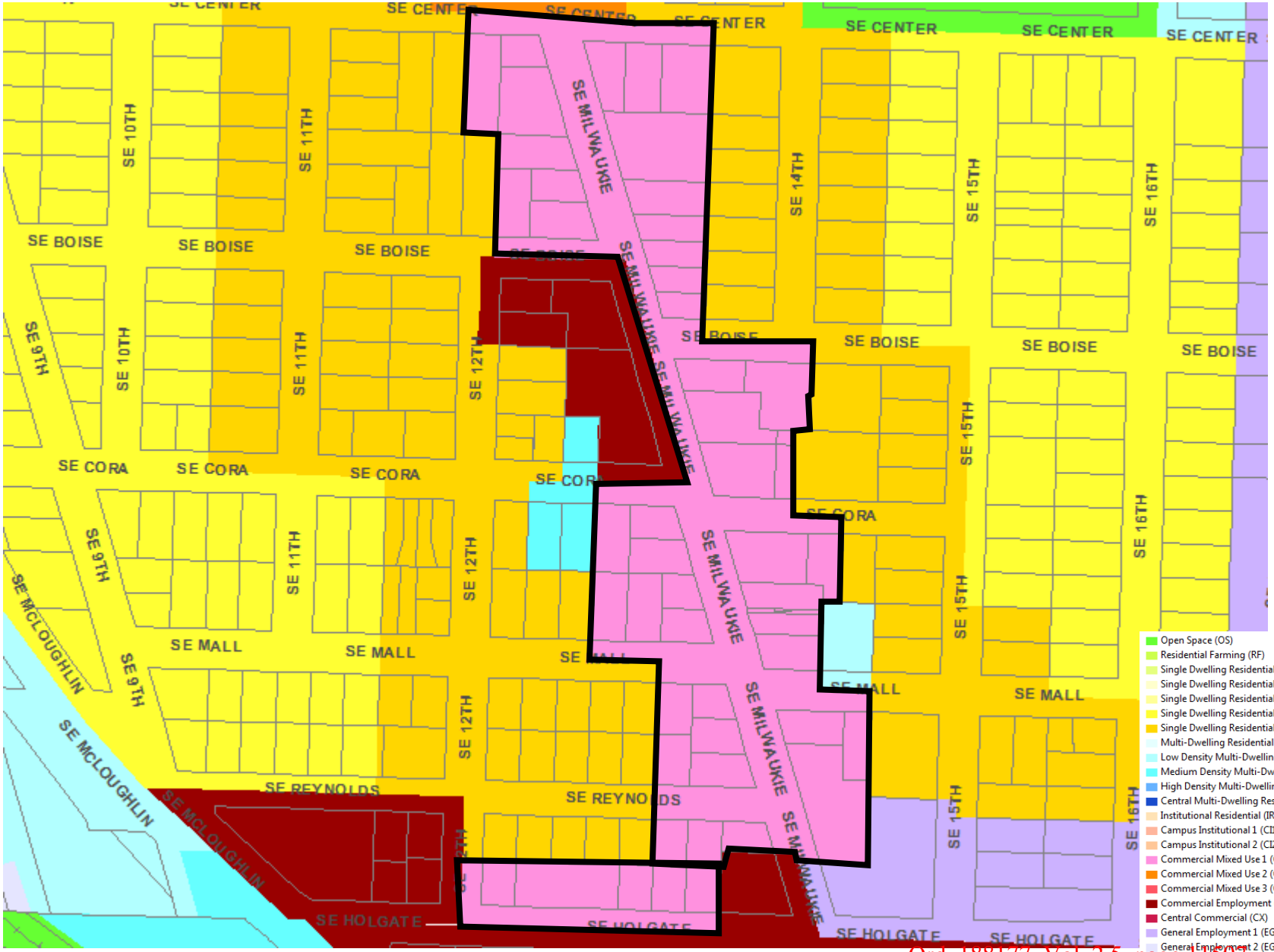
Ord. 188177, Vol. 2.5, page 1595

Group B, 5: NE 28TH - EVERETT TO DAVIS: **Retain CM1**



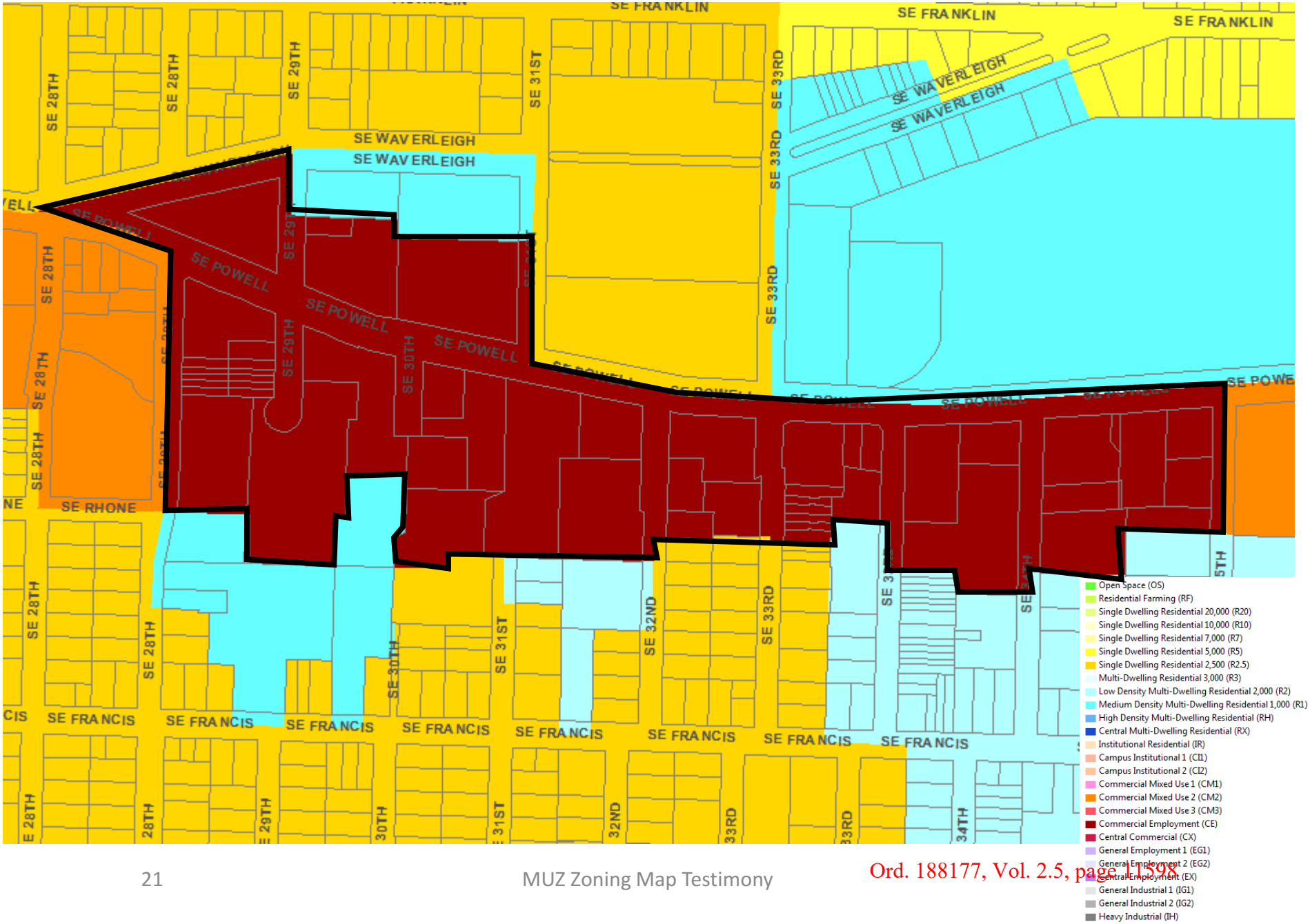
Ord. 188177, Vol. 2.5, page 11596

Group B, 6: Retain CM1, **7:** E HOLGAT: **Retain CM1**



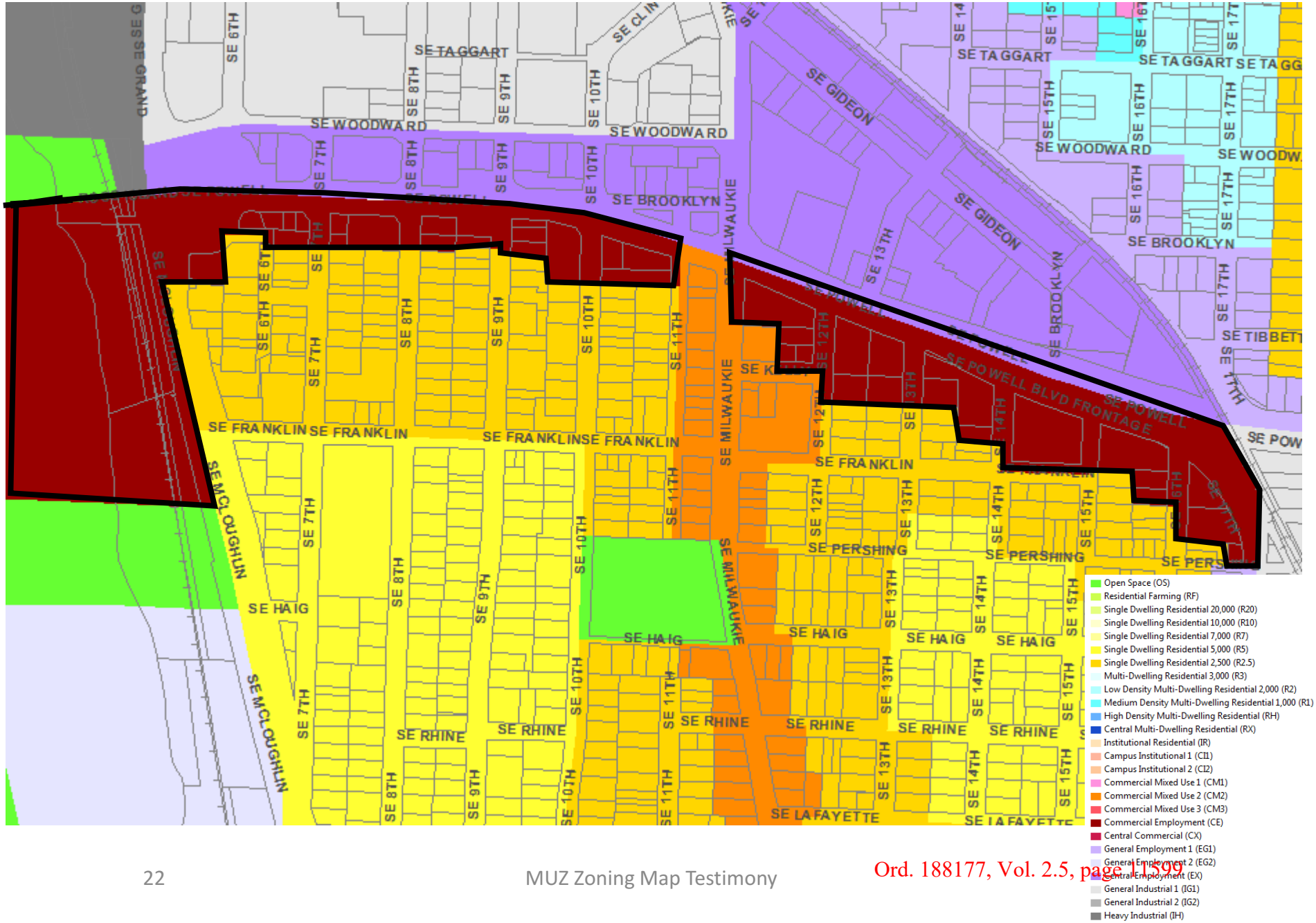
Ord. 188177, Vol. 2.5, page 1597

Group B, 8: POWELL BLVD ROSS IS TO 35TH: **Retain CE**



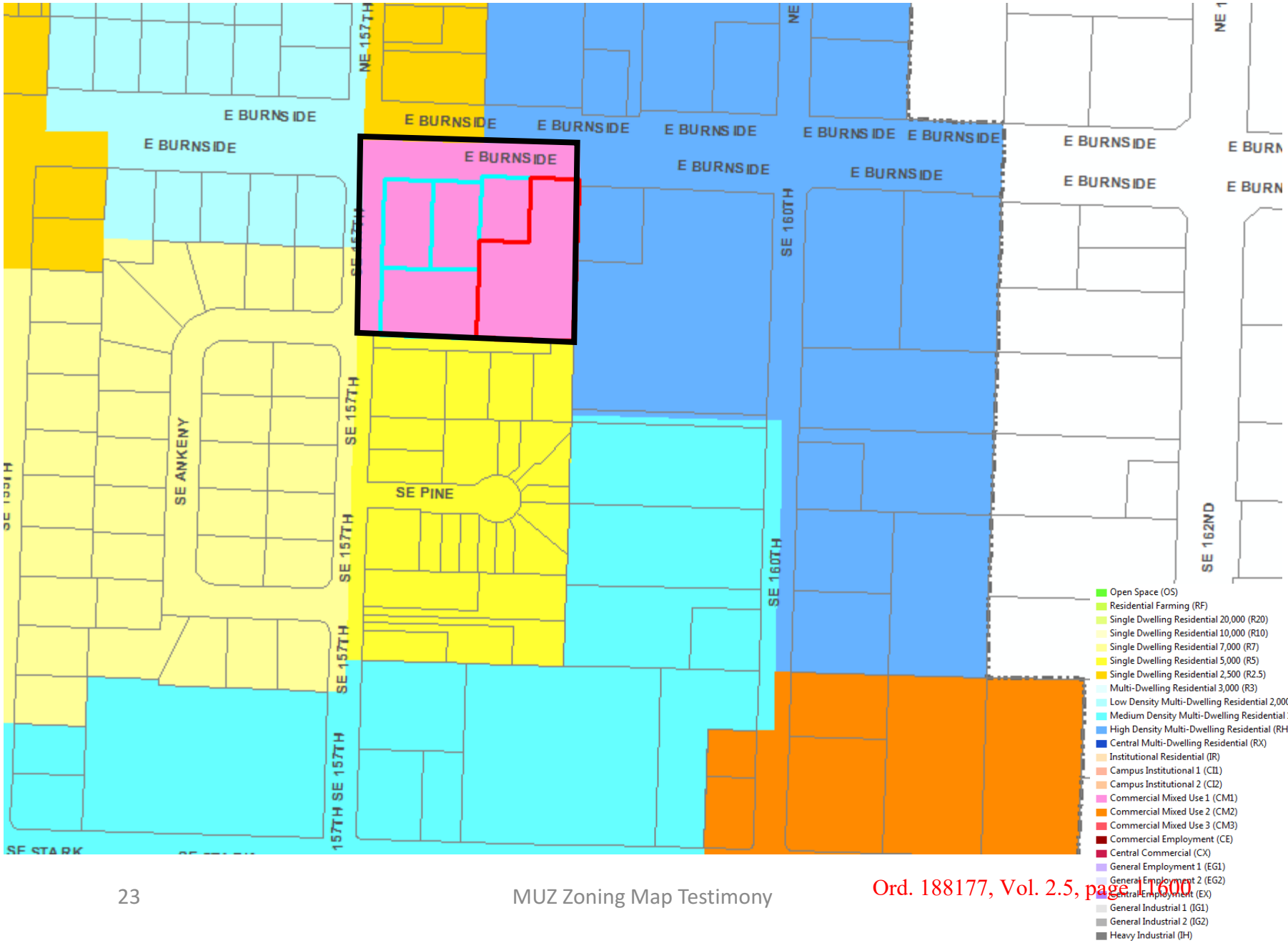
Ord. 188177, Vol. 2.5, page 1598

Group B, 9: POWELL BLVD – RI BRIDGE TO SE 17TH: **Retain CE**



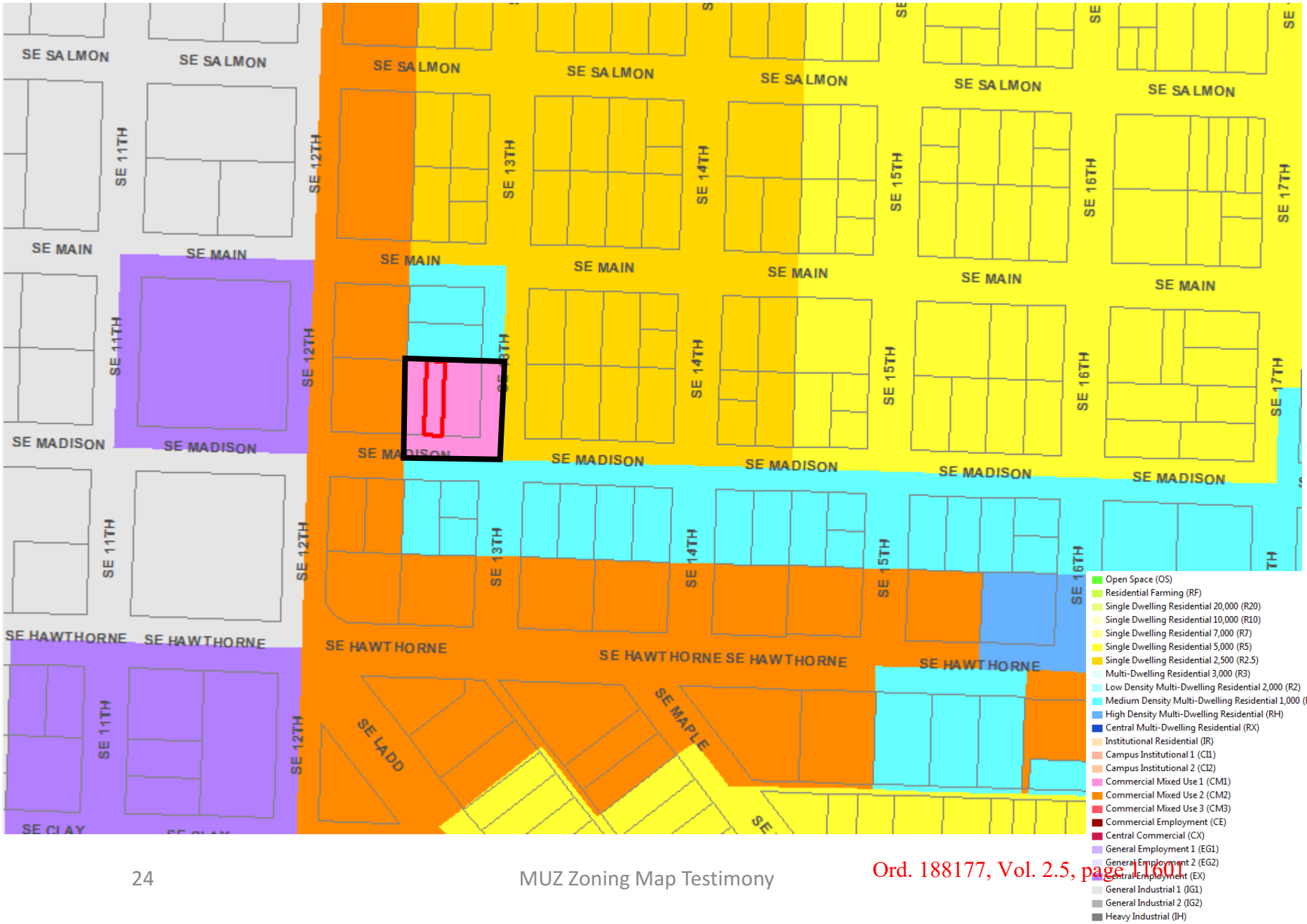
Ord. 188177, Vol. 2.5, page 1598

Group B, 10: E BURNSIDE AT 157TH: Retain CM1



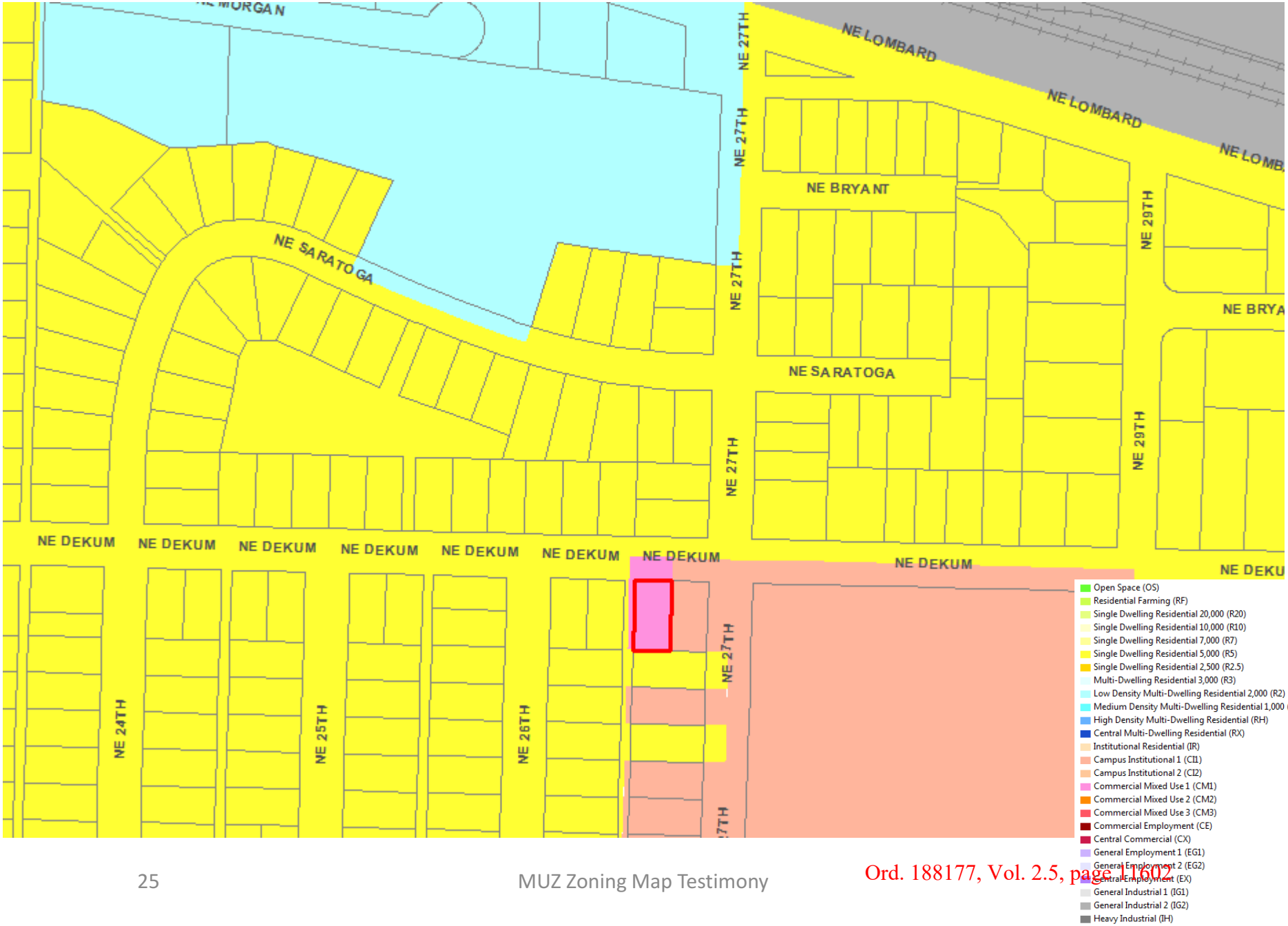
Ord. 188177, Vol. 2.5, page 1600

Group C, 1: 1221 W/ SE MADISON ST: **Apply CM2**



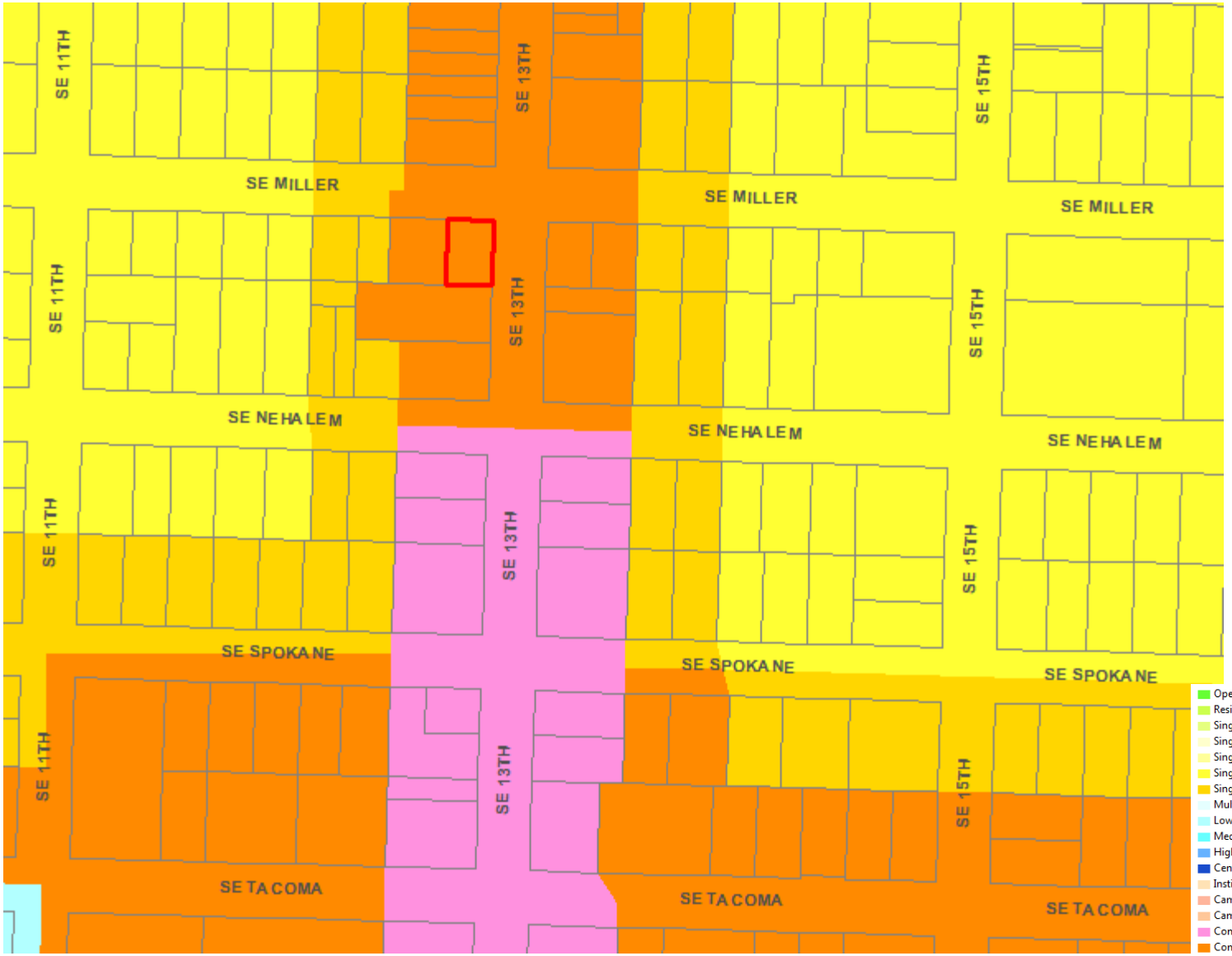
Ord. 188177, Vol. 2.5, page 1601

Group C, 2: 2626 NE DEKUM ST: Apply CM2



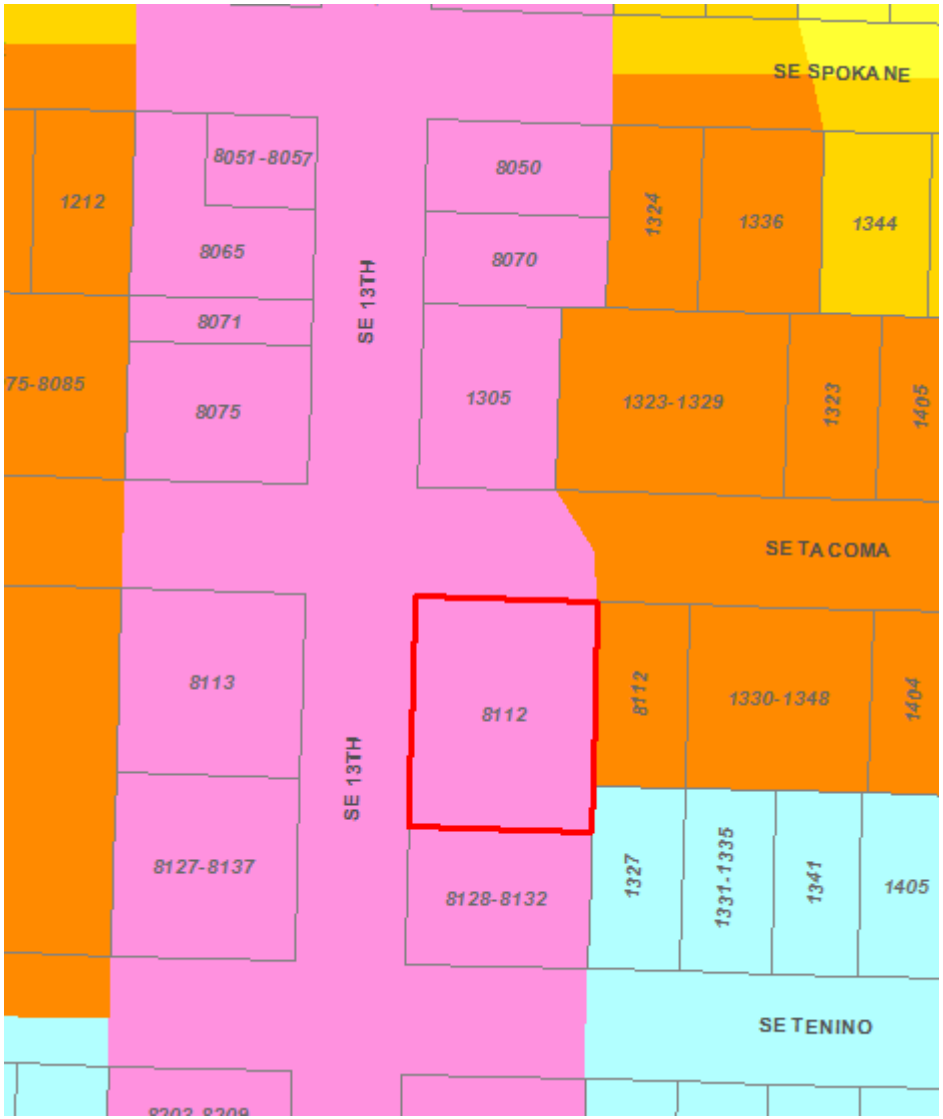
Ord. 188177, Vol. 2.5, page 1602

Group C, 3: 7953-7961 SE 13TH AVE: **Apply CM2**

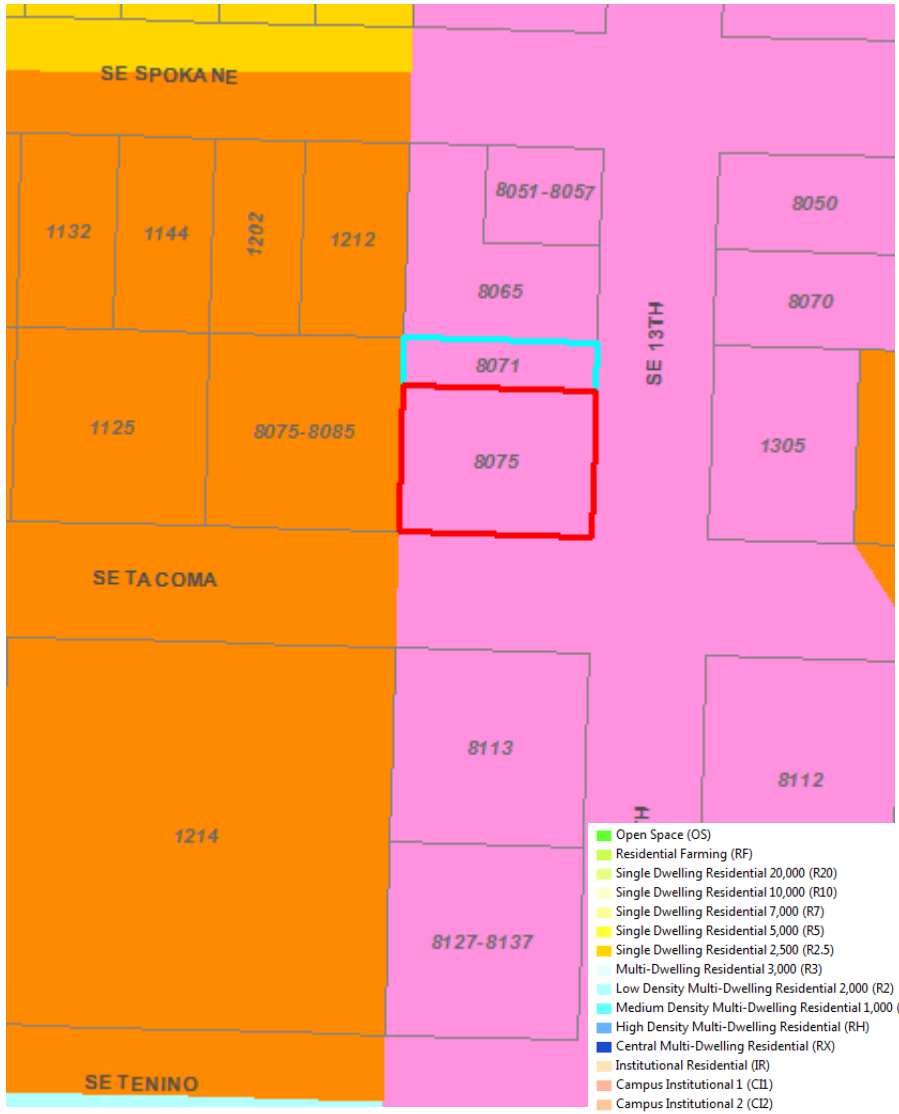


Ord. 188177, Vol. 2.5, page 1603

Group C, 4: 8112 SE 13TH AVE: Apply CM2 **5:** 8075 SE 13TH AVE & 8071 SE 13th AVE: **Apply CM2**



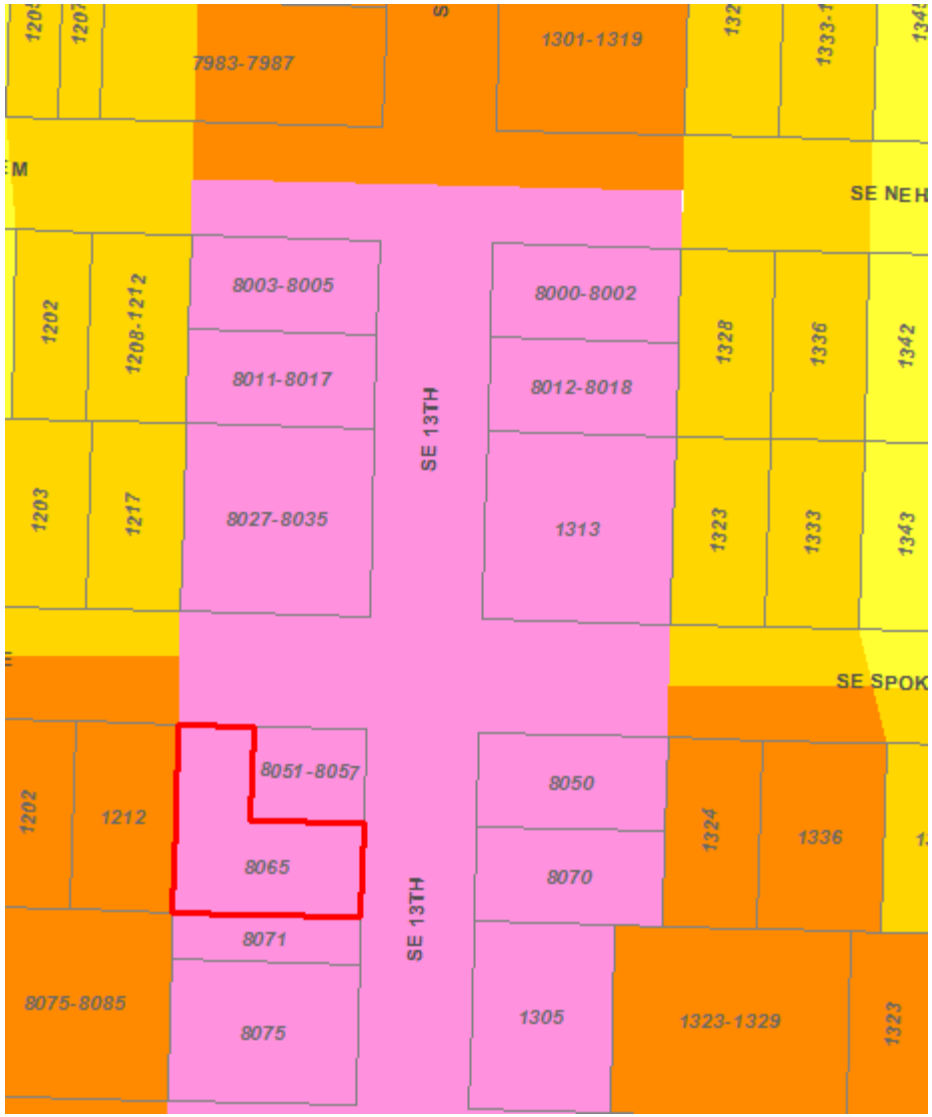
8112 SE 13TH AVE



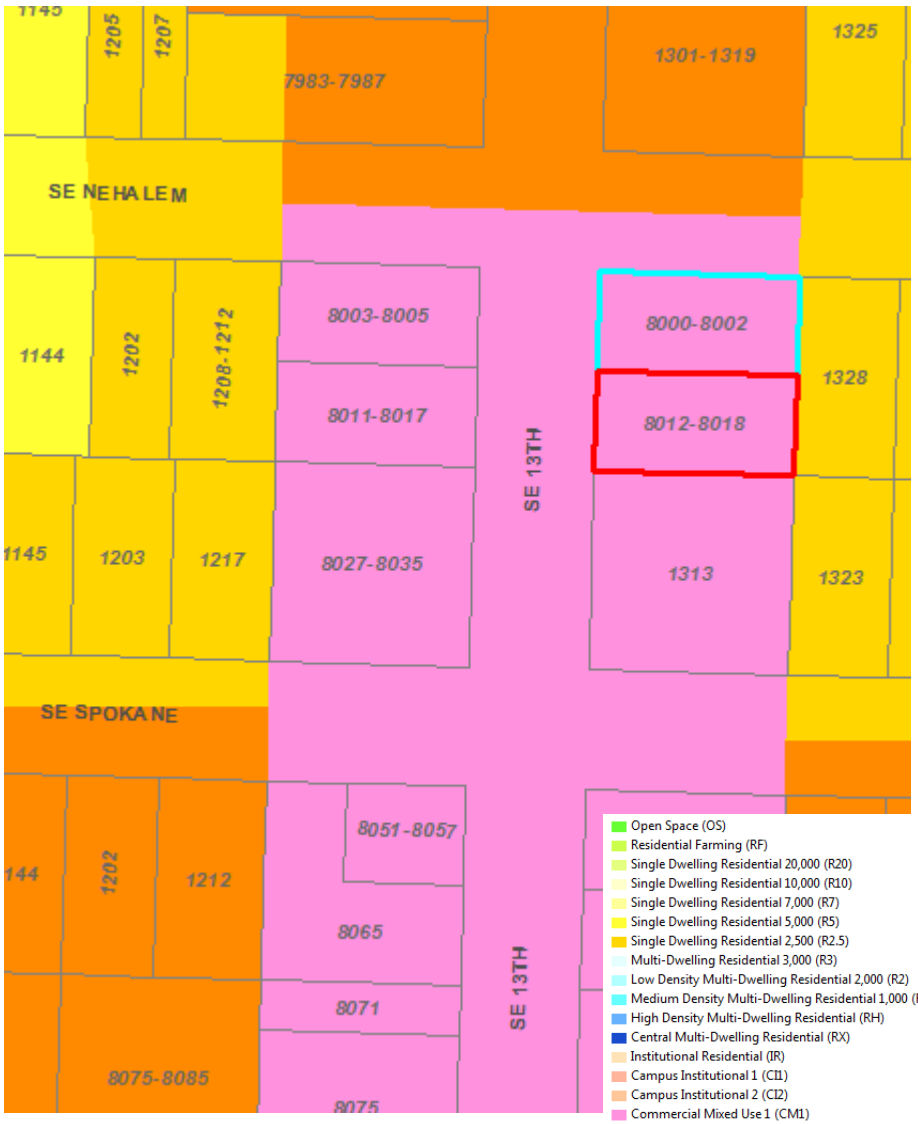
8075 SE 13TH AVE &
8071 SE 13th AVE

Ord. 188177, Vol. 2.5, page 1604

Group C, 6: 8065 SE 13TH AVE, **7:** 8012-8018 SE 13TH AVE, **8:** 8000-8002 SE 13TH AVE: **Apply CM2**



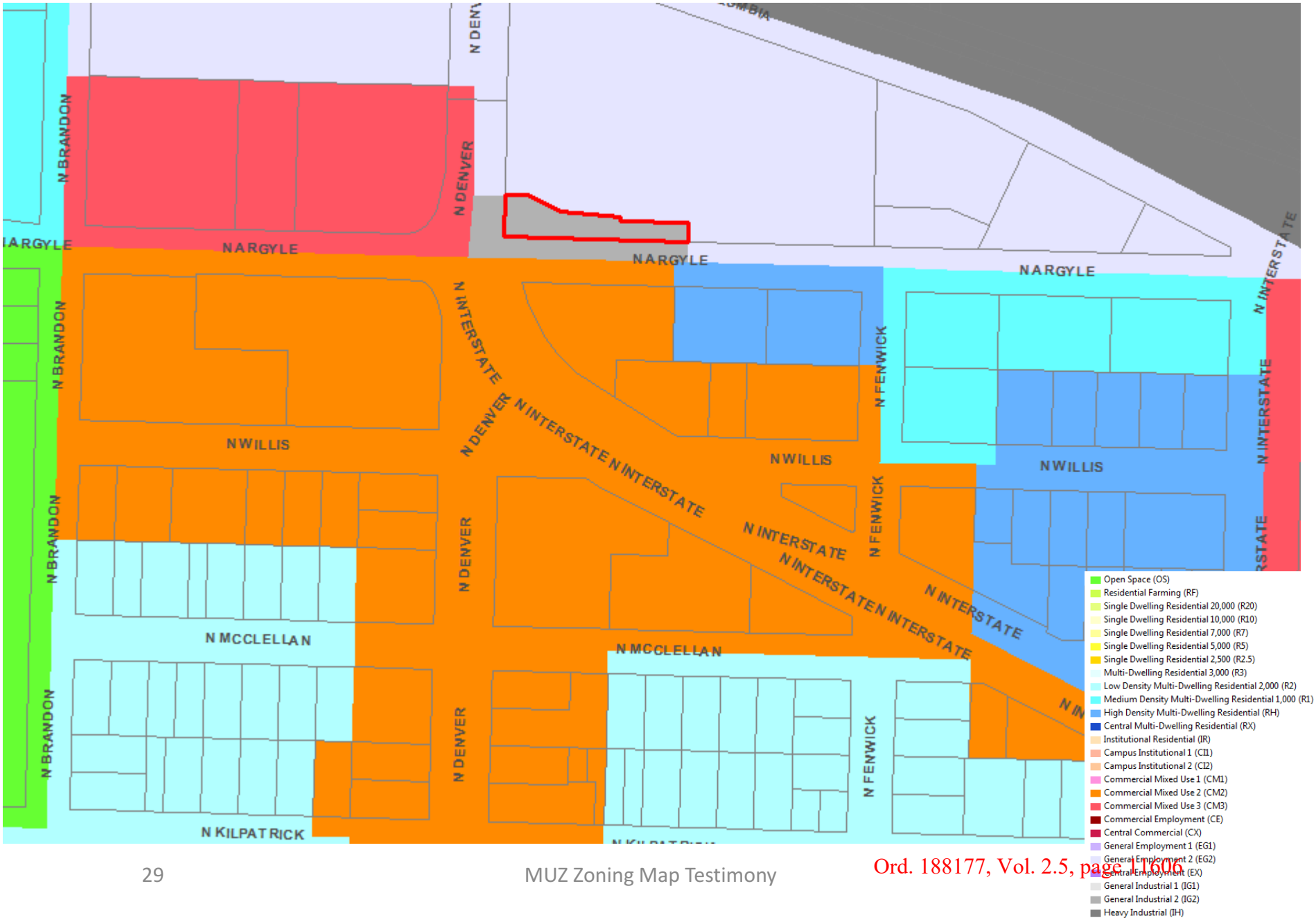
8065 SE 13TH AVE



8012-8018 SE 13TH AVE &
8000-8002 SE 13TH AVE

Ord. 188177, Vol. 2.5, page 1605

Group C, 9: 1935 N ARGYLE ST: Apply CM2



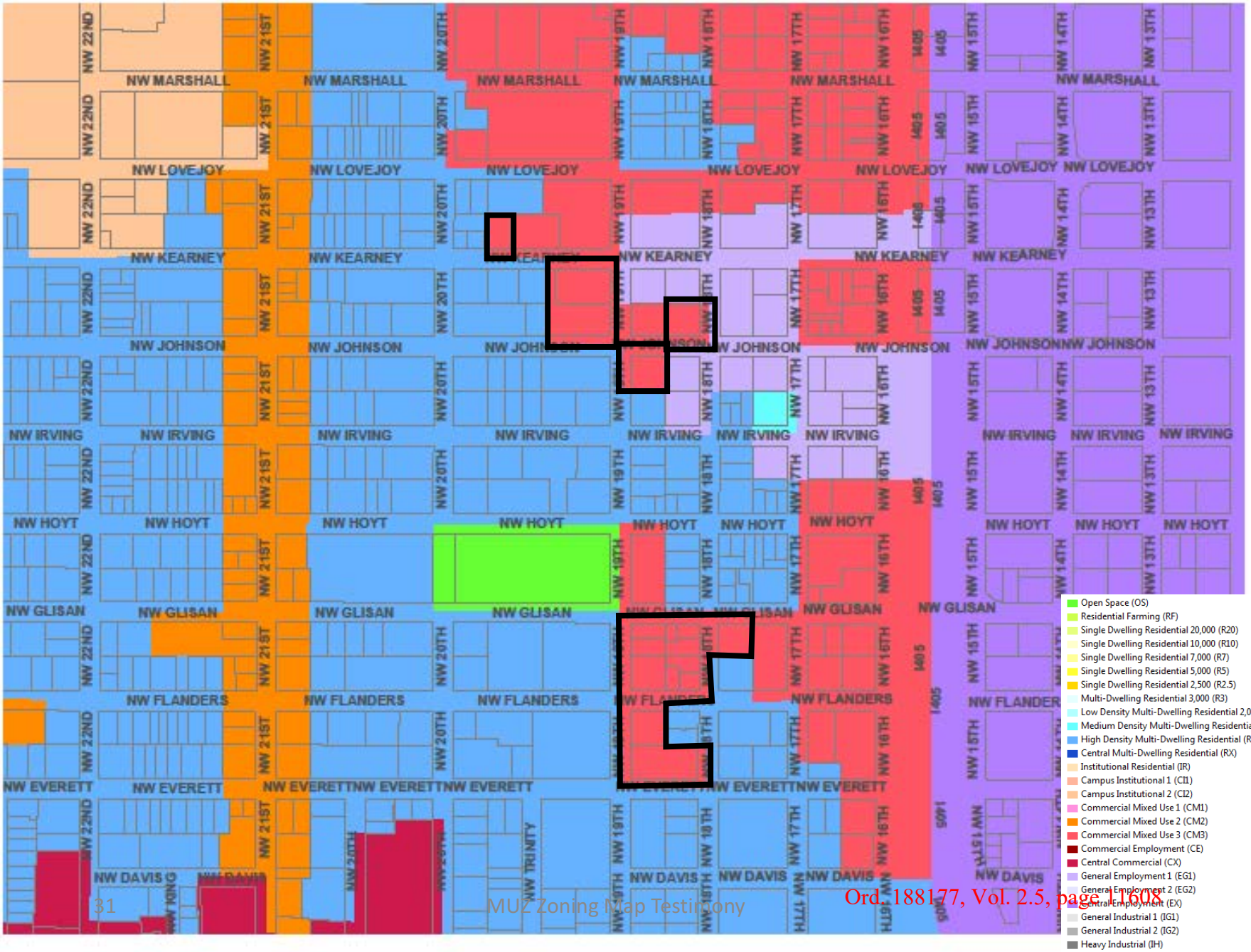
Ord. 188177, Vol. 2.5, page 1606

Group C, 10: 2627-2629 N LOMBARD ST : Apply CM2

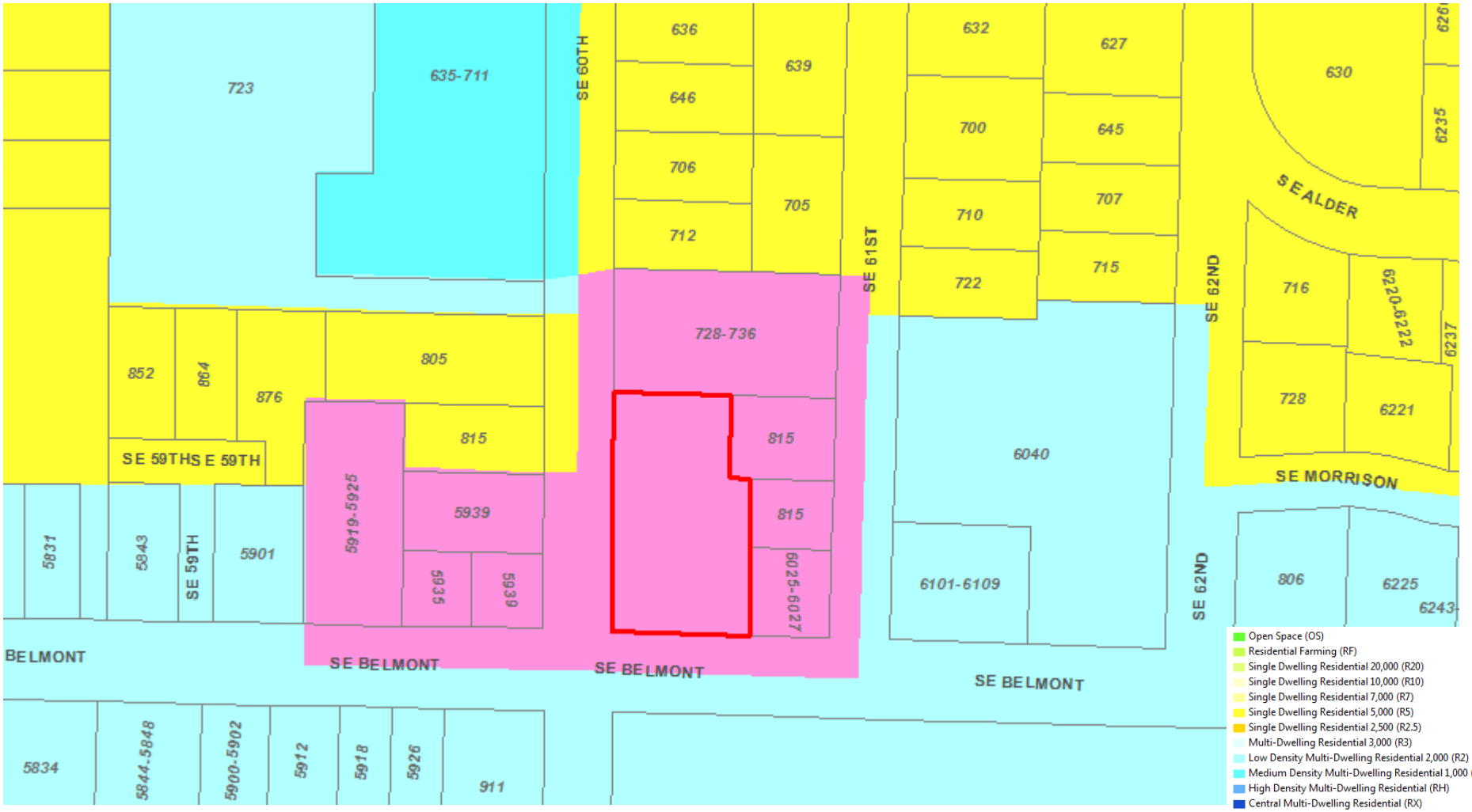


Ord. 188177, Vol. 2.5, page 1602

Group C, 11: NW ALPHABET DISTRICT: Apply CM2

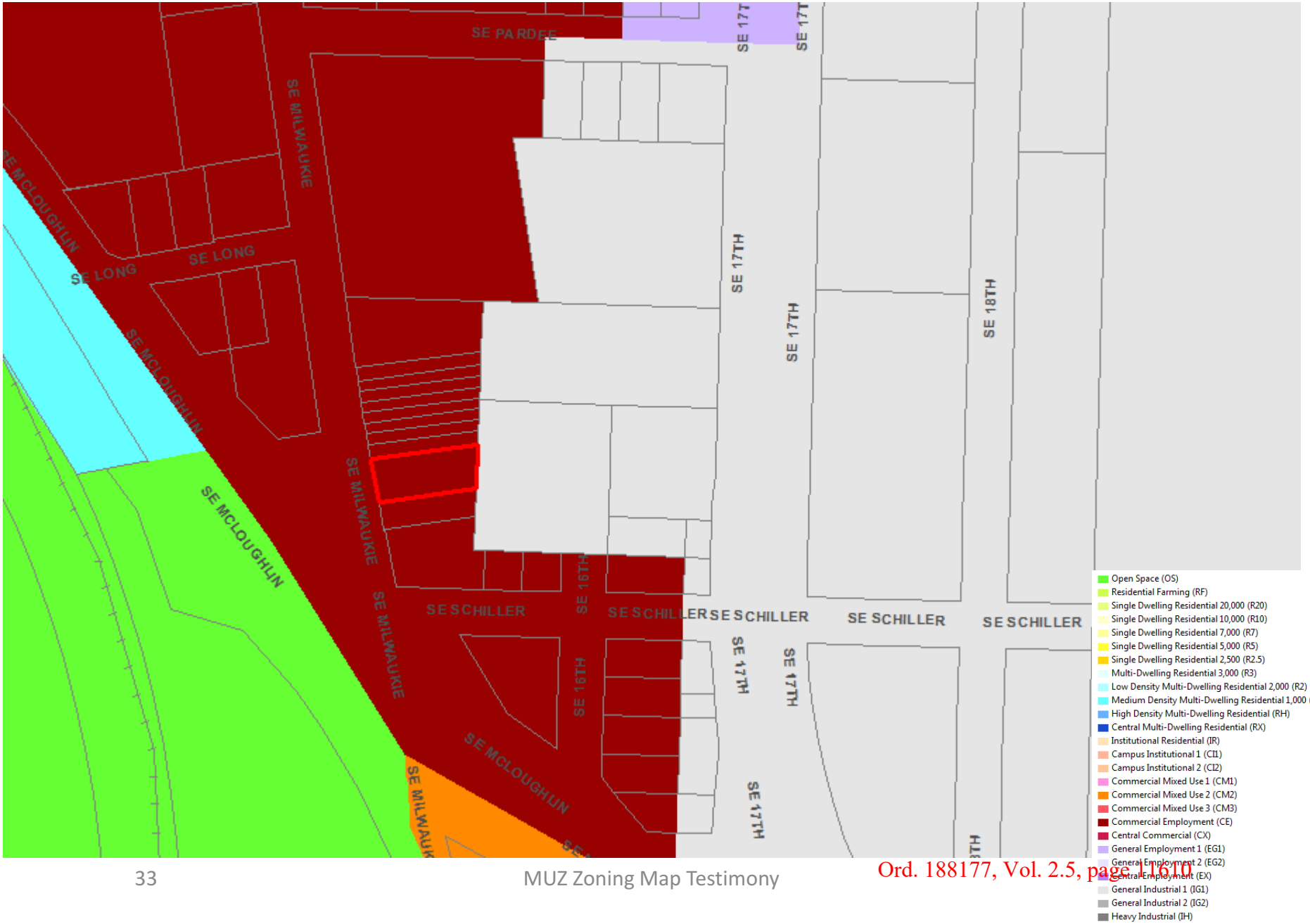


Group C, 12: 60TH & SE BELMONT ST: Apply CM2



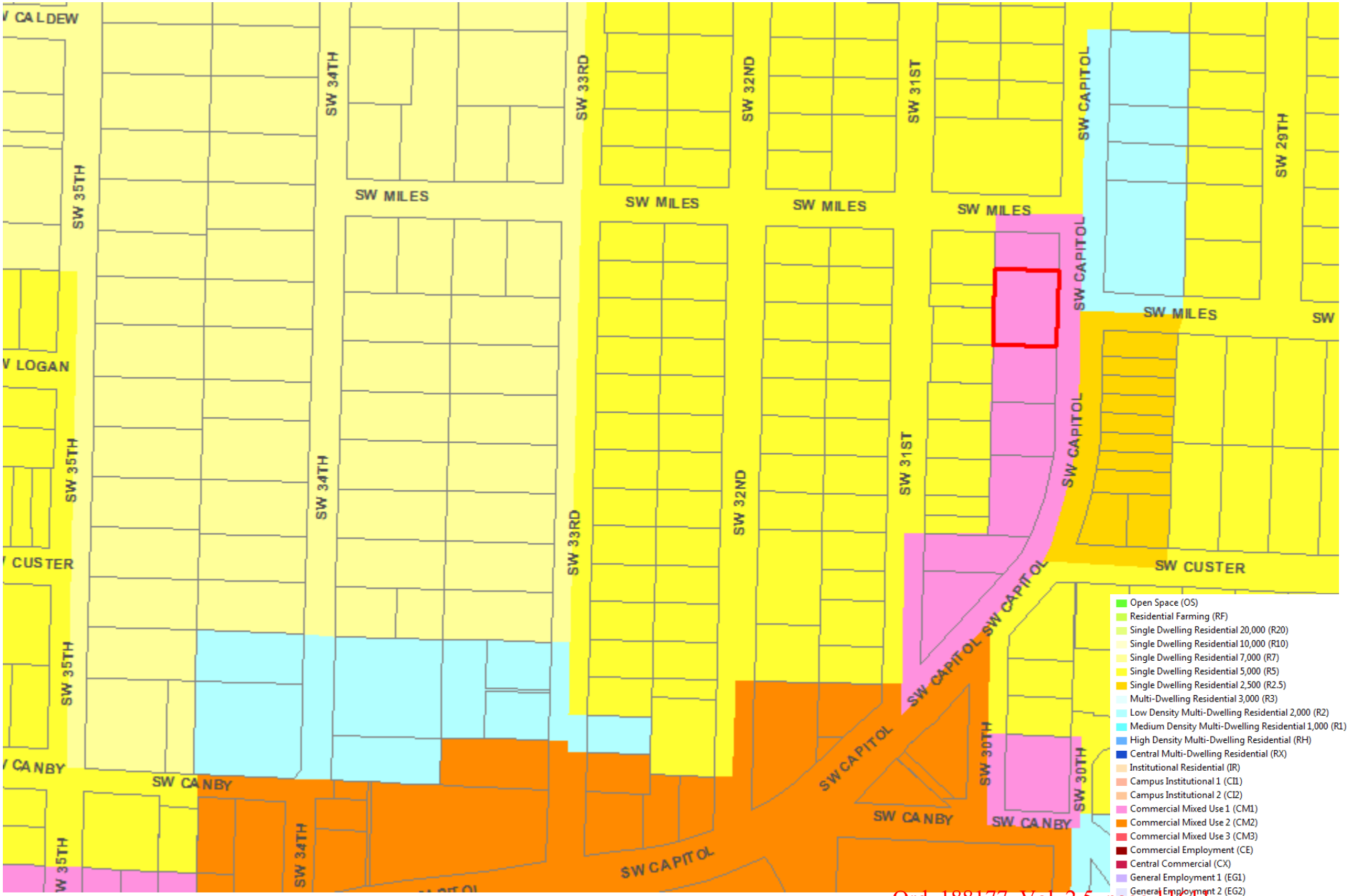
Ord. 188177, Vol. 2.5, page 1609

Group C, 13: 4764 SE MILWAUKIE AVE (near Holgate): **Retain CE**



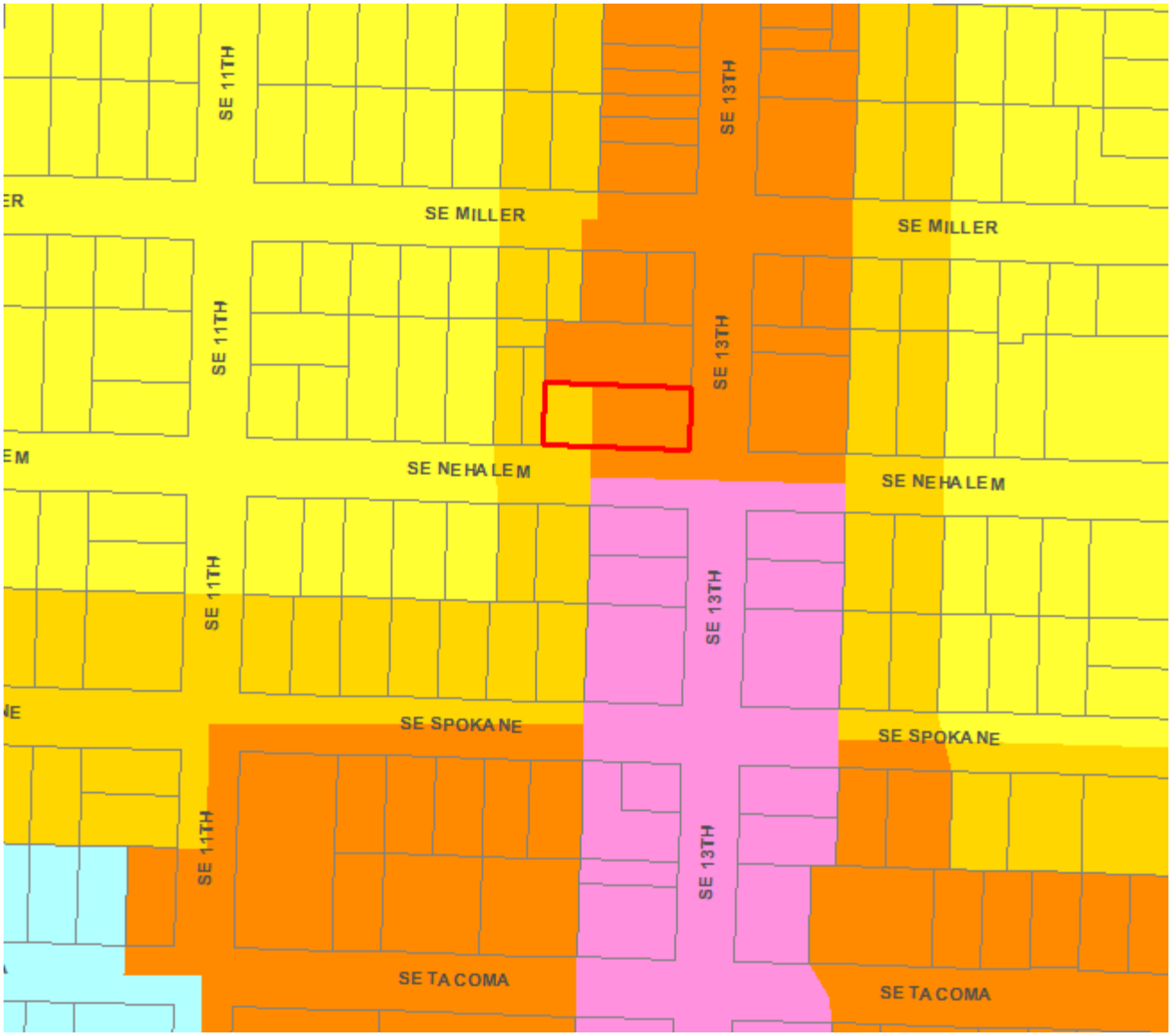
Ord. 188177, Vol. 2.5, page 1610

Group C, 14: 7409-7429 SW CAPITOL HWY: **Retain CM1**



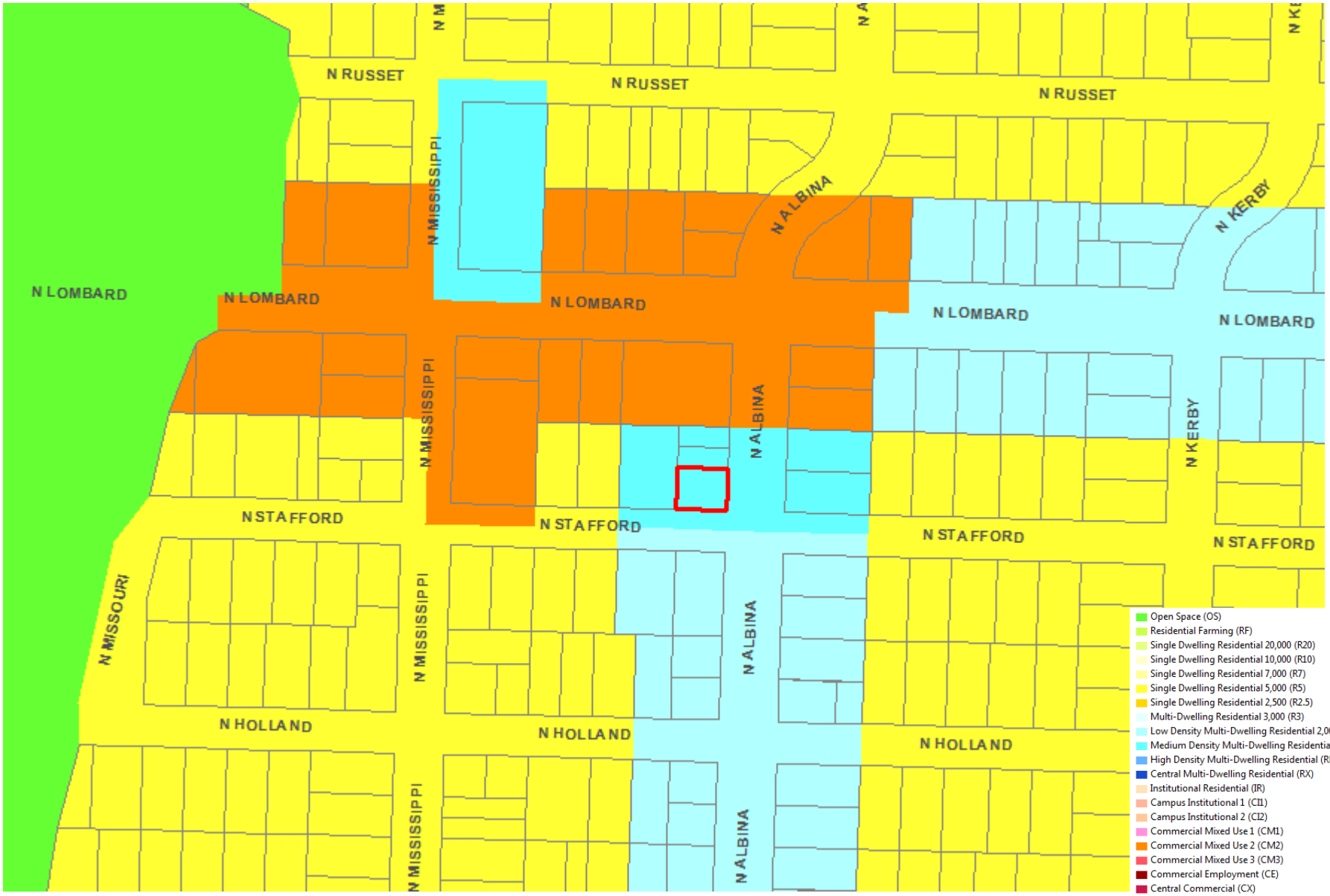
Ord. 188177, Vol. 2.5, page 1611

Group C, 15: 7983-7987 SE 13TH AVE: Retain CM2/R2.5



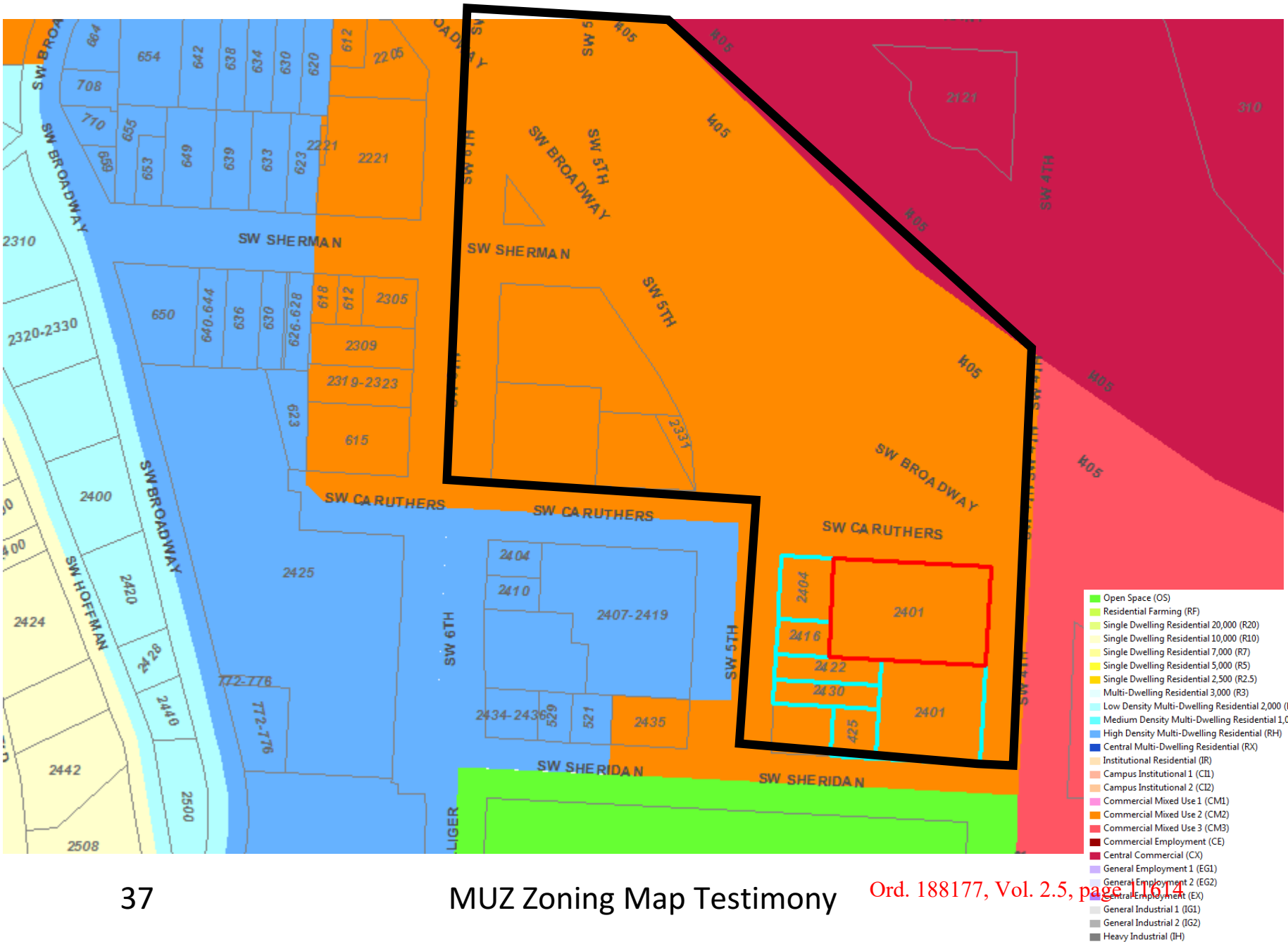
Ord. 188177, Vol. 2.5, pg. 1612

Group C, 16: 7401 N ALBINA AVE: Apply CM1



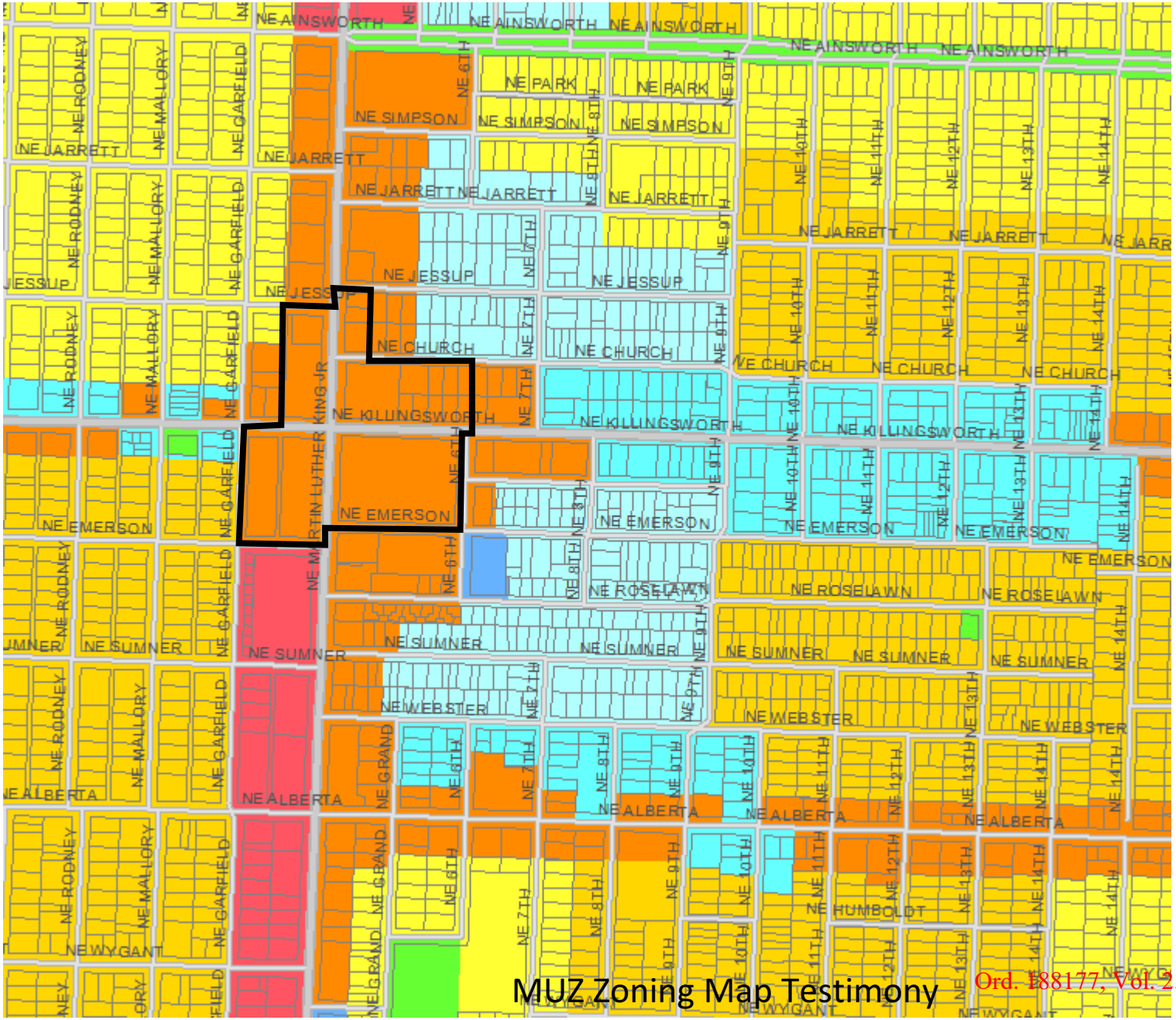
Ord. 188177, Vol. 2.5, page 1613

Group D, 1: 2401 WI/ SW 4TH AVE: Apply CM3



Ord. 188177, Vol. 2.5, page 1614

Group D, 2: MLK JR BLVD: FROM WYGANT TO AINSWORTH: Apply CM3

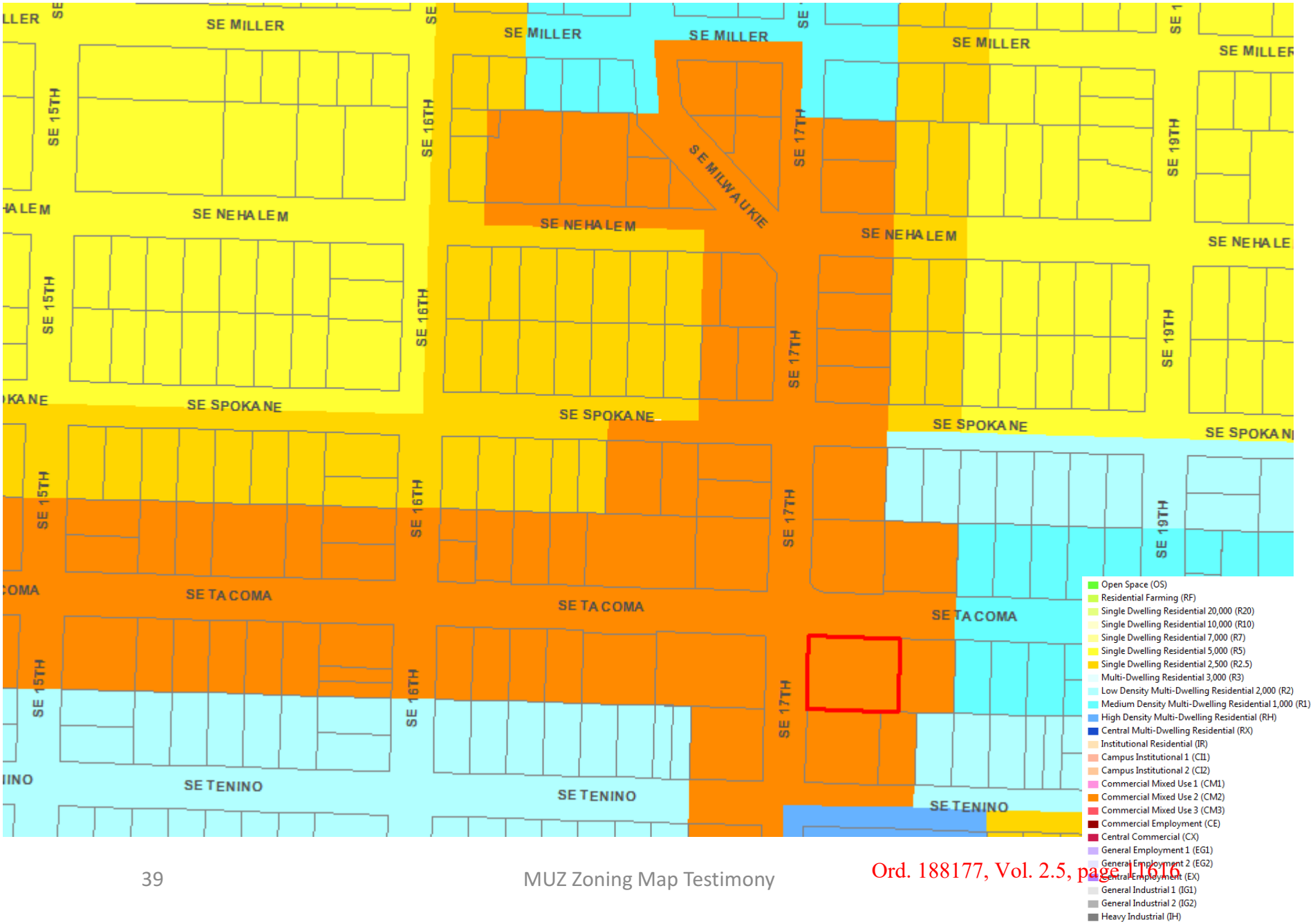


MUZ Zoning Map Testimony

Ord. 188177, Vol. 2.5, page 1615

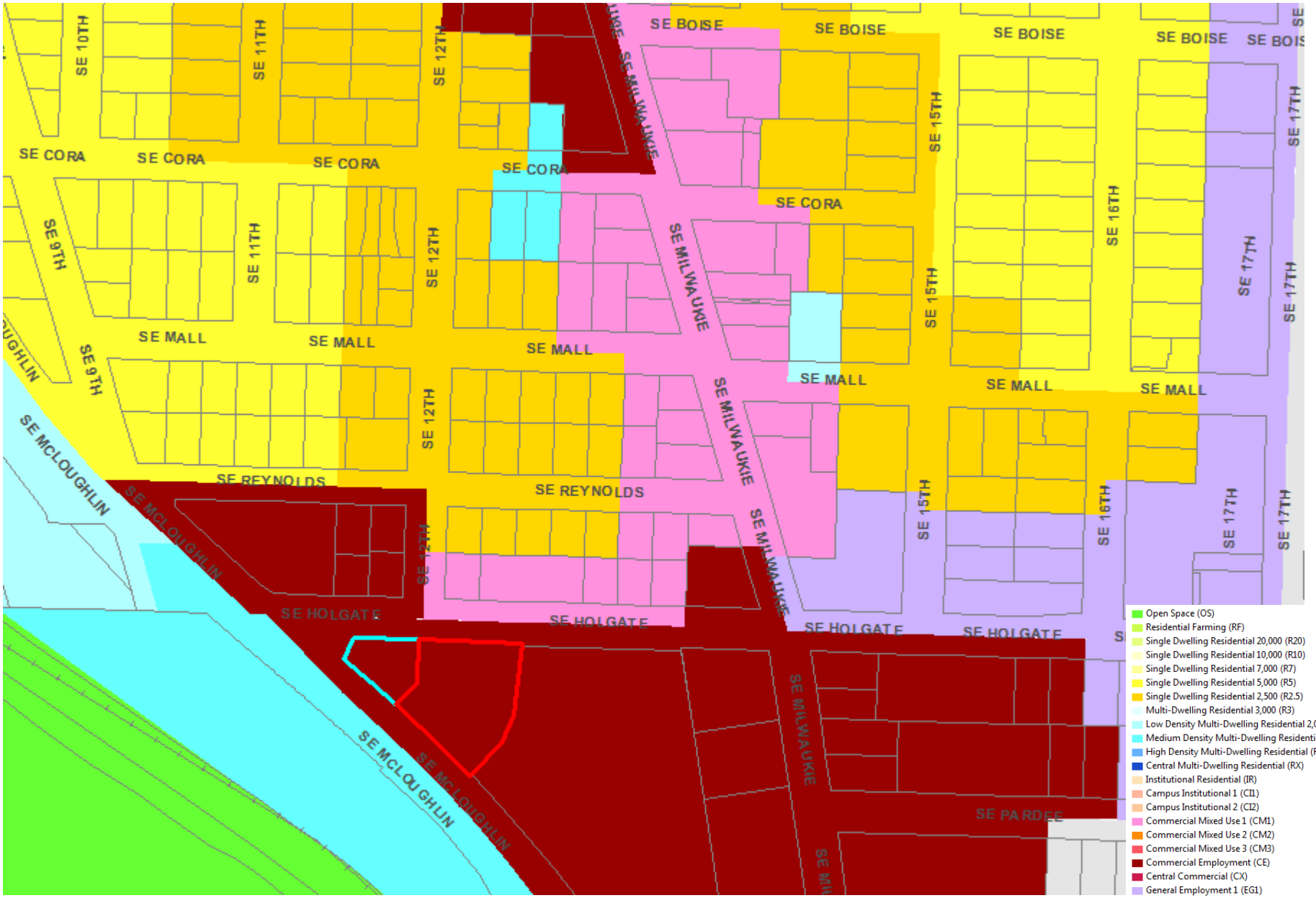
- Open Space (OS)
- Residential Farming (RF)
- Single Dwelling Residential 20,000 (R20)
- Single Dwelling Residential 10,000 (R10)
- Single Dwelling Residential 7,000 (R7)
- Single Dwelling Residential 5,000 (R5)
- Single Dwelling Residential 2,500 (R2.5)
- Multi-Dwelling Residential 3,000 (R3)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)
- Institutional Residential (IR)
- Campus Institutional 1 (CI1)
- Campus Institutional 2 (CI2)
- Commercial Mixed Use 1 (CM1)
- Commercial Mixed Use 2 (CM2)
- Commercial Mixed Use 3 (CM3)
- Commercial Employment (CE)
- Central Commercial (CX)
- General Employment 1 (EG1)
- General Employment 2 (EG2)
- Central Employment (EX)
- General Industrial 1 (IG1)
- General Industrial 2 (IG2)
- Heavy Industrial (IH)

Group D, 3: 1710 SE TACOMA ST: **Retain CM2**



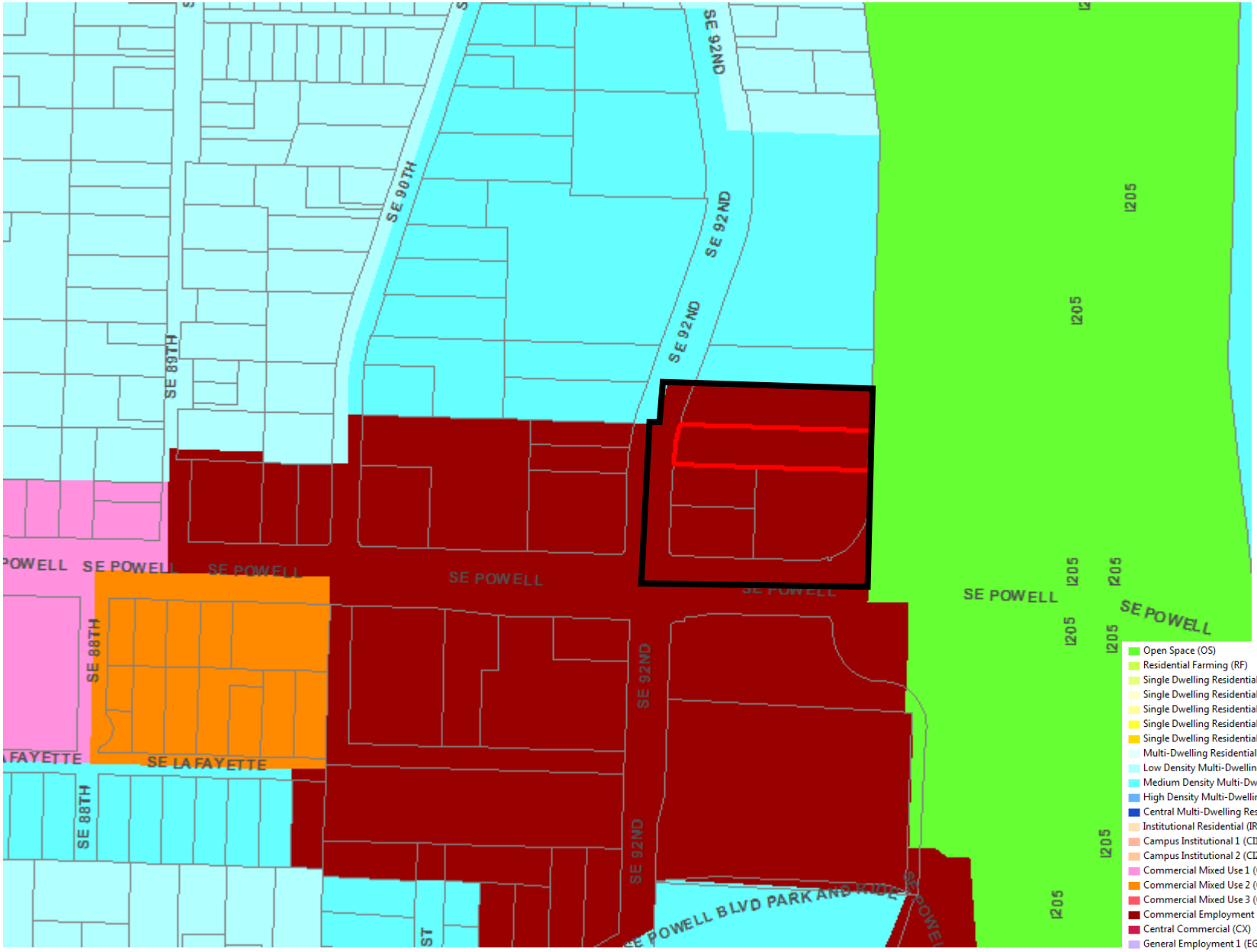
Ord. 188177, Vol. 2.5, page 1616

Group D, 4: 4534 SE MCLOUGHLIN BLVD: **Retain CE**



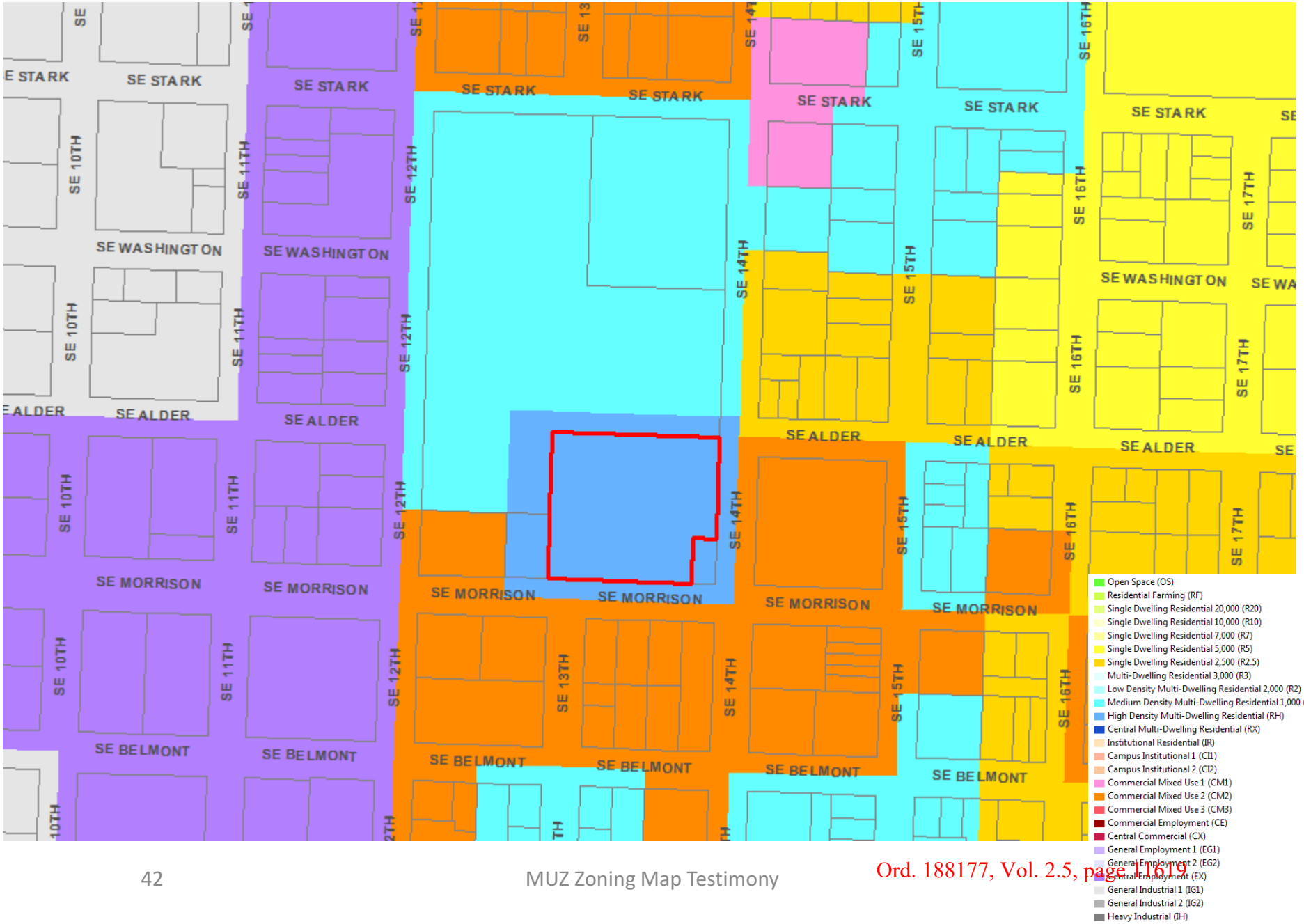
Ord. 188177, Vol. 2.5, page 1612

Group D, 5: 3318 SE 92ND AVE: Retain CE



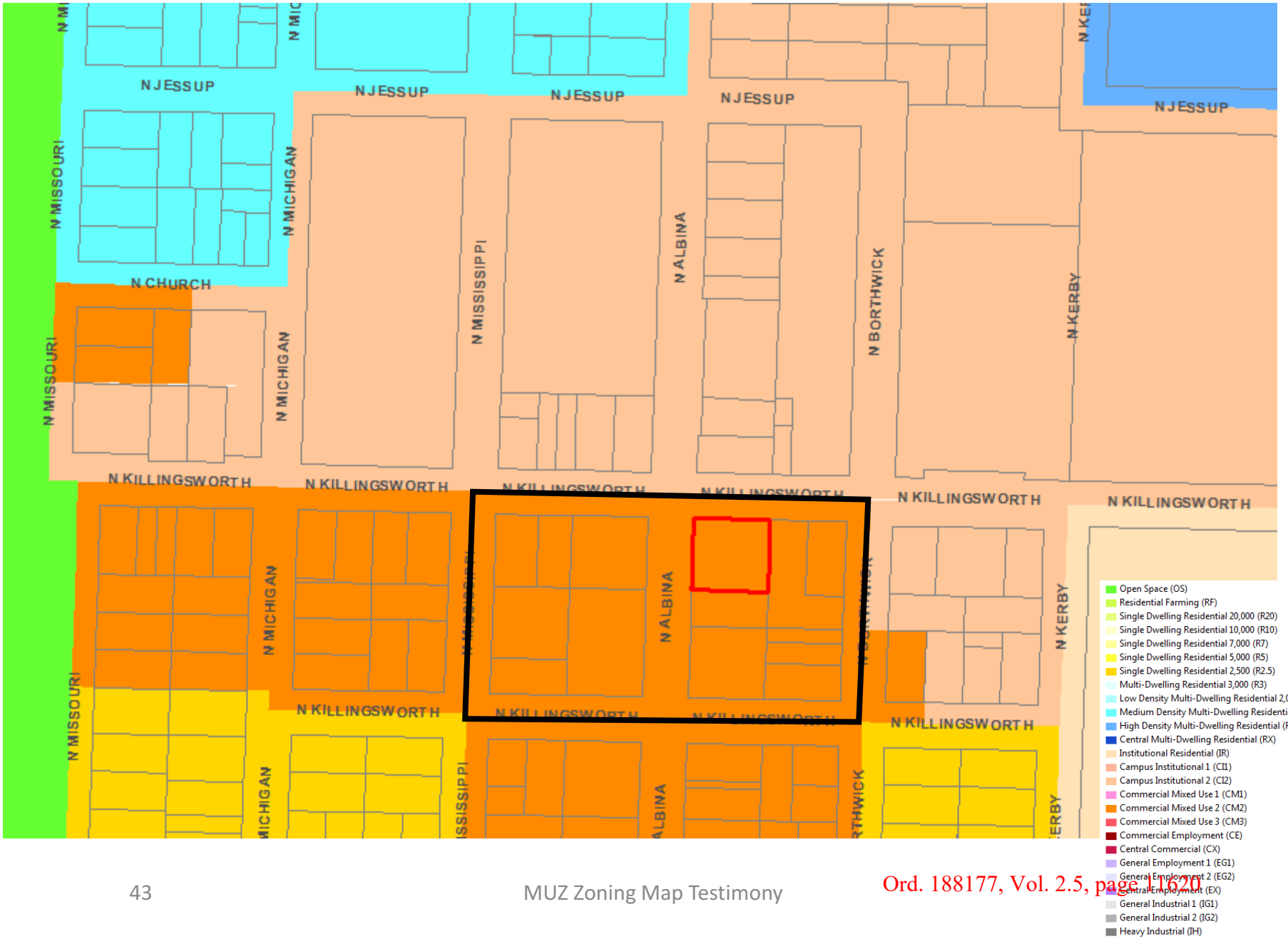
Ord. 188177, Vol. 2.5, page 1618

Group D, 6: SE 14TH AVE/MORRISON: **Retain RH**



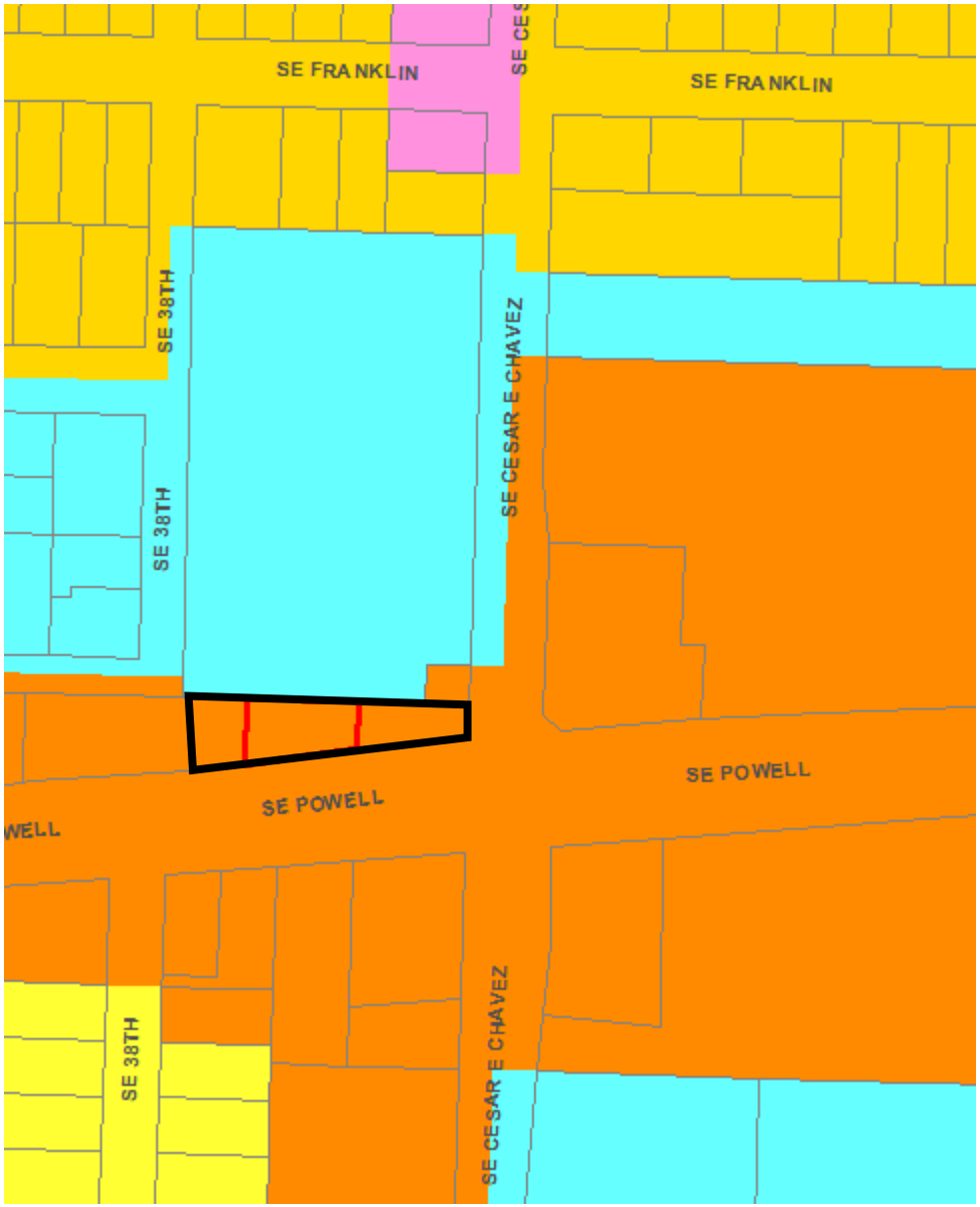
Ord. 188177, Vol. 2.5, page 1619

Group D, 7: 722-740 N KILLINGSWORTH ST: Retain CM2

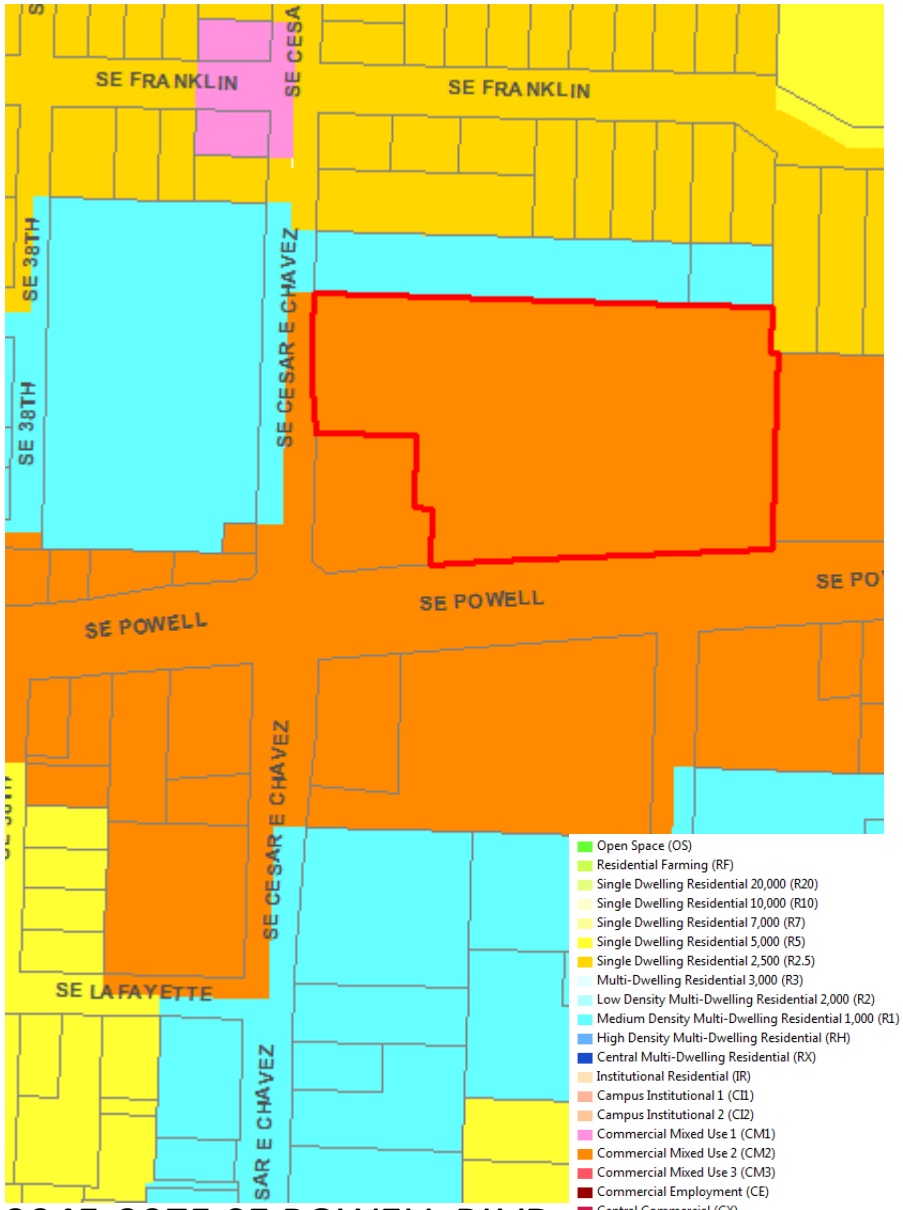


Ord. 188177, Vol. 2.5, page 1620

Group D, 8: 3835 WI/ SE POWELL BLVD, **9:** 3945-3975 SE POWELL BLVD: **Retain CM2**



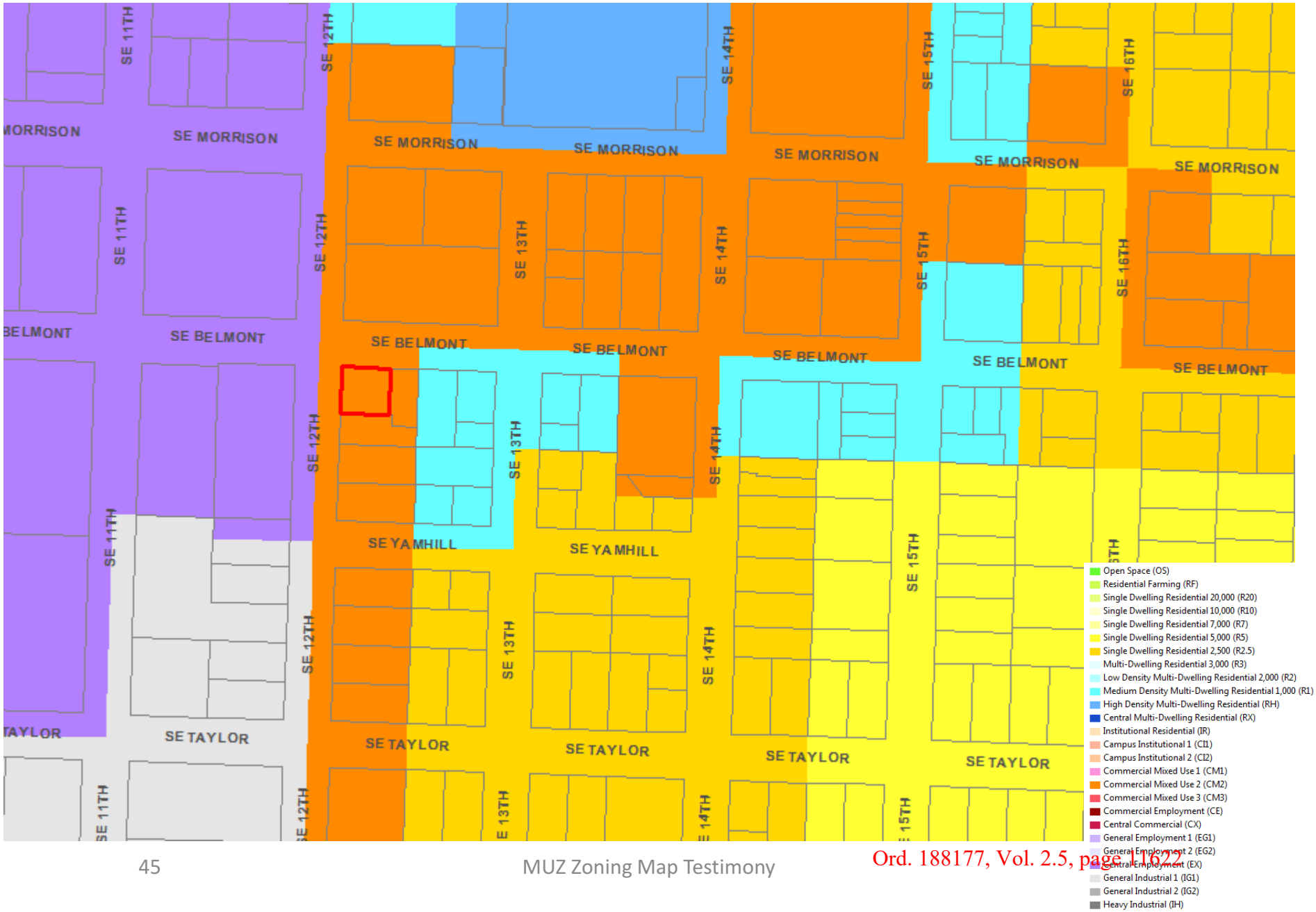
3835 WI/ SE POWELL BLVD



3945-3975 SE POWELL BLVD

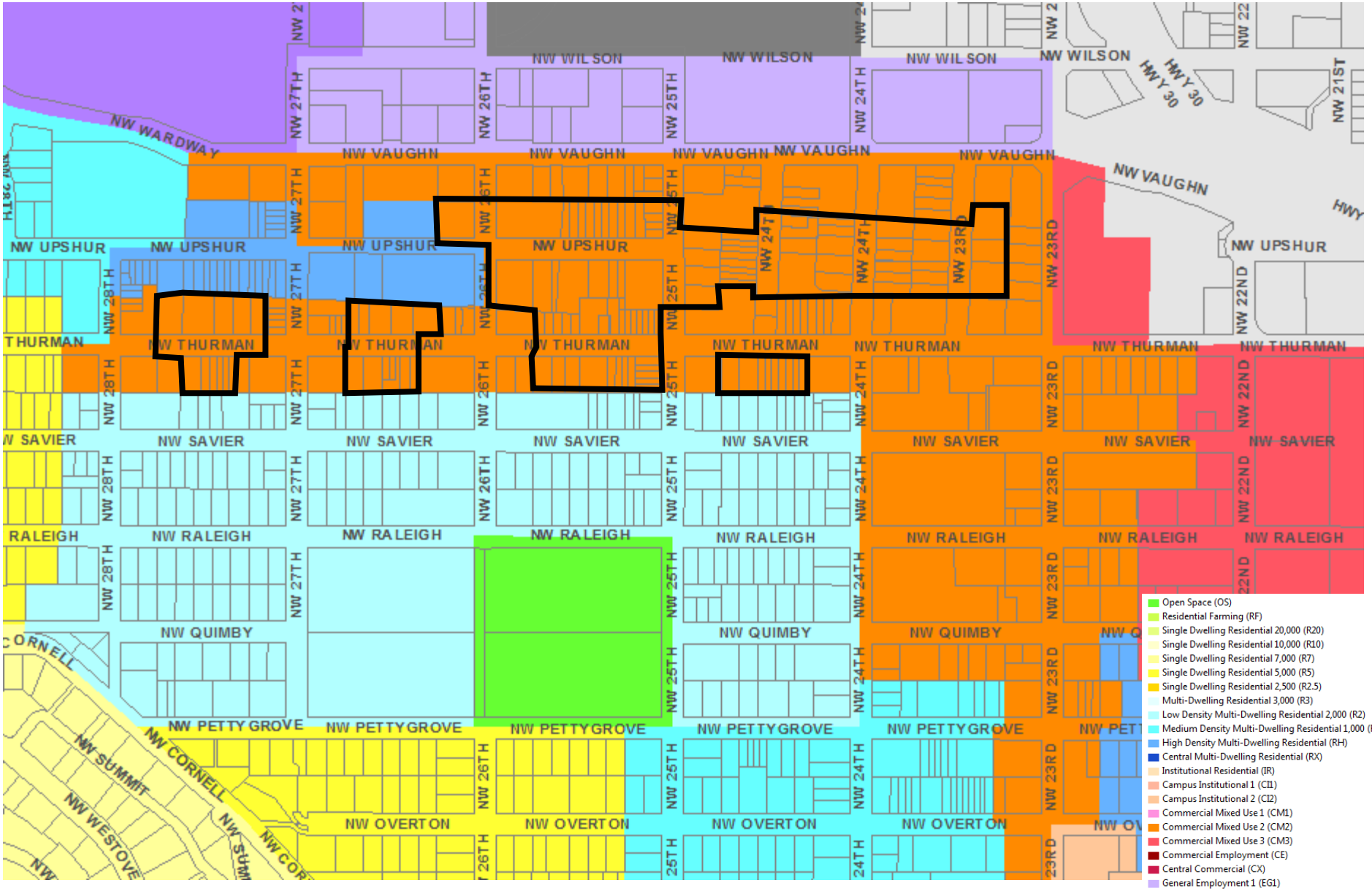
Ord. 188177, Vol. 2.5, page 1621

Group D, 10: 1206 SE BELMONT ST: Retain CM2



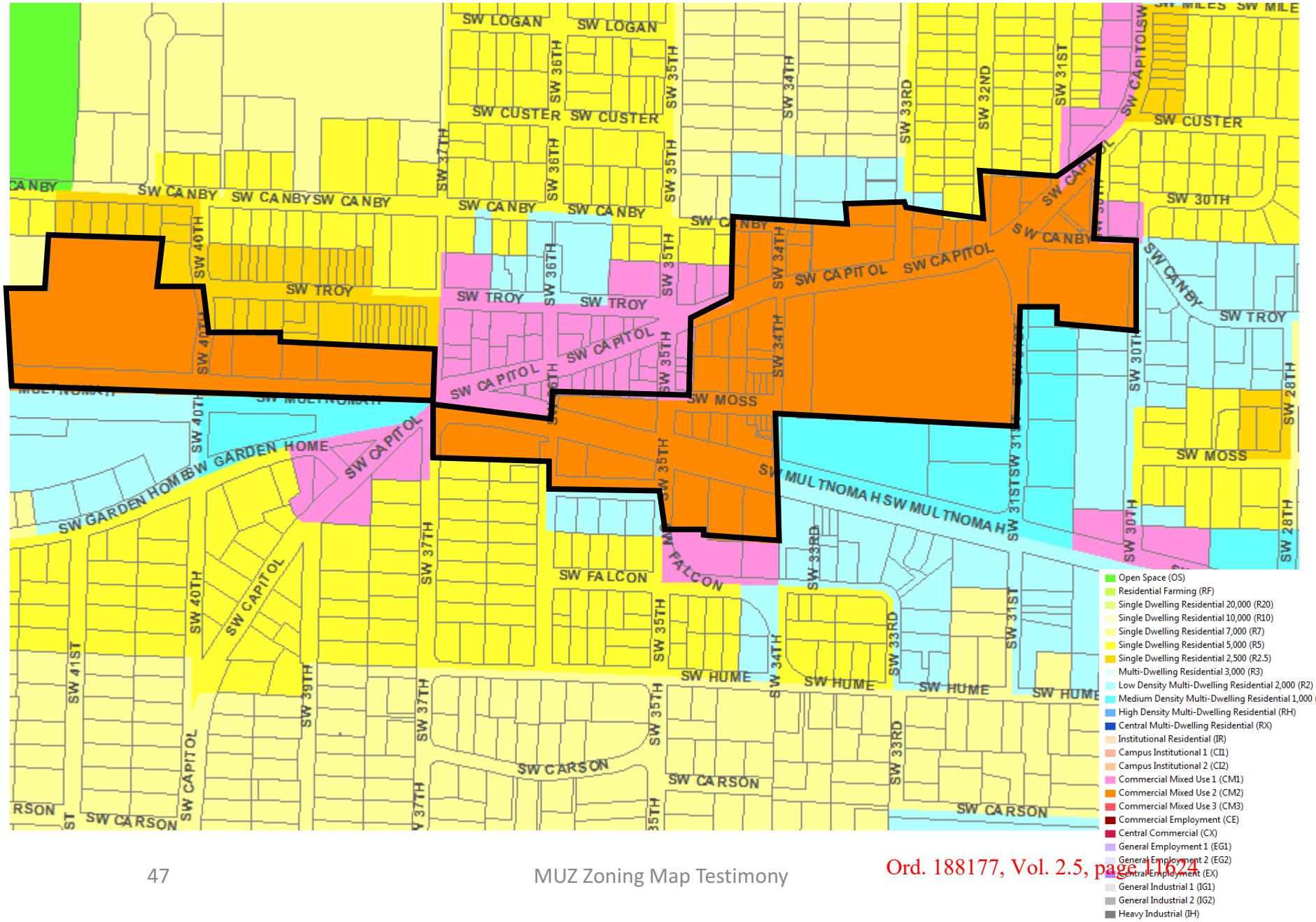
Ord. 188177, Vol. 2.5, page 1622

Group E, 1: NW THURMAN CORRIDOR: **Apply CM1**



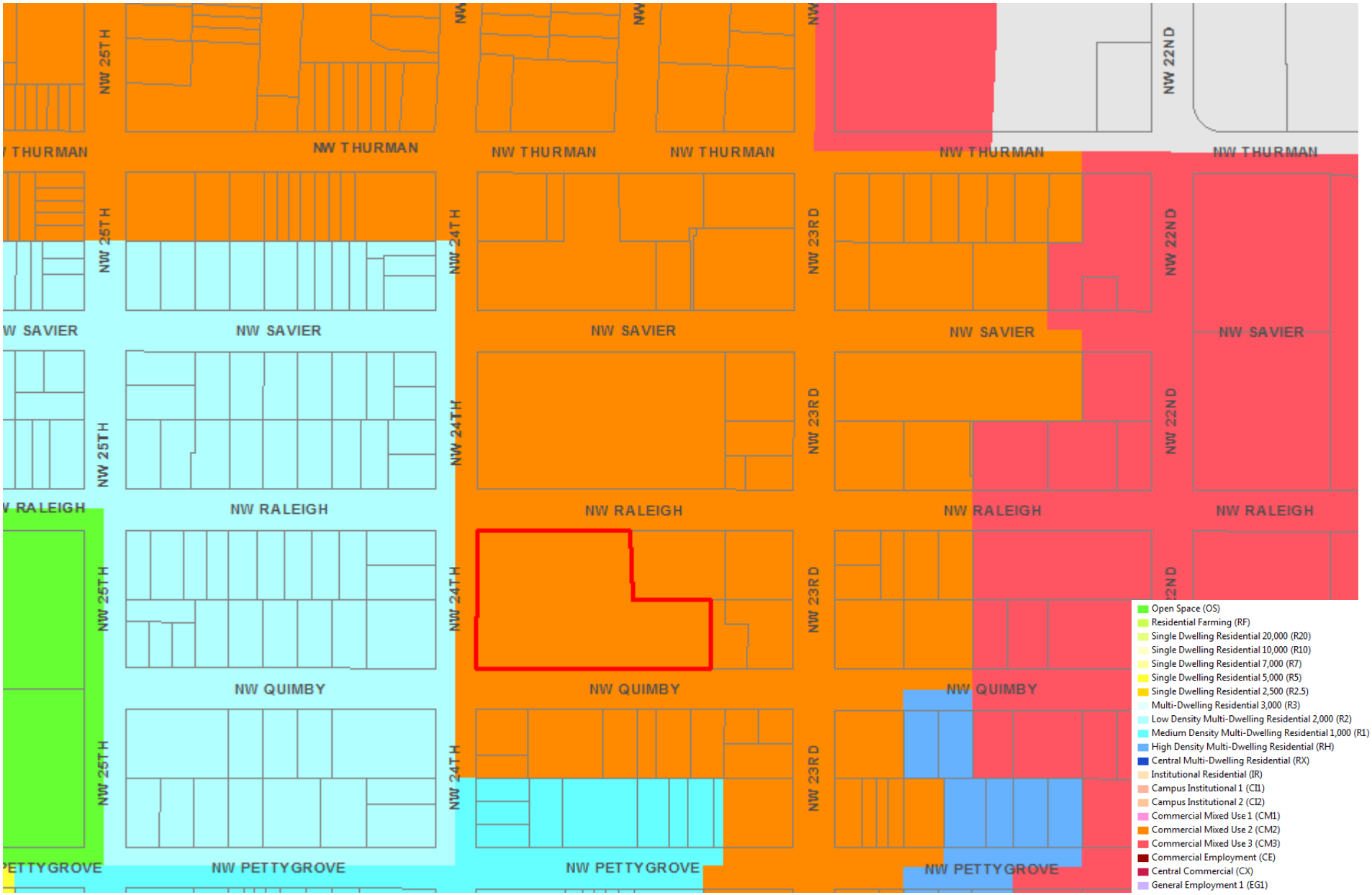
Ord. 188177, Vol. 2.5, page 1623

Group E, 2: MULTNOMAH VILLAGE (OUTSIDE CM1 LOW-RISE AREA): Retain CM2



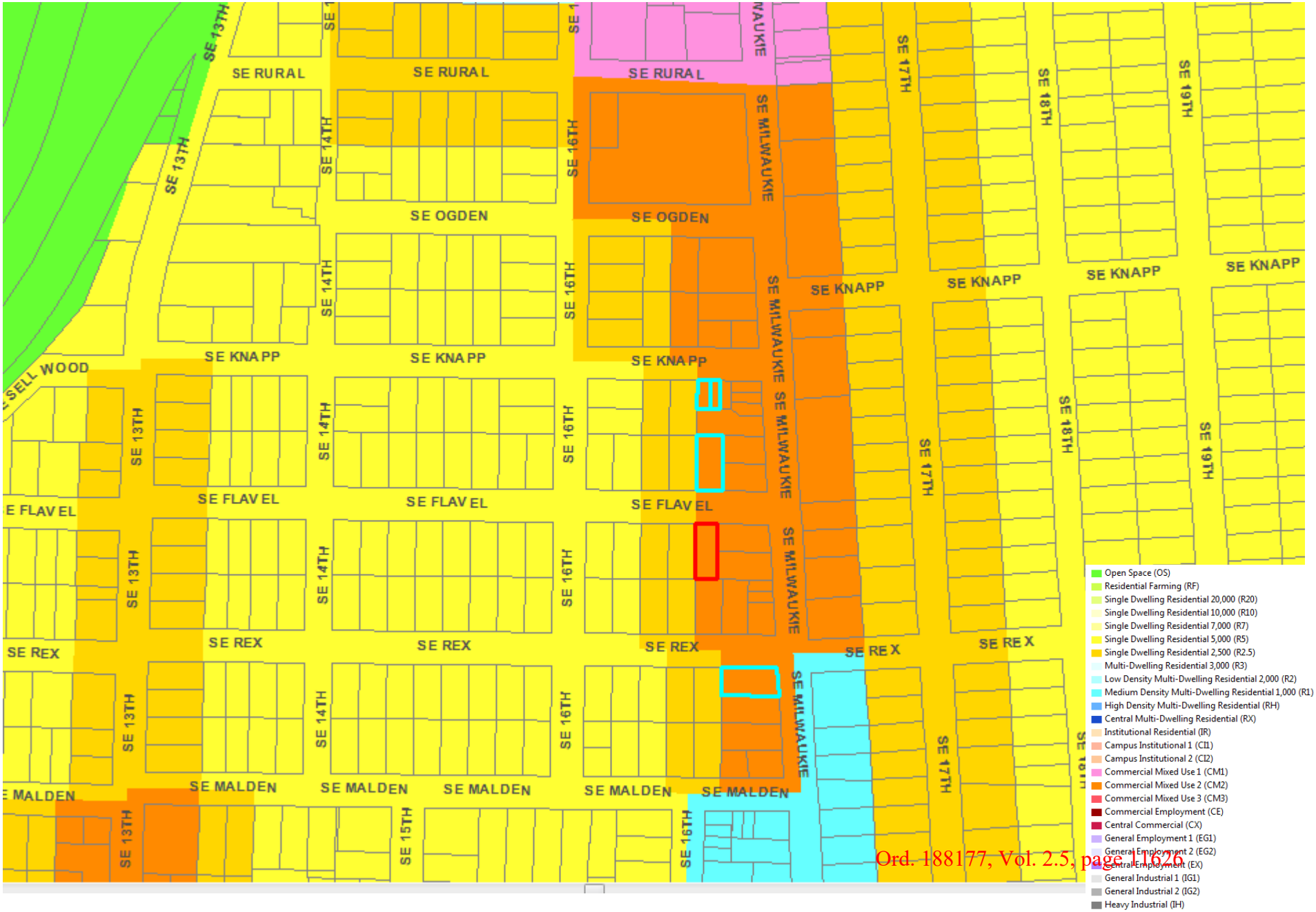
Ord. 188177, Vol. 2.5, page 1624

Group E, 3: 2341 NW QUIMBY ST: Retain CM2

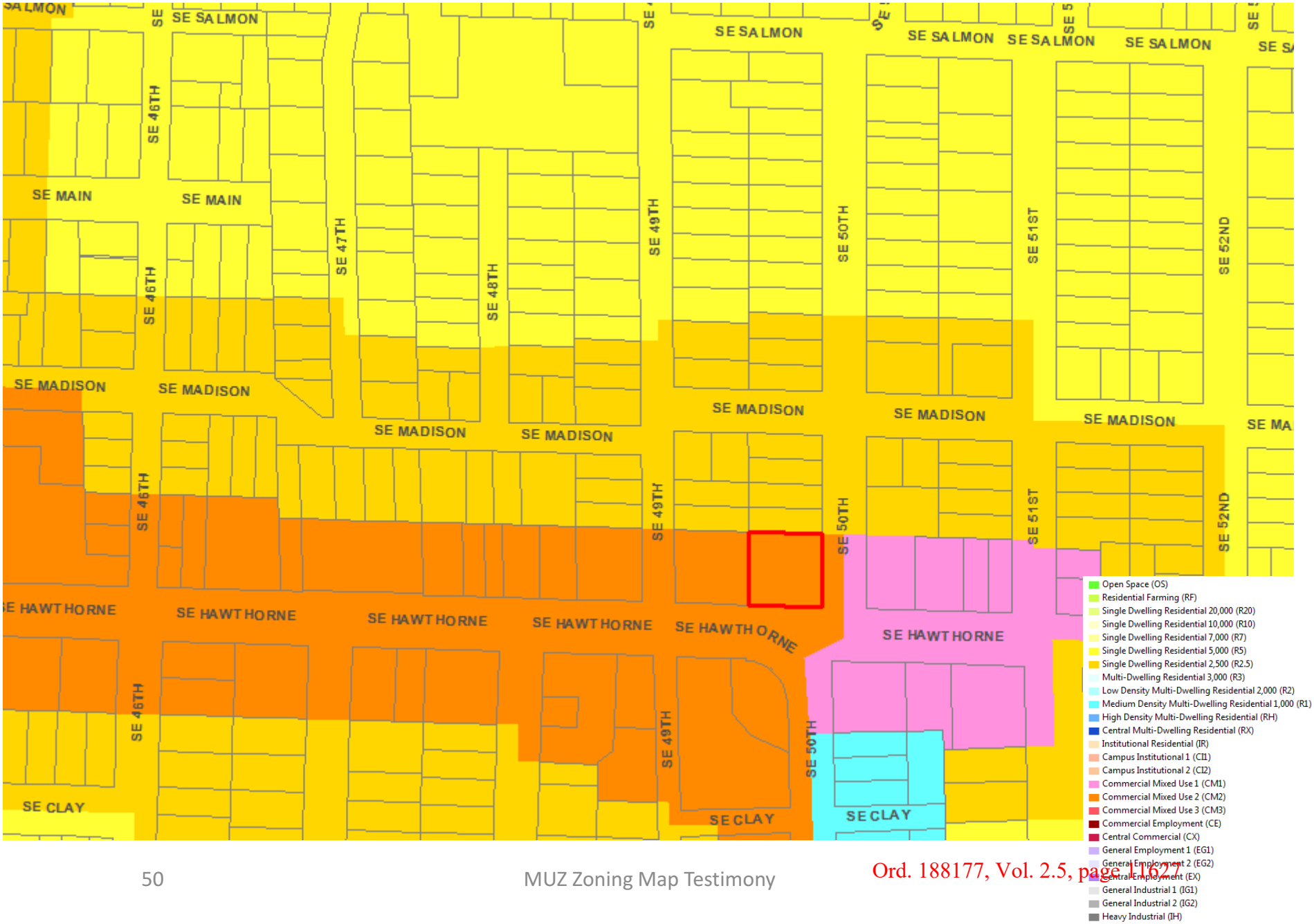


Ord. 188177, Vol. 2.5, page 1625

Group E, 4: 1644-1648 SE REX ST; 1630 AND 1631 SE FLAVEL; 1636 AND 1632 SE KNAPP: **Retain CM2**

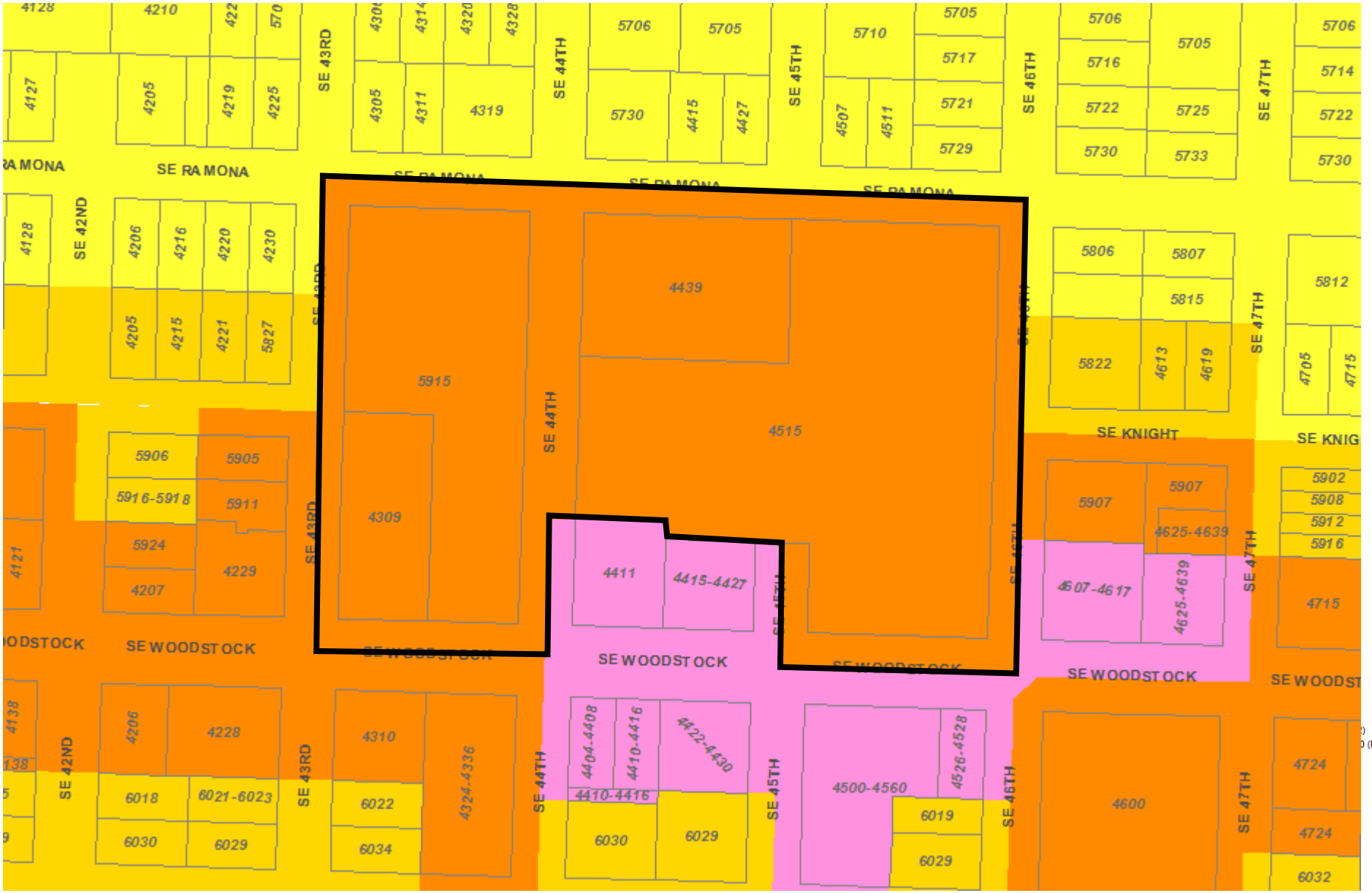


Group E, 5: 4929 SE HAWTHORNE BLVD: Retain CM2



Ord. 188177, Vol. 2.5, page 1622

Group E, 6: 4439, 4515, 4315, and 4309 SE WOODSTOCK BLVD: **Retain CM2**



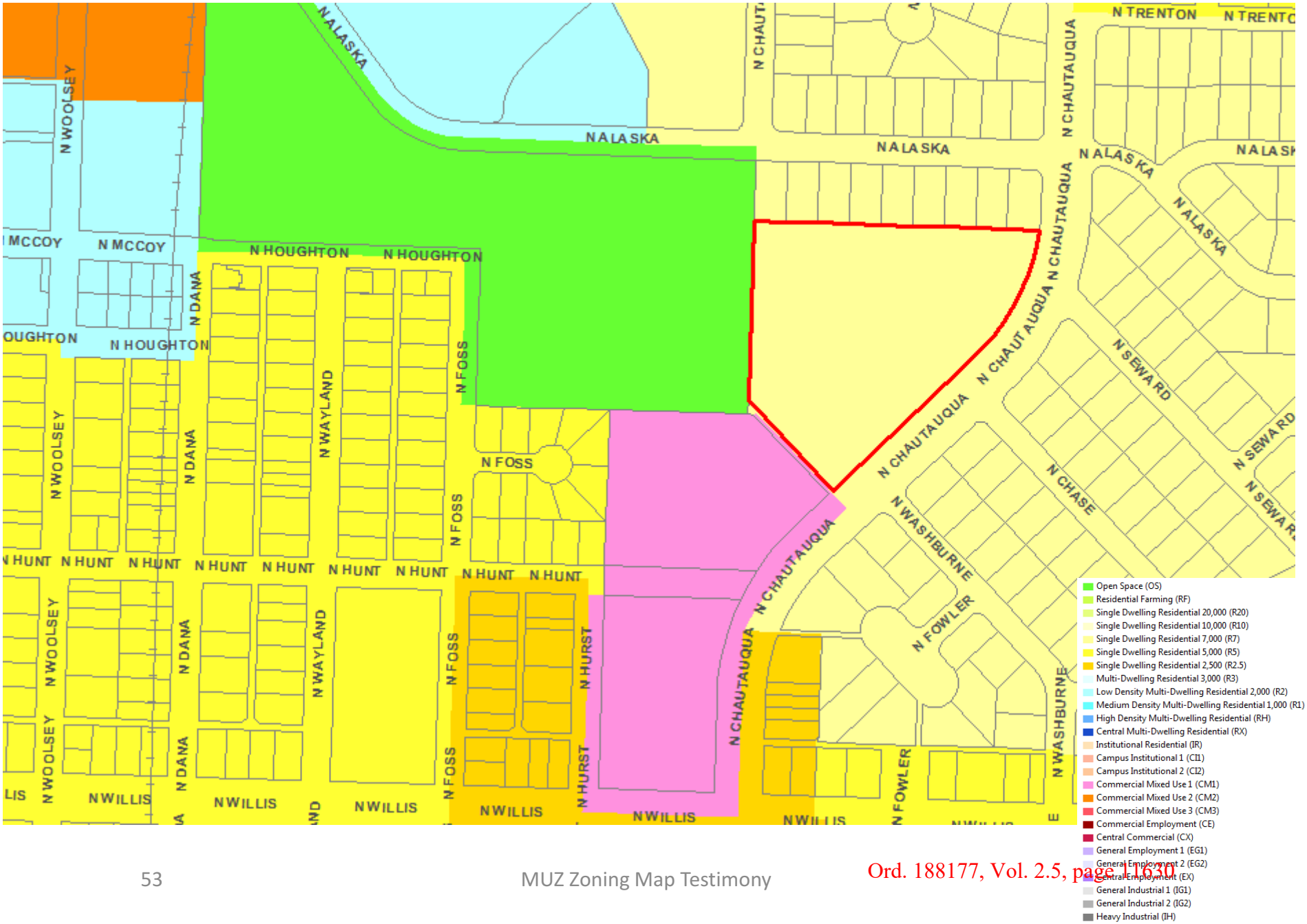
Ord. 188177, Vol. 2.5, page 1628

Group E, 7: BRIDGETON: Retain CM2



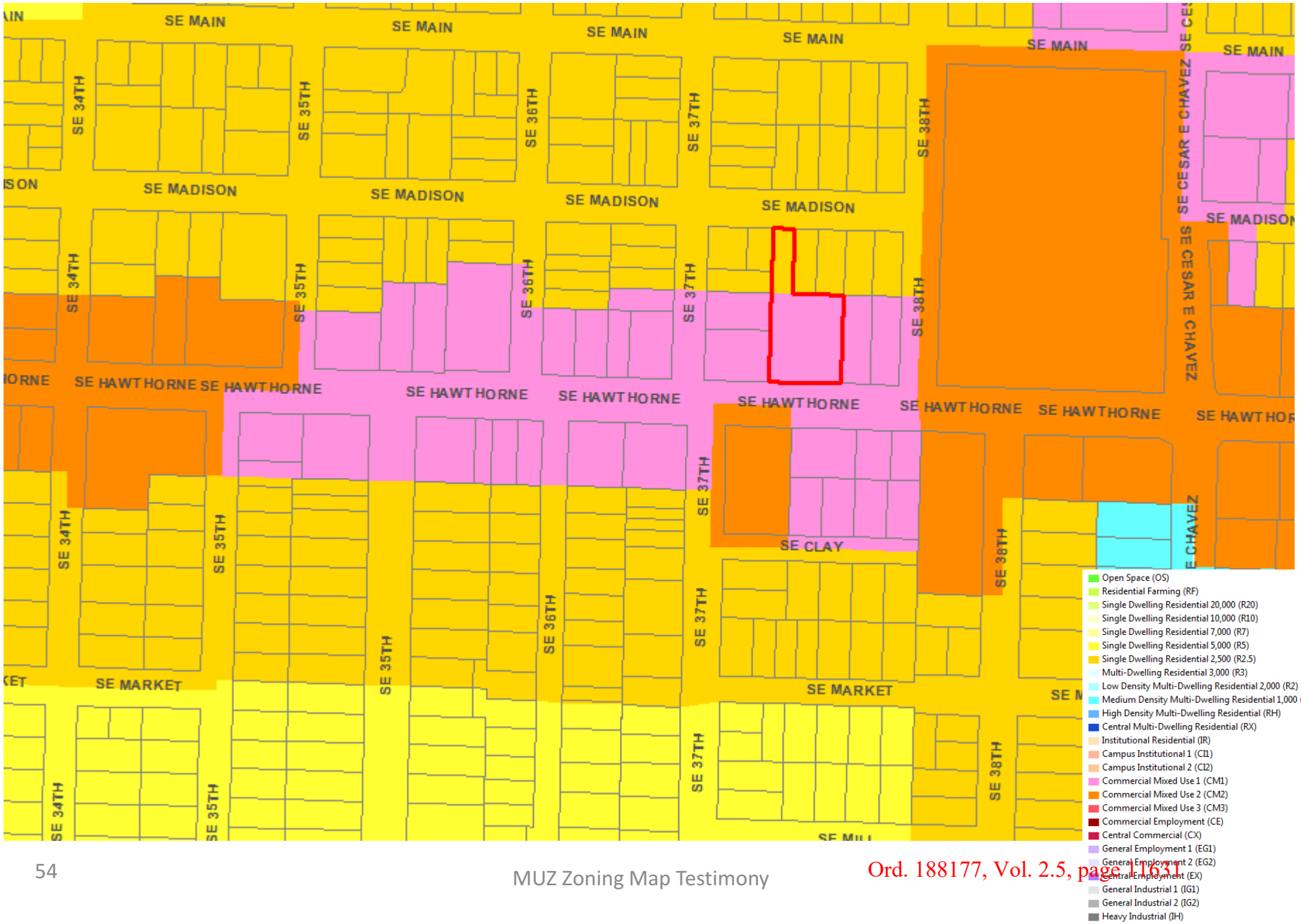
Ord. 188177, Vol. 2.5, page 1629

Group E, 8: 8801 N CHAUTAUQUA BLVD: Apply R7



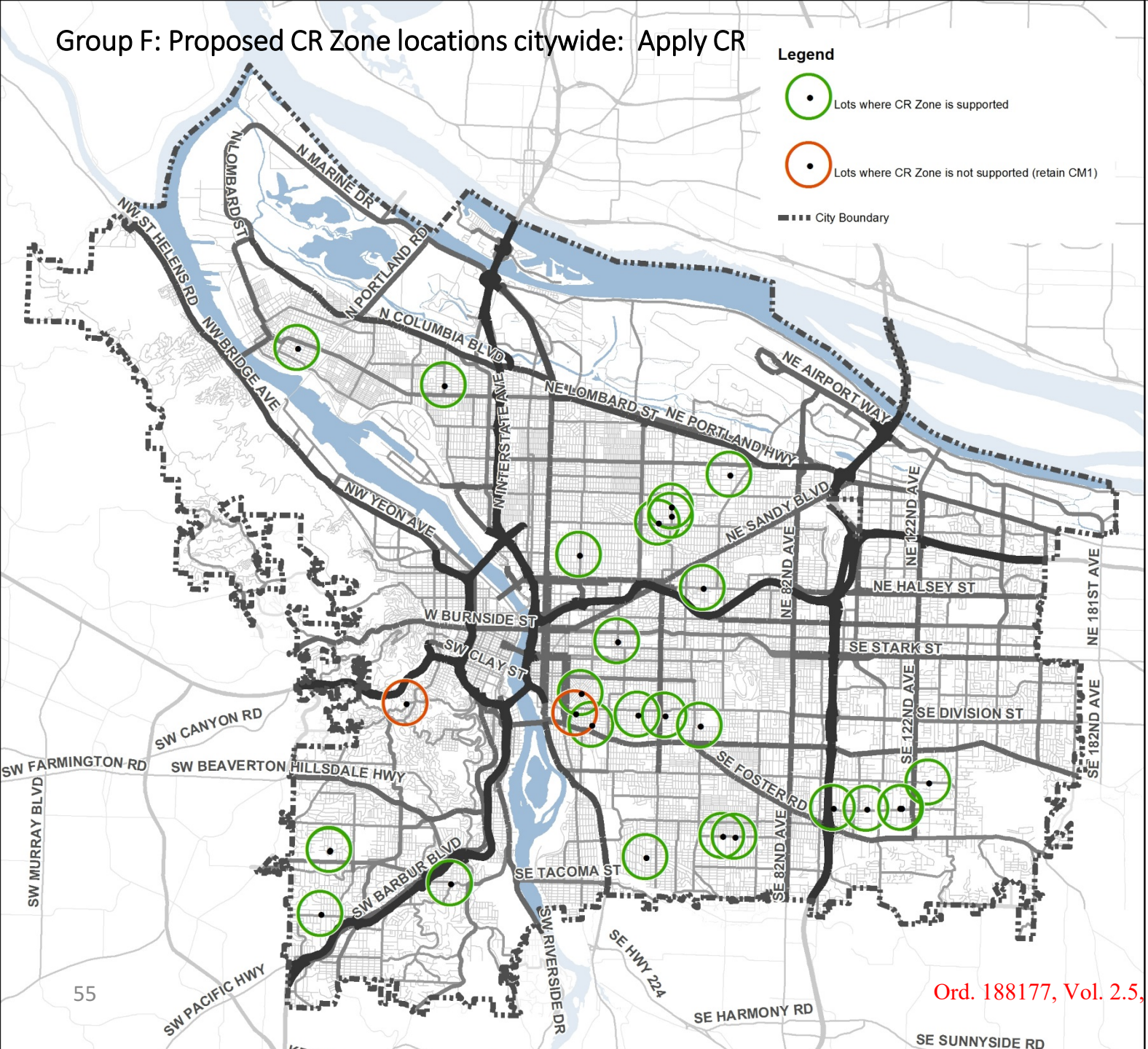
Ord. 188177, Vol. 2.5, page 1630

Group E, 9: 3735-3739 SE HAWTHORNE BLVD: **Apply CM2**



Ord. 188177, Vol. 2.5, page 1631

Group F: Proposed CR Zone locations citywide: Apply CR



August 4, 2016

City of Portland, Oregon | |
Bureau of Planning and Sustainability | |
Geographic Information Systems

Group F

CM1 nonconforming use sites and other special situations

TSP: Traffic Classes

- Regional Trafficway
- Regional Trafficway & Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street (CCTMP only)
- Local Service Traffic Street

NORTH

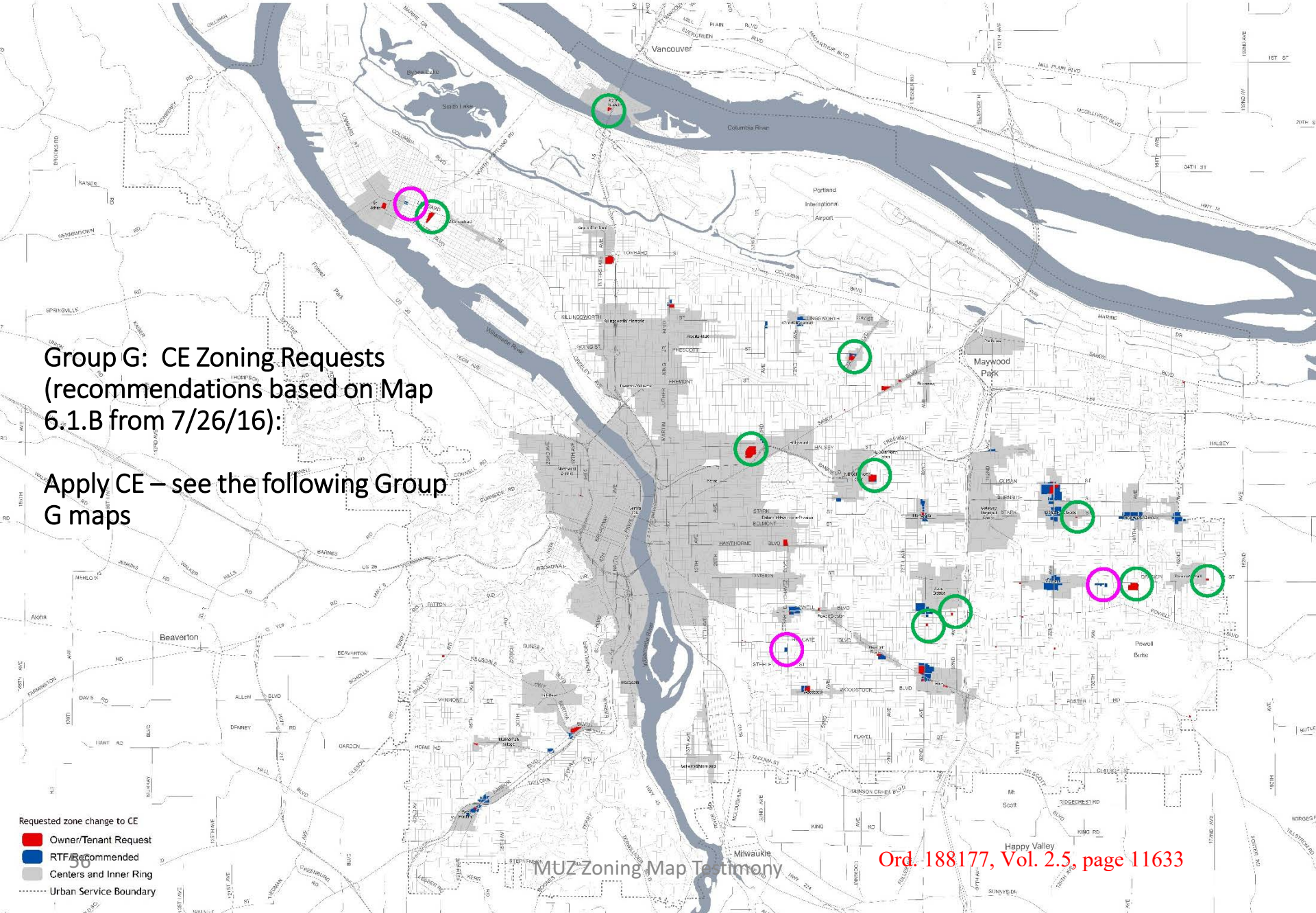
0 1 2 Miles

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

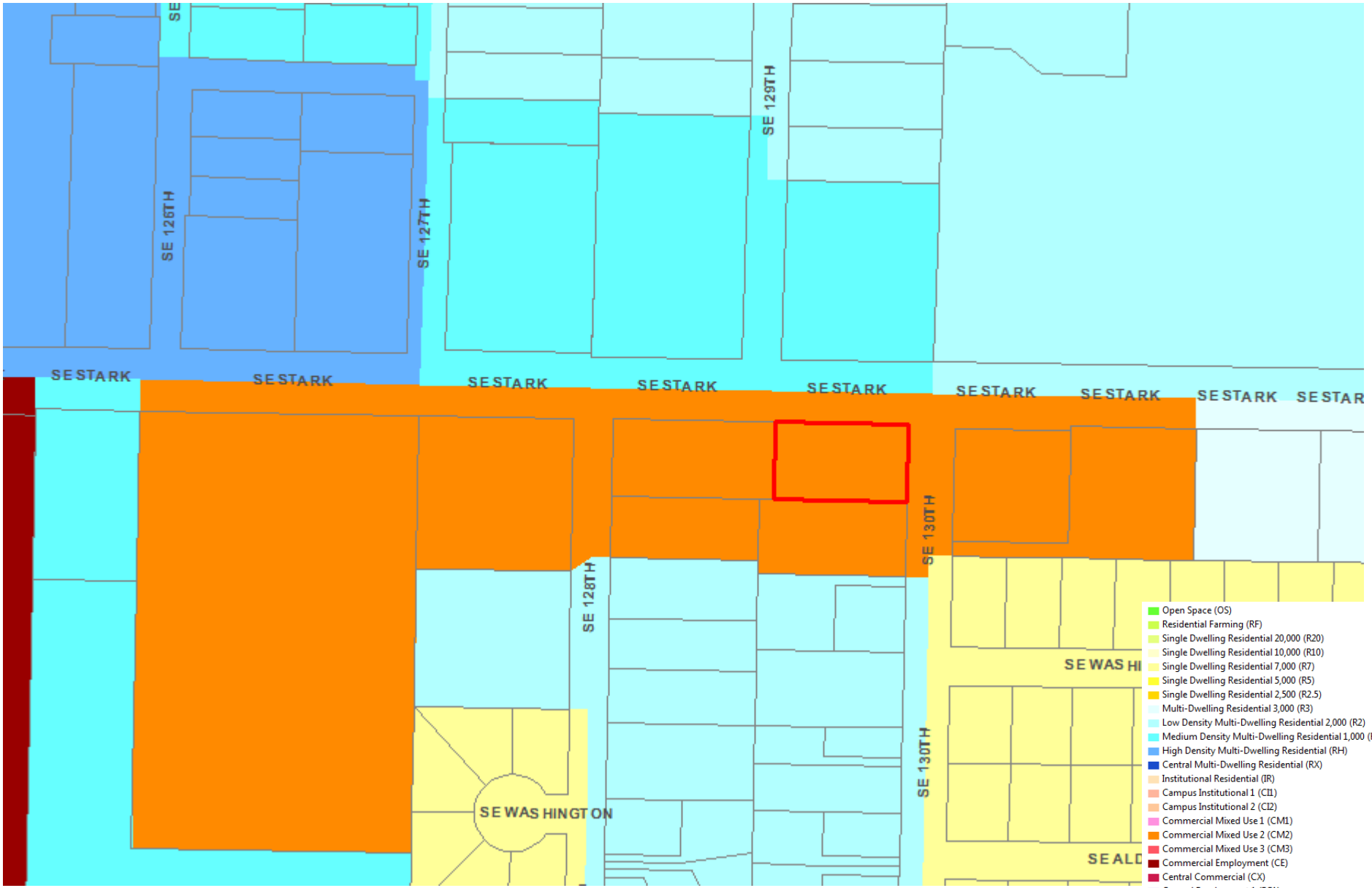
Map 6.1.B: CE Requests + RTF - staff recommendations



Group G: CE Zoning Requests (recommendations based on Map 6.1.B from 7/26/16):

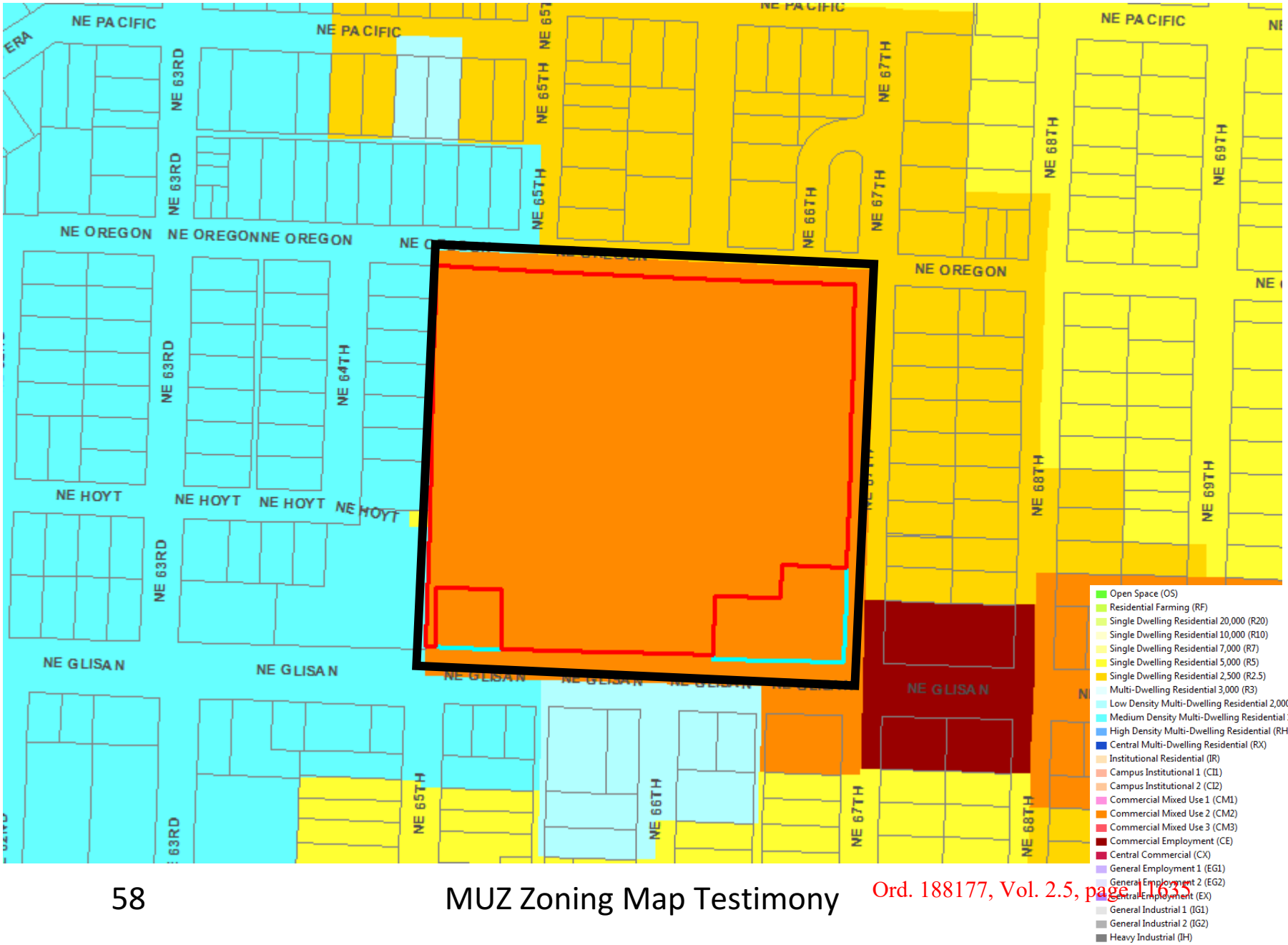
Apply CE – see the following Group G maps

Group G, 1: 12920 SE STARK ST: Apply CE



Ord. 188177, Vol. 2.5, page 1634

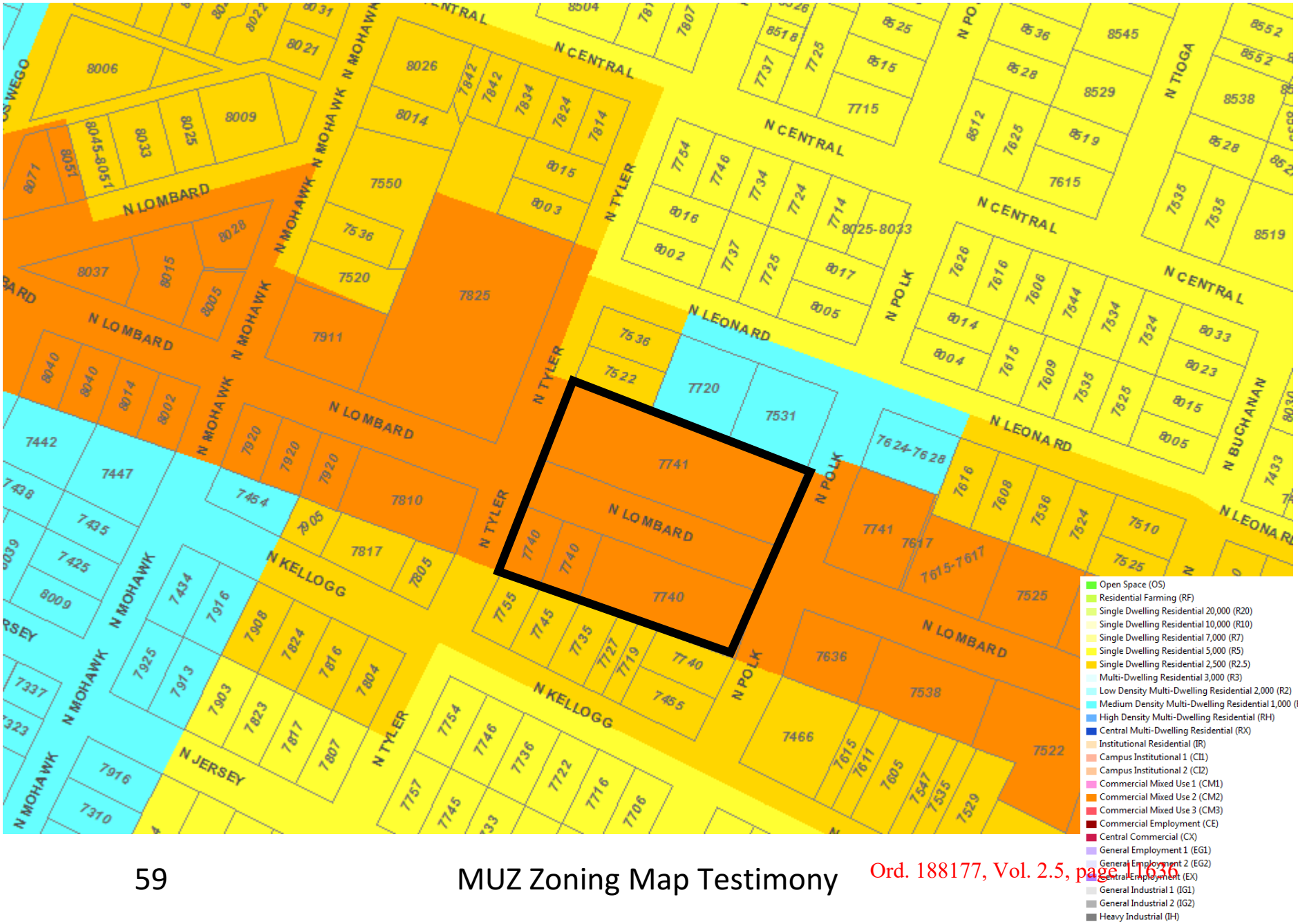
Group G, 2: NE Glisan and 67 TH: **Apply CE**



MUZ Zoning Map Testimony

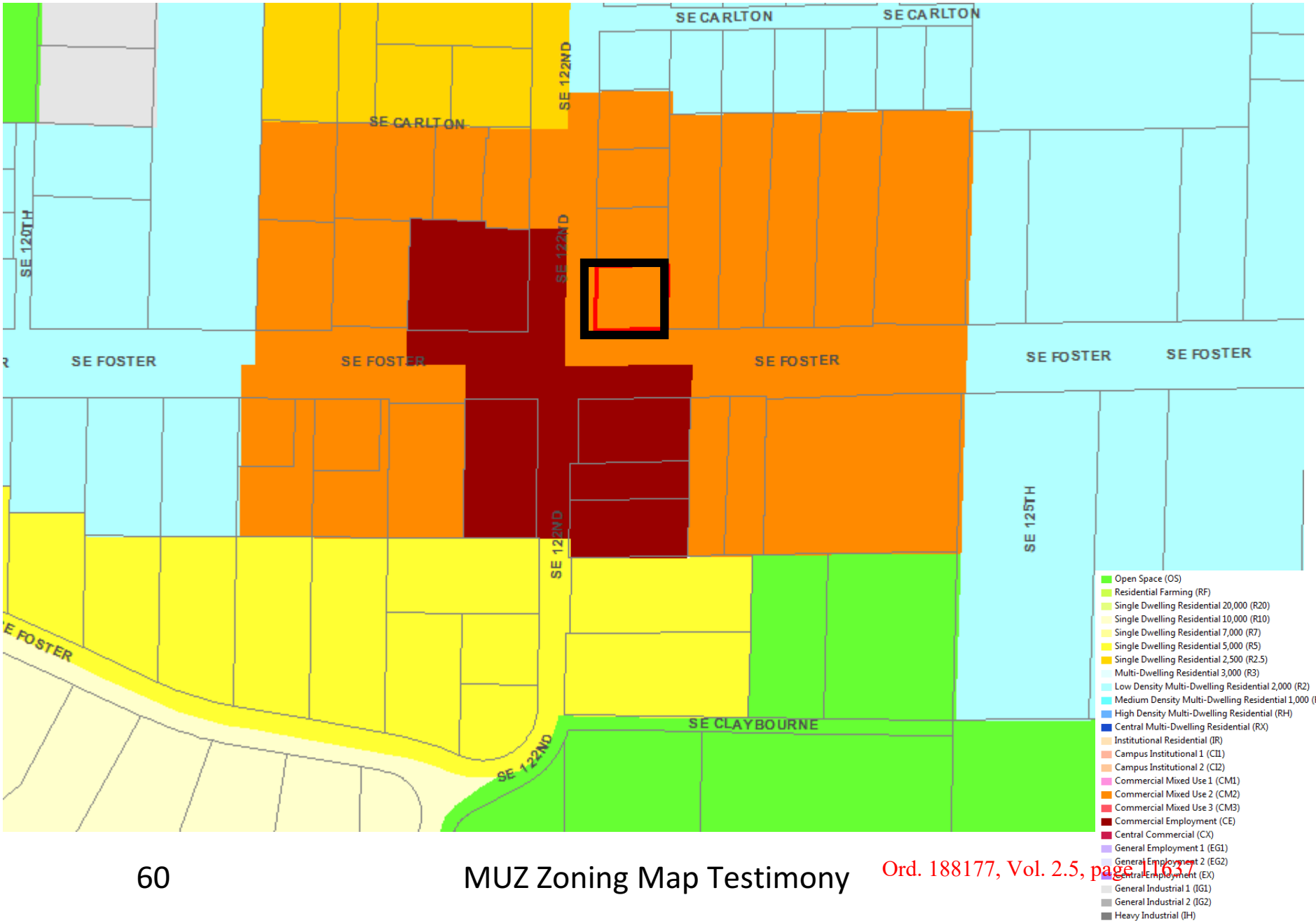
Ord. 188177, Vol. 2.5, page 1635

Group G, 3: N Lombard and Polk: **Apply CE**



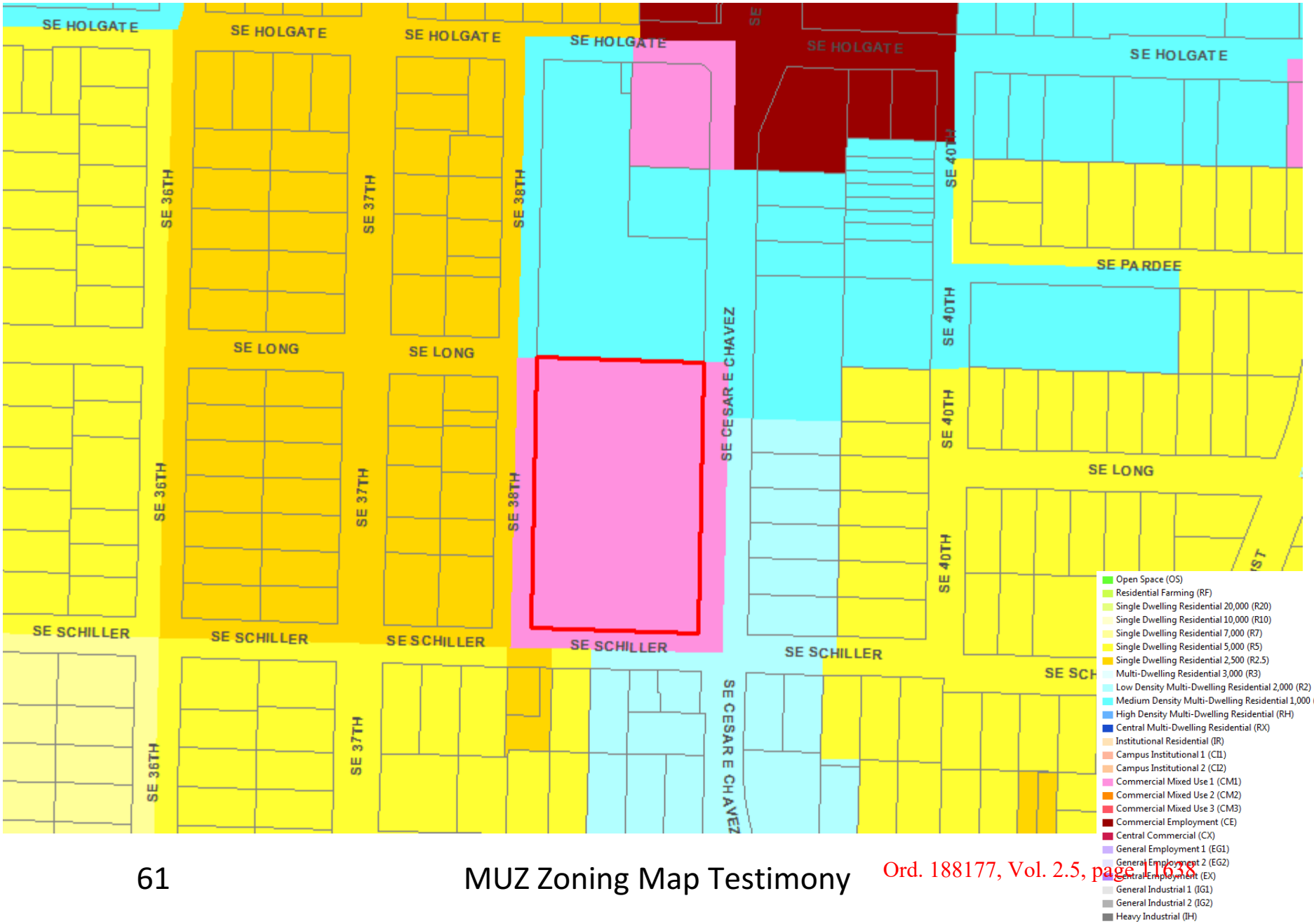
Ord. 188177, Vol. 2.5, page 1636

Group G, 4: 12217 SE FOSTER RD: Apply CE



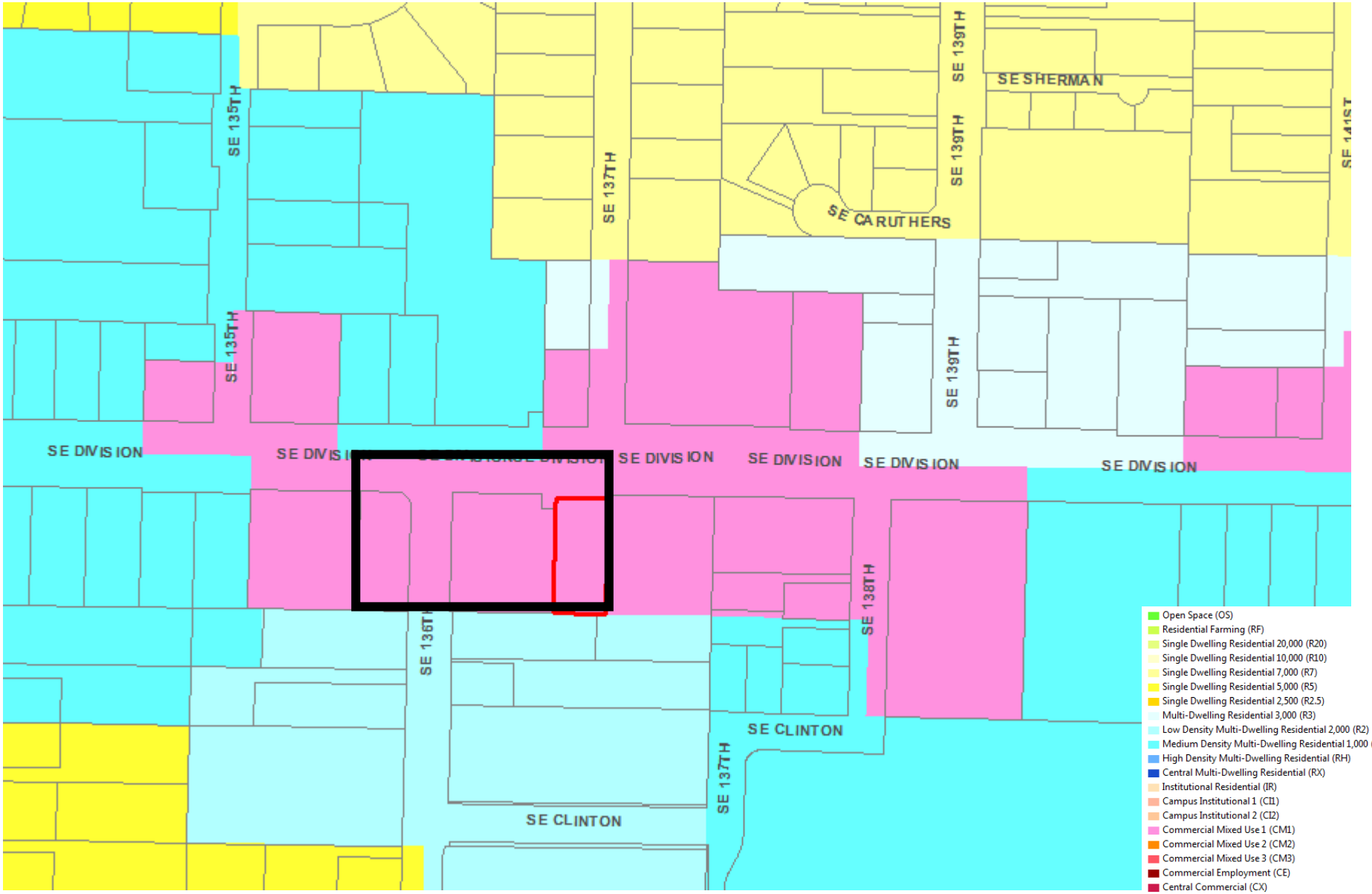
Ord. 188177, Vol. 2.5, page 1637

Group G, 5: SE CHAVEZ AND SCHILLER: Apply CE



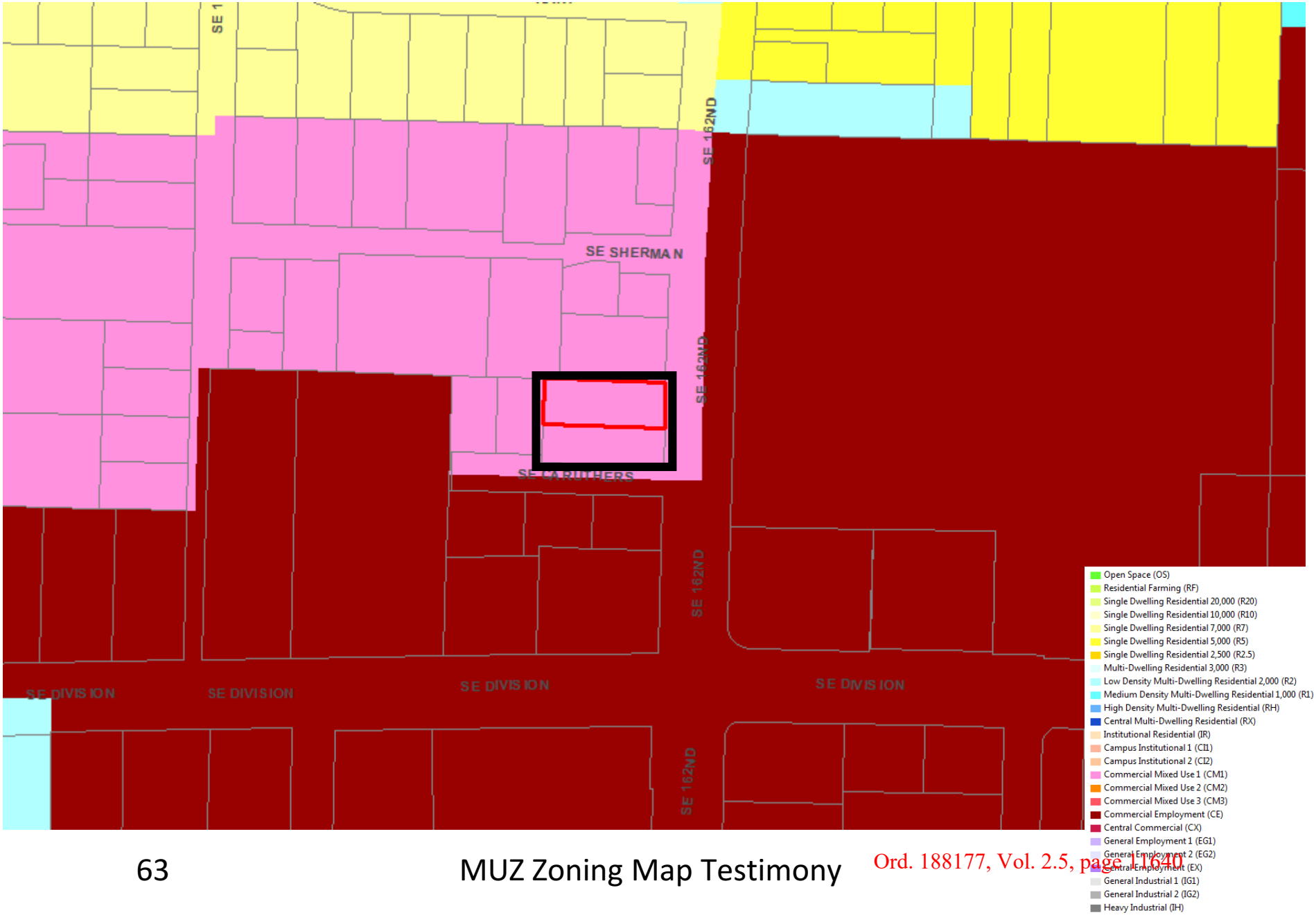
Ord. 188177, Vol. 2.5, page 1638

Group G, 6: SE DIVISION AND 136 TH: Apply CE



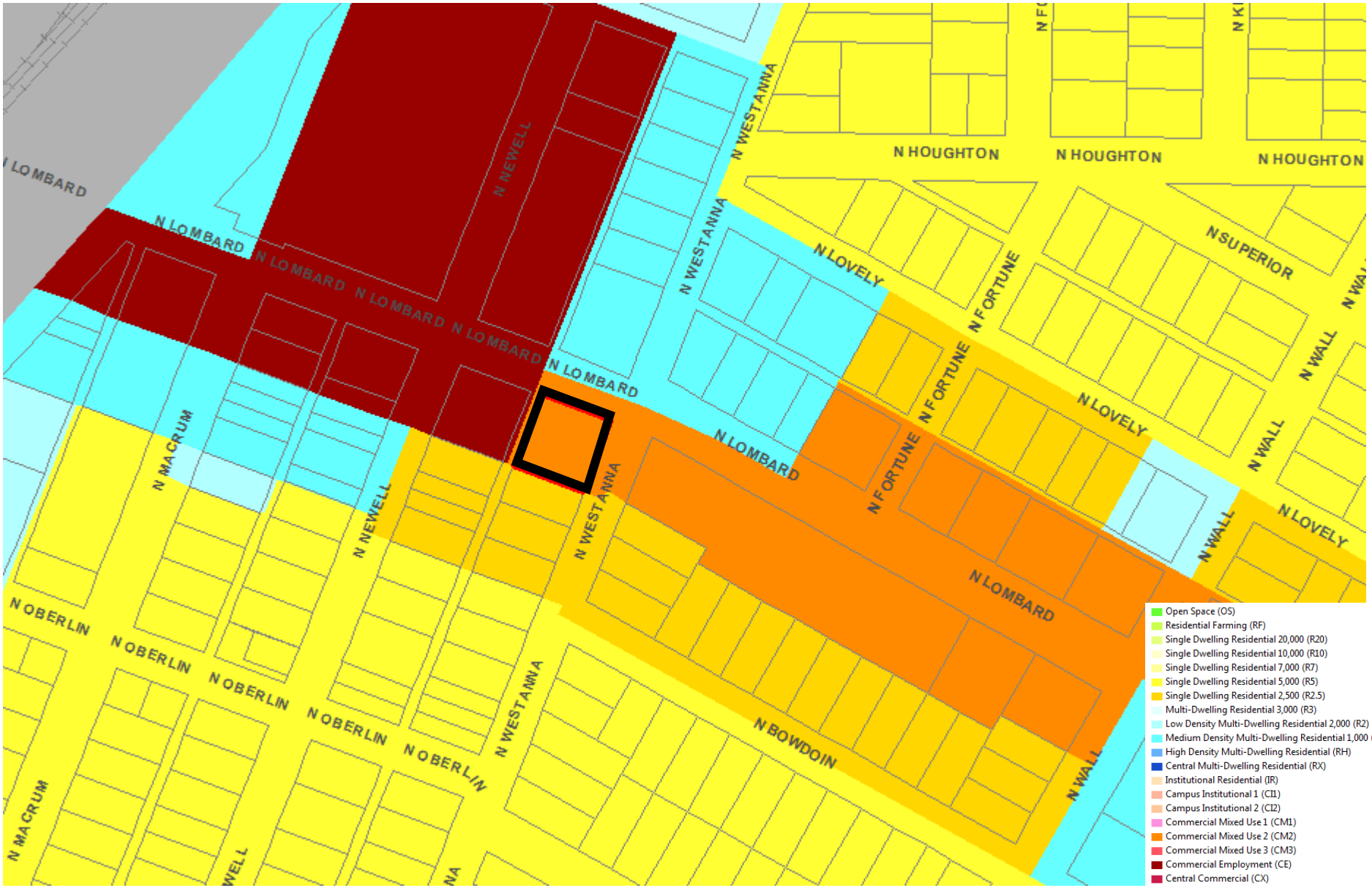
Ord. 188177, Vol. 2.5, page 1639

Group G, 7: 2335 SE 162ND AVE: Apply CE



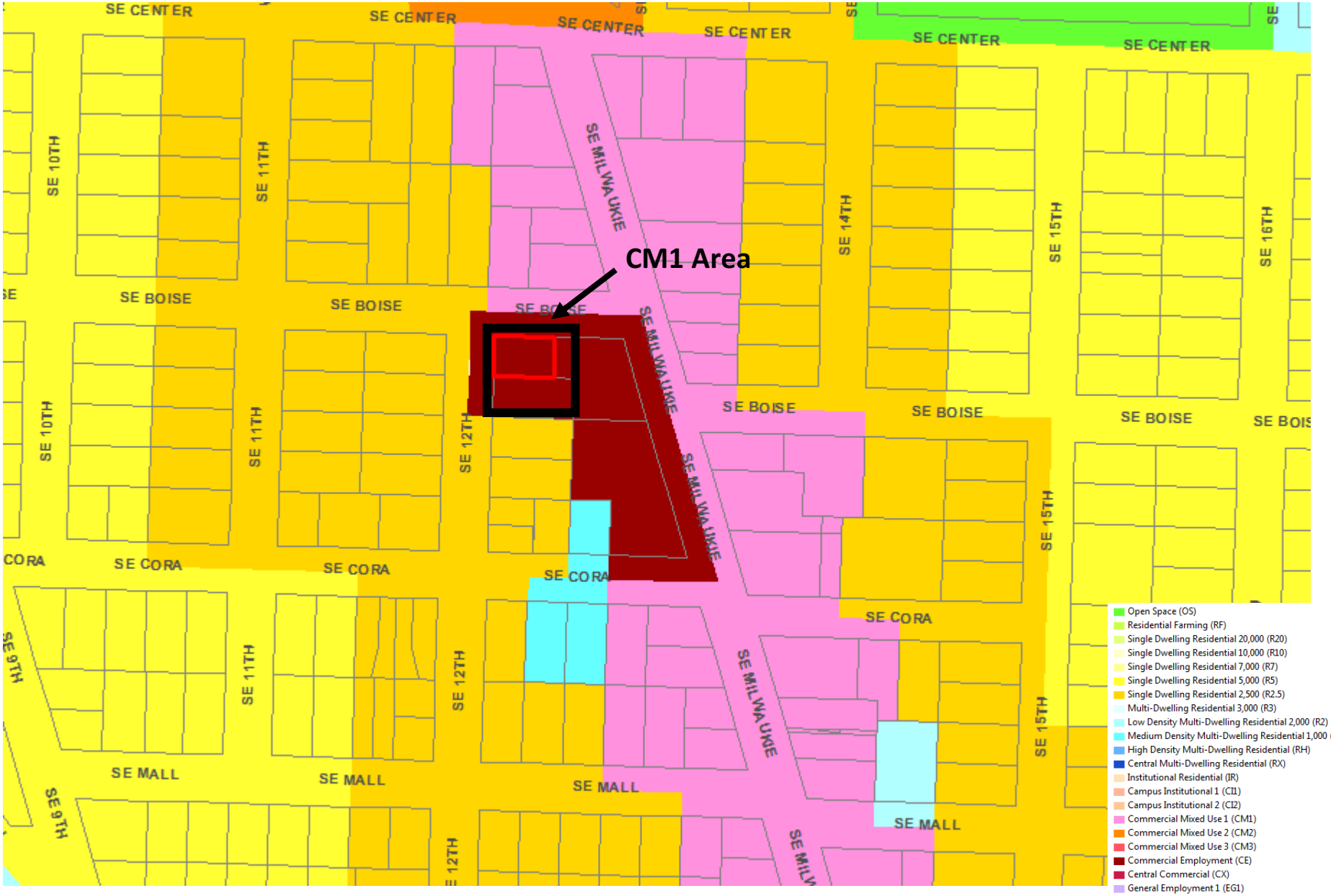
Ord. 188177, Vol. 2.5, page 1640

Group G, 17: 6408 N LOMBARD ST: Apply CE



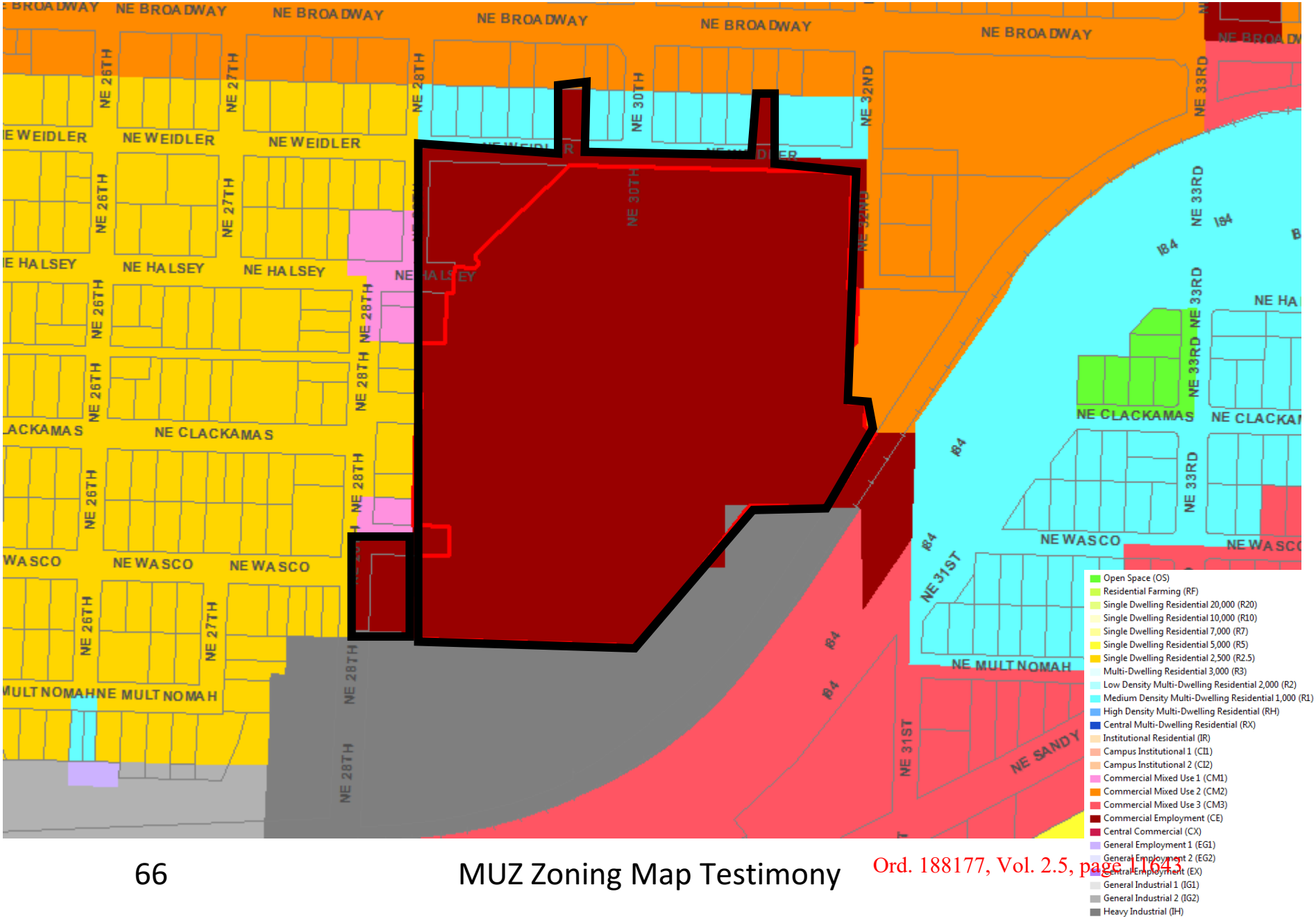
Ord. 188177, Vol. 2.5, page 1641

Group G, 18: 1208 SE BOISE ST: Apply CM1 and CE



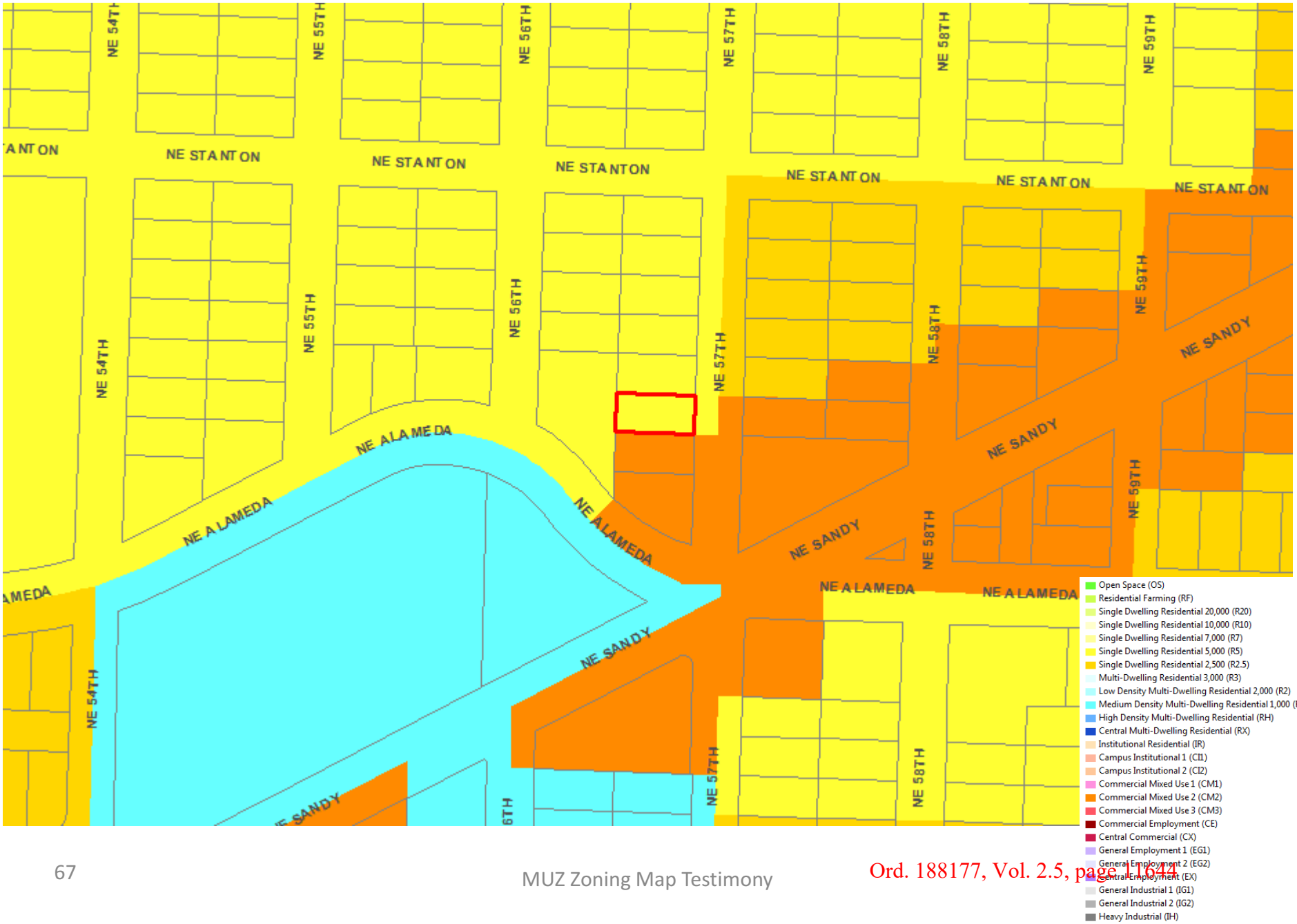
Ord. 188177, Vol. 2.5, page 1642

Group G, 19: 3030 NE WEIDLER ST: Apply CM2



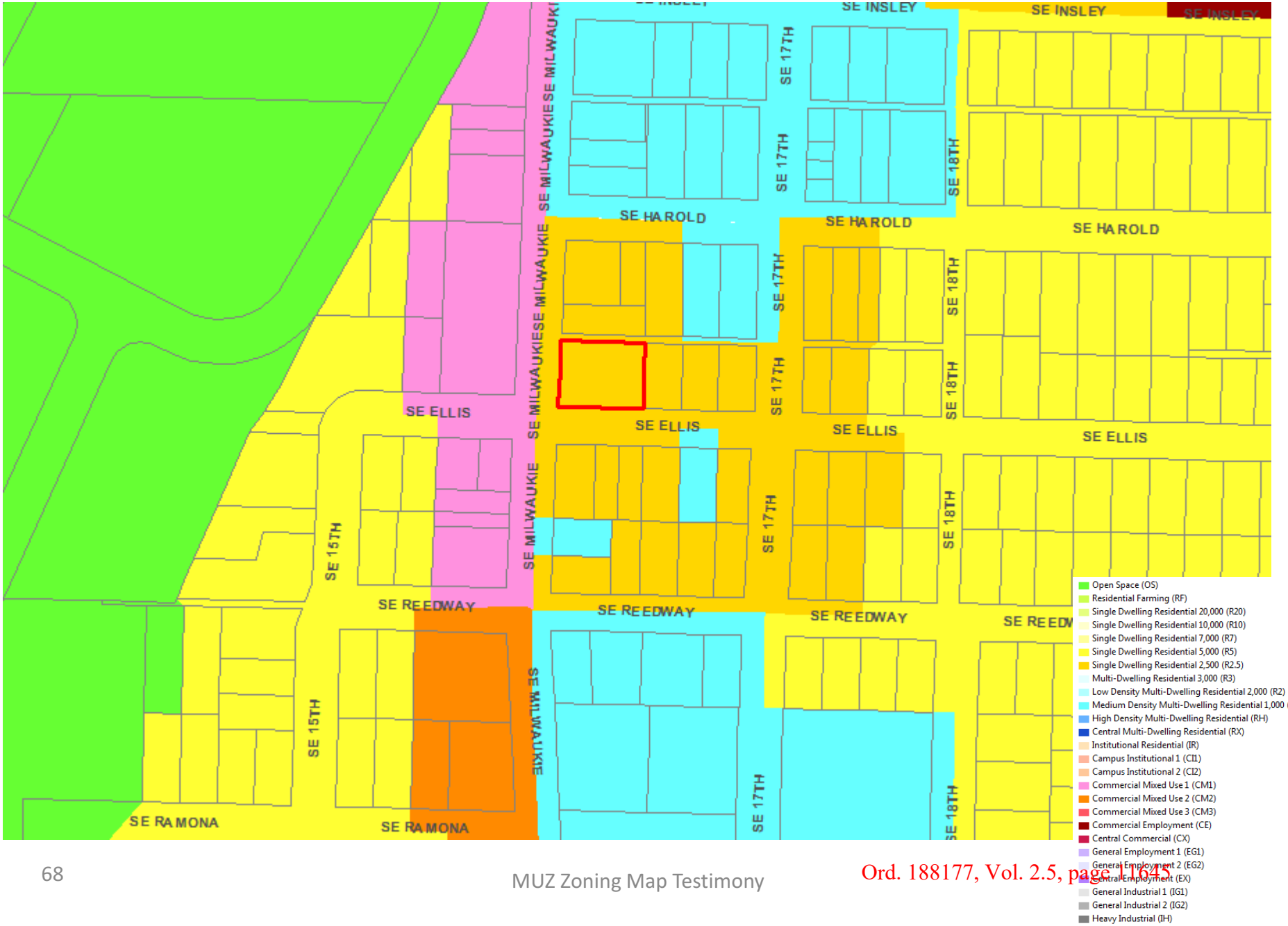
Ord. 188177, Vol. 2.5, page 1643

Group H, 1: 2733 NE 57TH AVE: Retain R5



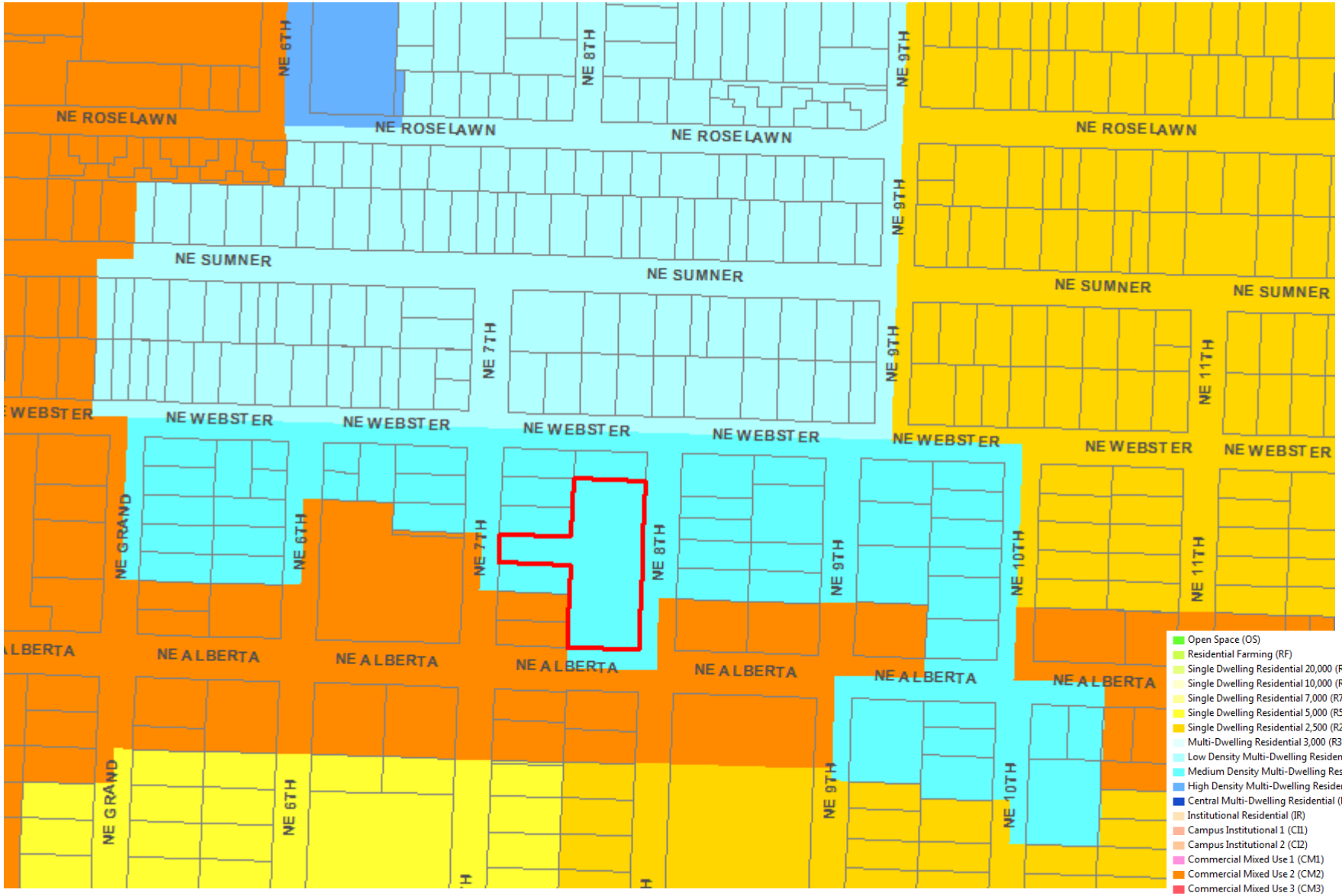
Ord. 188177, Vol. 2.5, page 1644

Group H, 2: 5515 NEC/ ELLIS & SE MILWAUKIE AVE: **Retain R5**



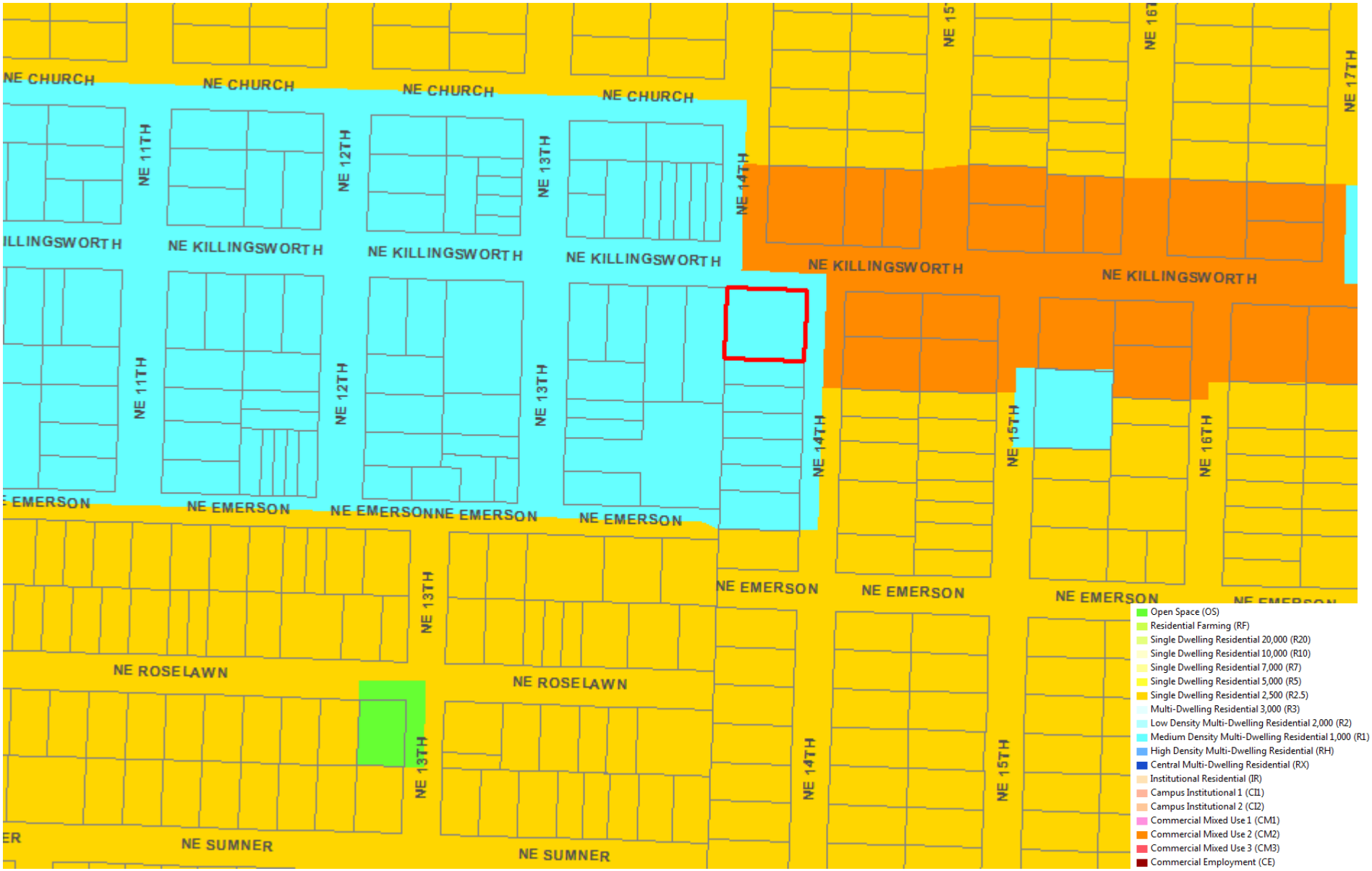
Ord. 188177, Vol. 2.5, page 1645

Group H, 3: 5025 NE 8TH AVE: **Retain R1**



Ord. 188177, Vol. 2.5, page 1646

Group H, 4: 5421 NE 14TH PL: Retain R1



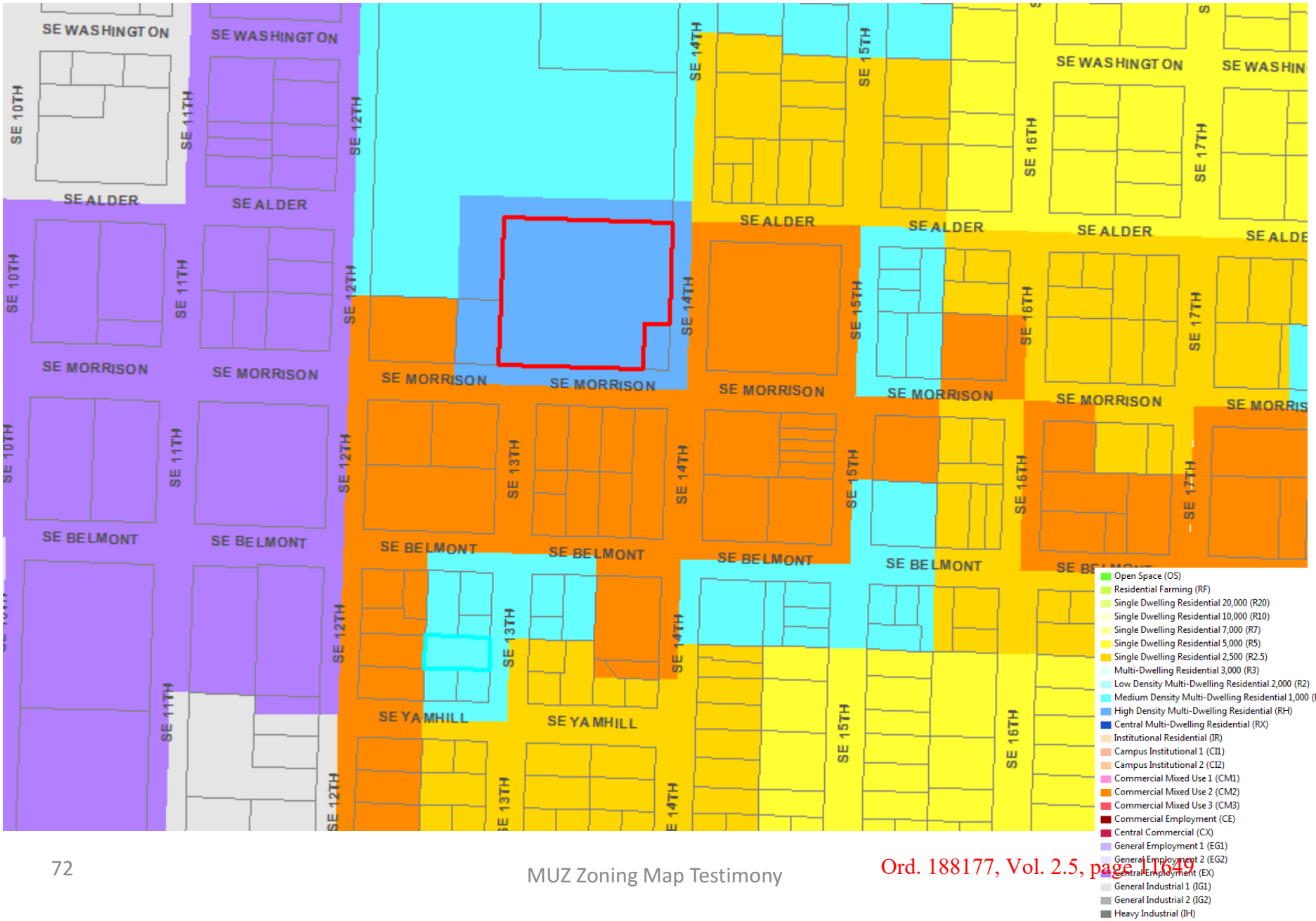
Ord. 188177, Vol. 2.5, page 1647

Group H, 5: 5010 NE 19TH AVE:P **Retain R1**



Ord. 188177, Vol. 2.5, page 1648

Group H, 6: SE MORRISON/14TH (PPS PROPERTY): **Retain RH**



Ord. 188177, Vol. 2.5, page 1649

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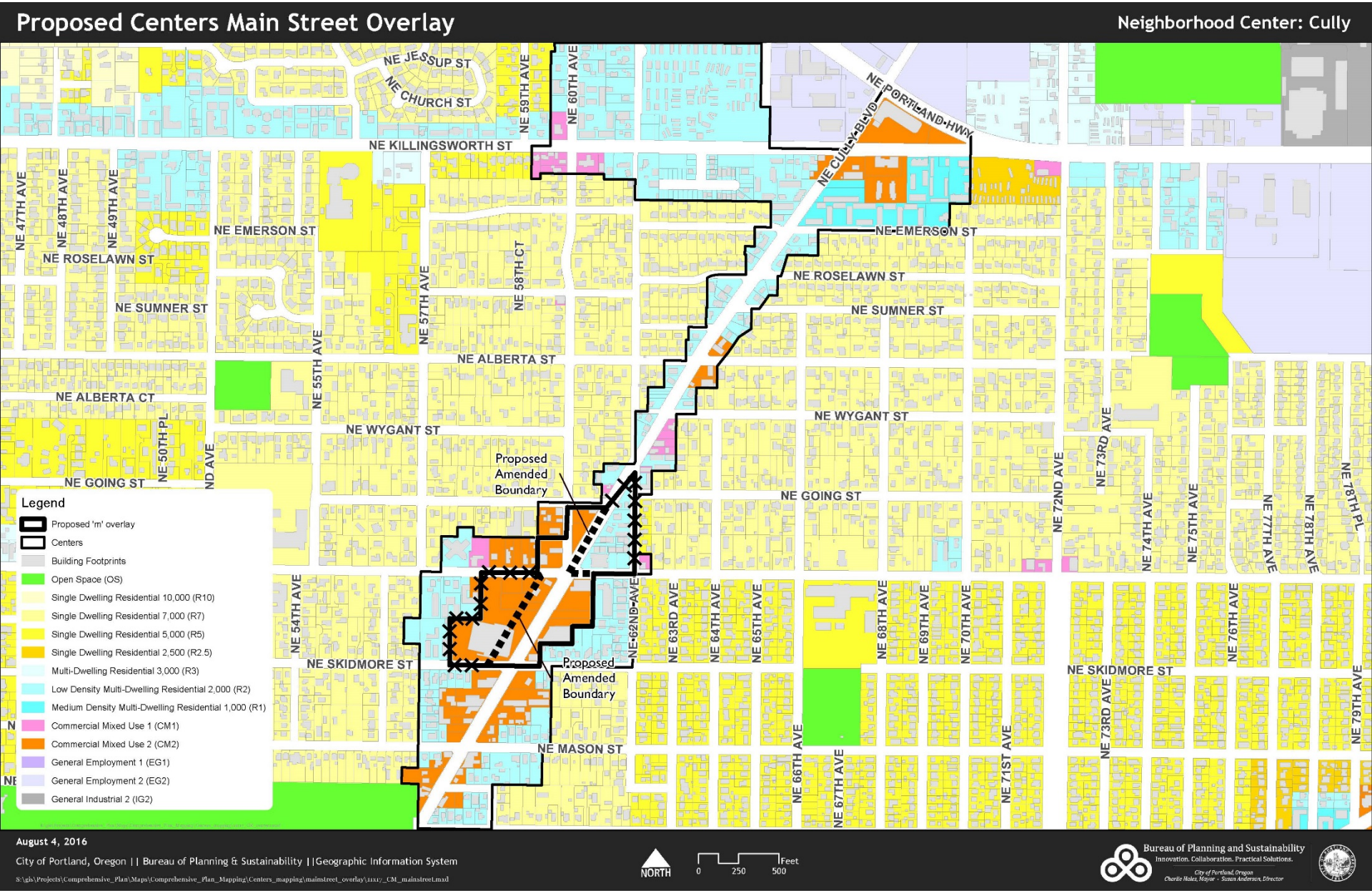

Ord. 188177, Vol. 2.5, page 11650

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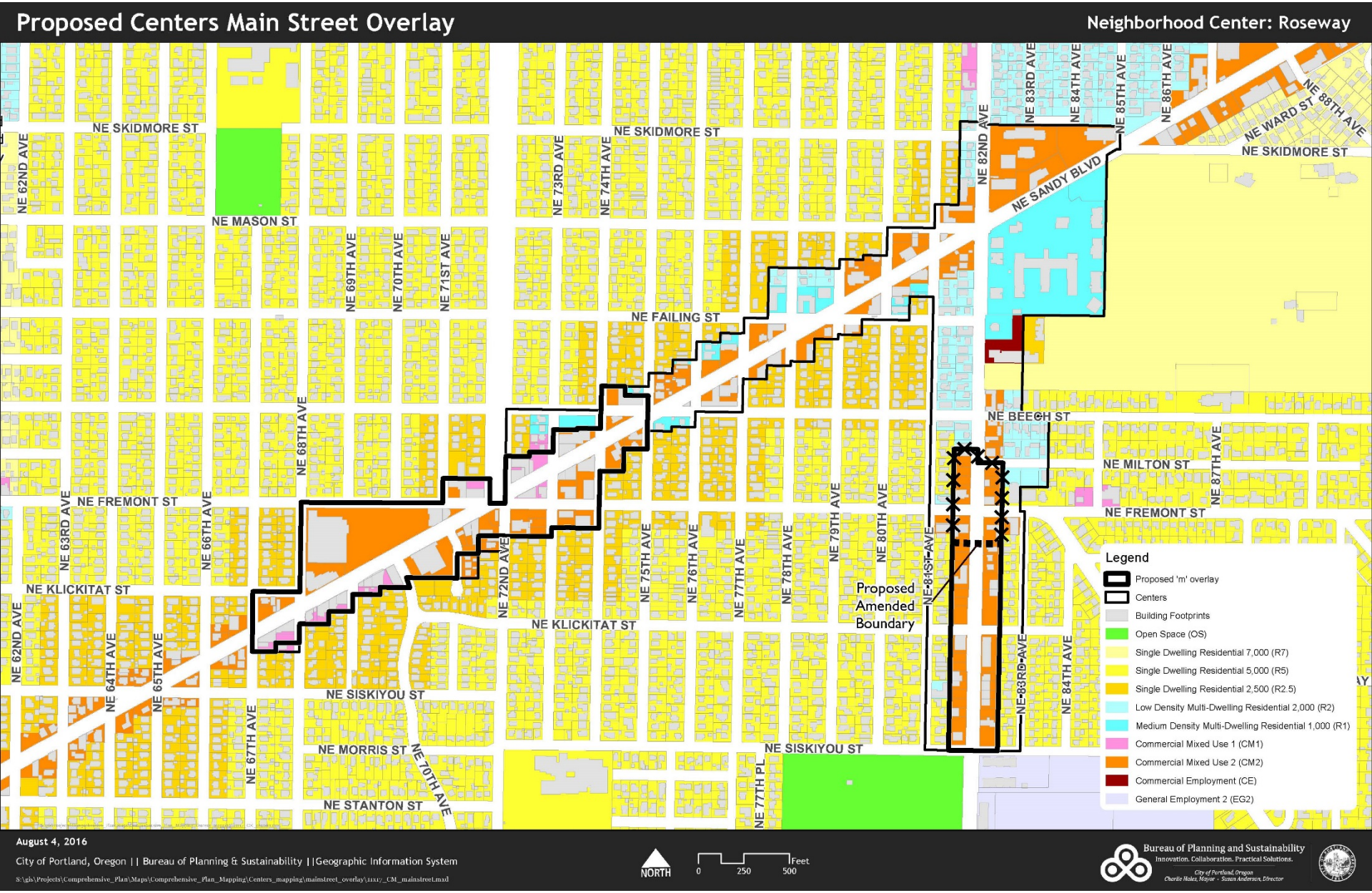

Ord. 188177, Vol. 2.5, page 11651

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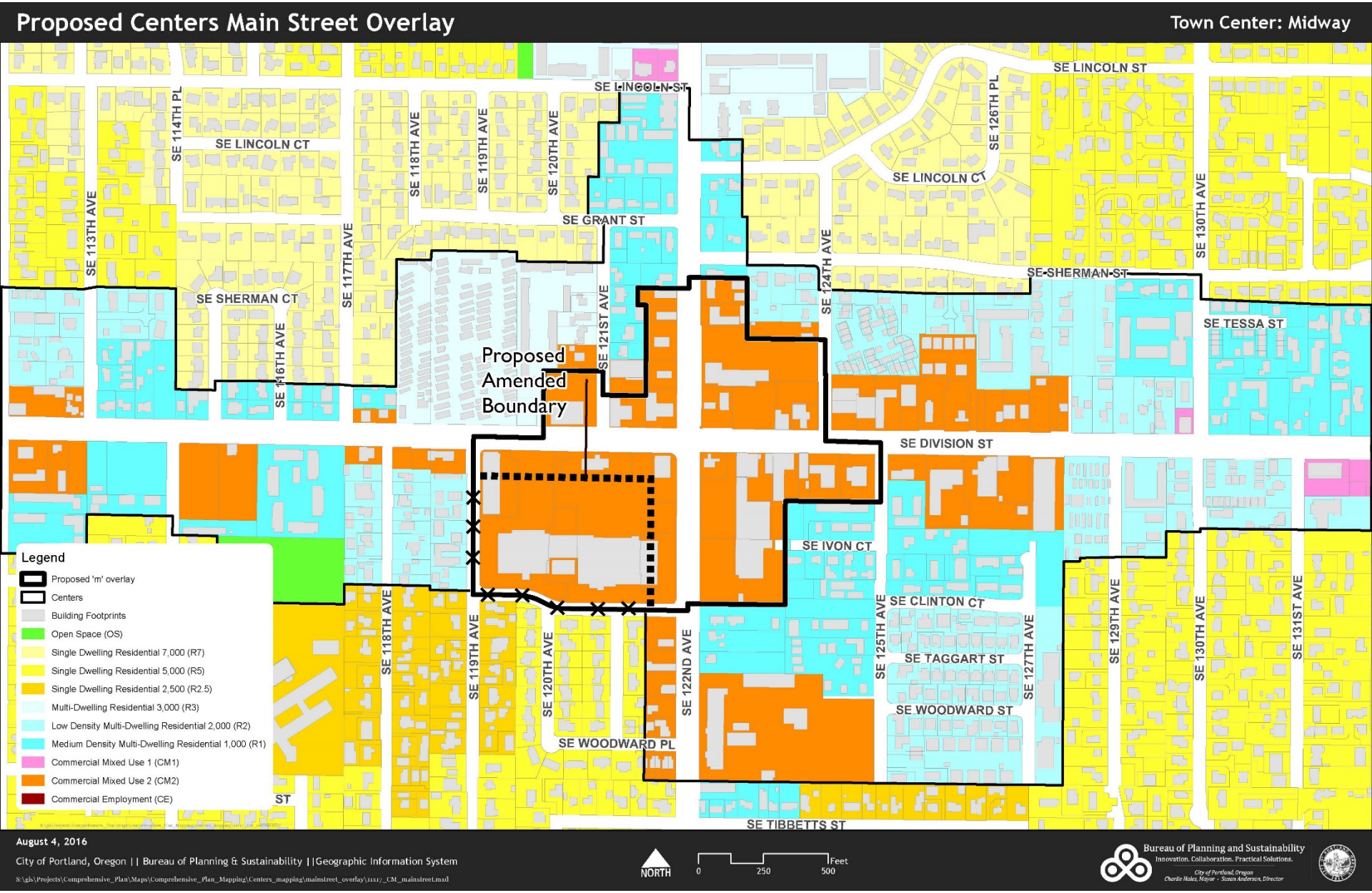

Ord. 188177, Vol. 2.5, page 11652

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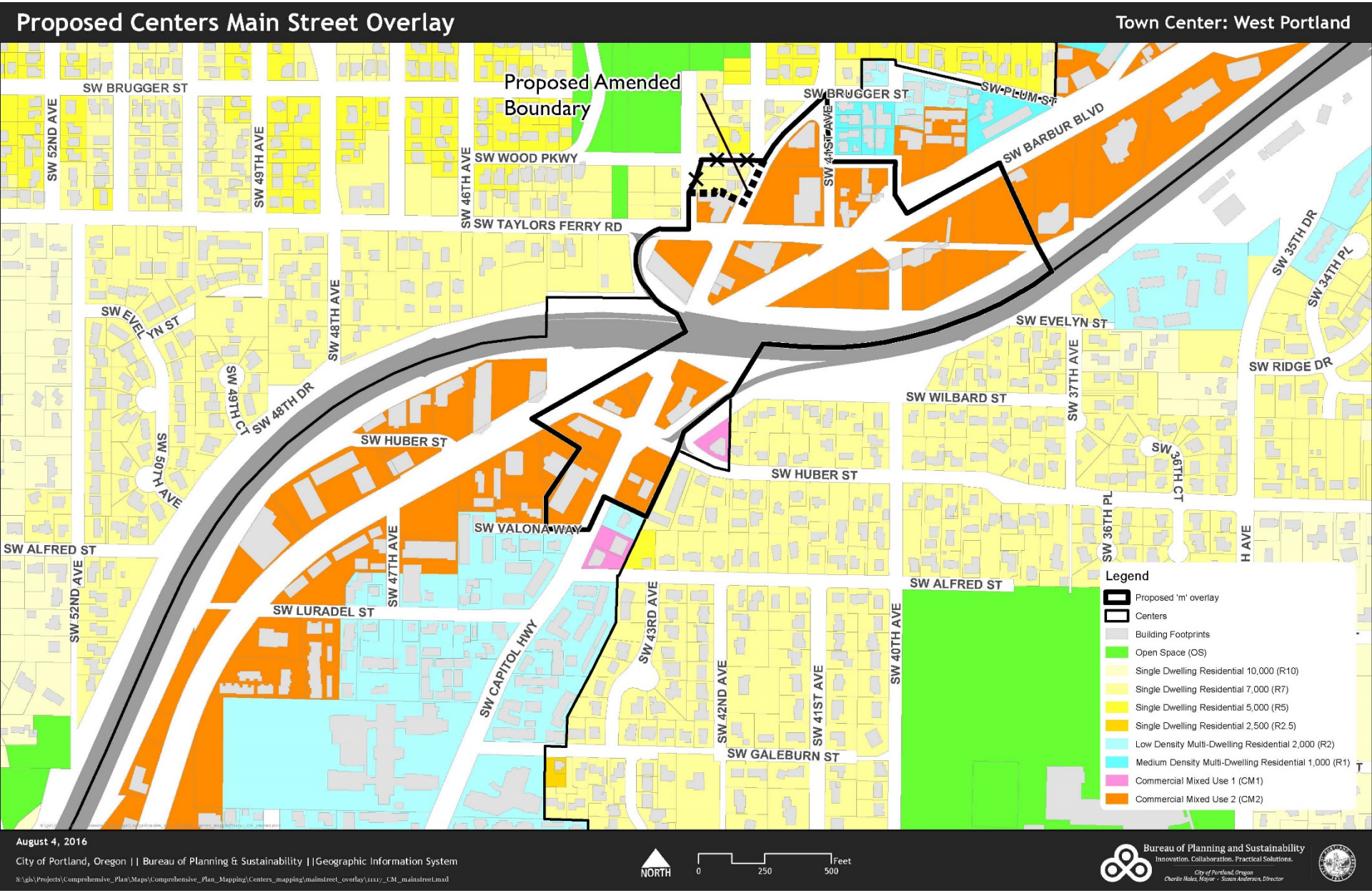

Ord. 188177, Vol. 2.5, page 11653

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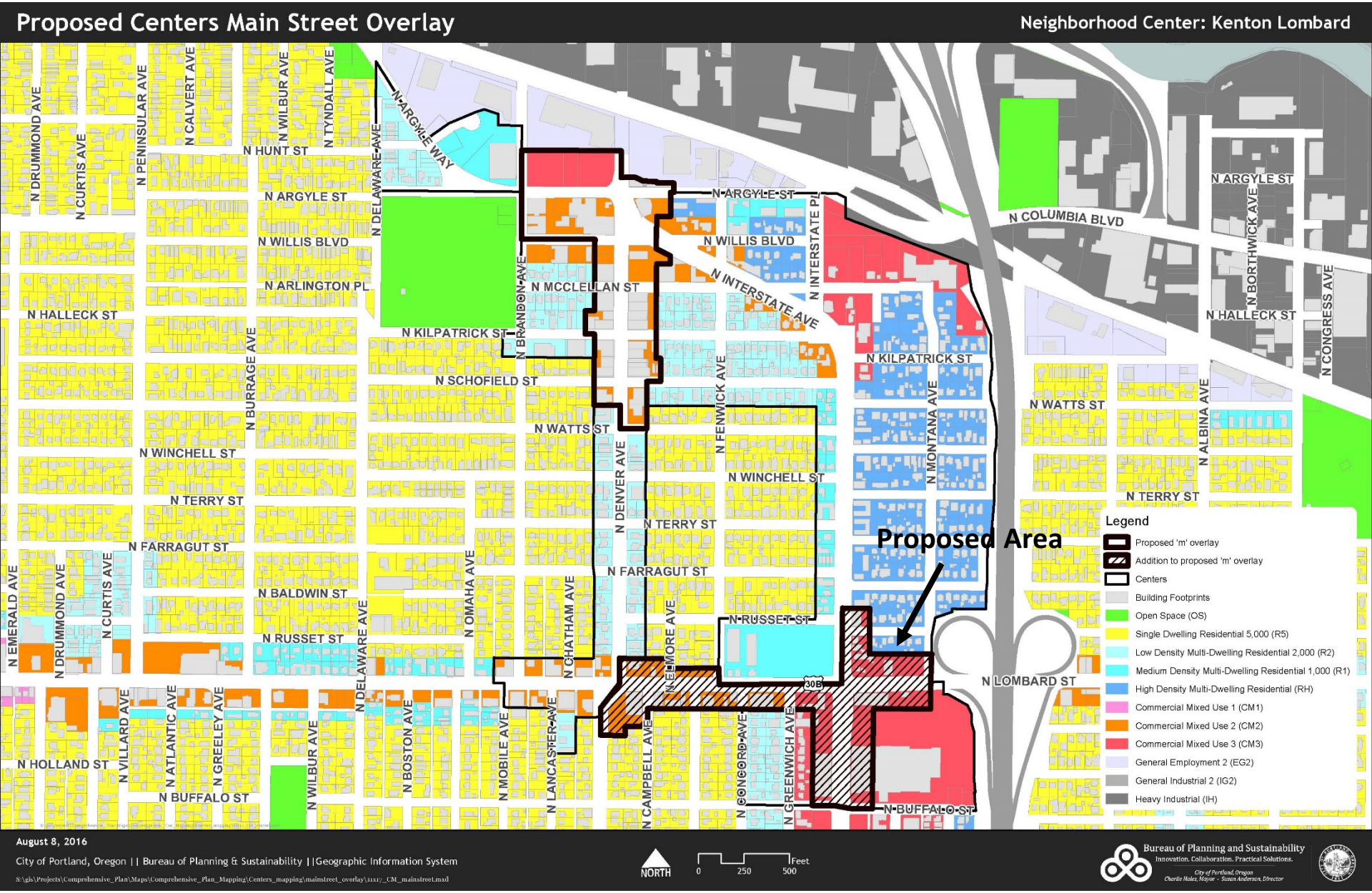

Ord. 188177, Vol. 2.5, page 11654

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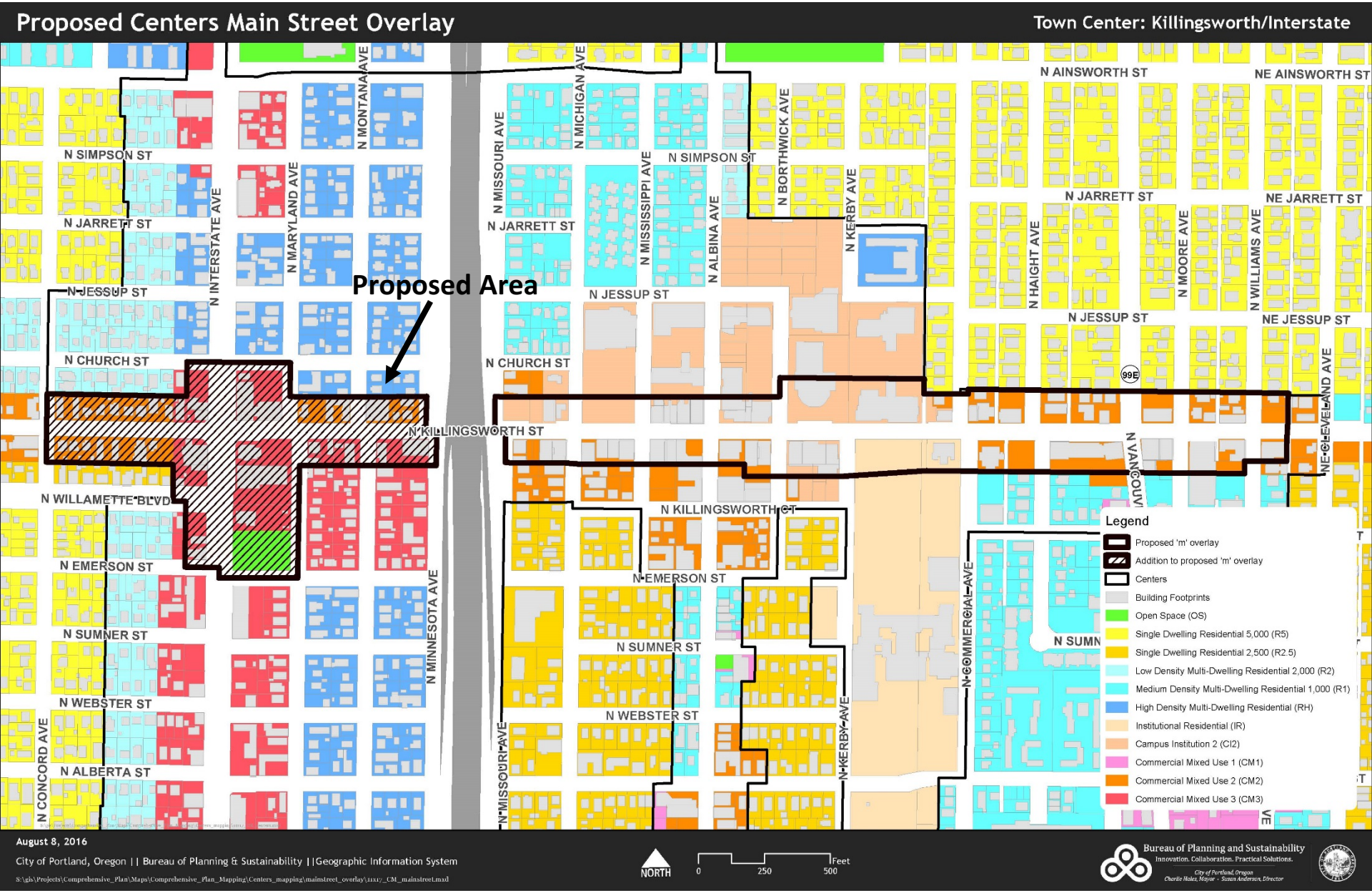


Ord. 188177, Vol. 2.5, page 11655



Miscellaneous Zoning Code

Major Public Trails

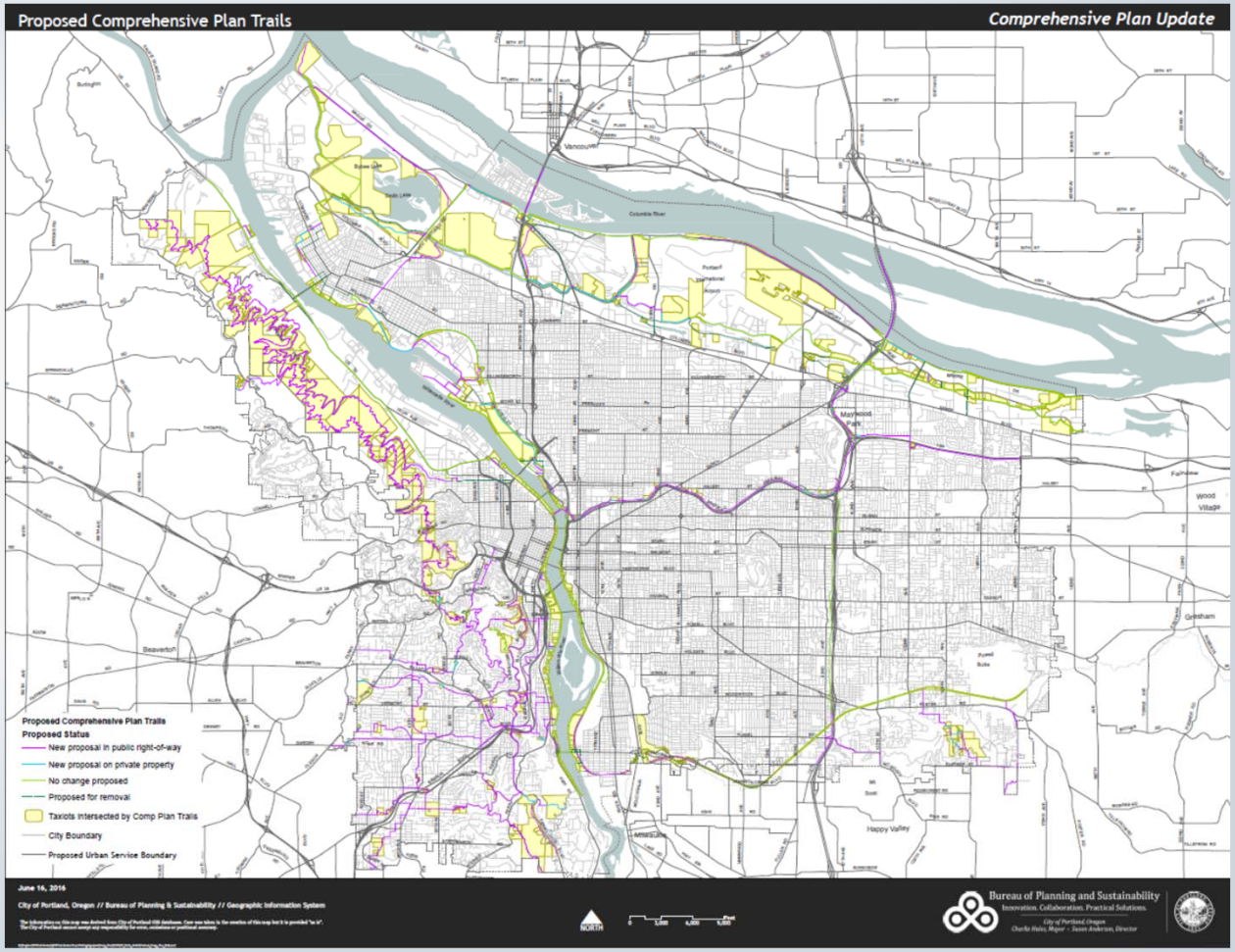
August 23, 2016

Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

Purpose of Miscellaneous Zoning Project
Major Public Trail Proposal

Reconcile the zoning map trail designation with the adopted 2035 Comprehensive Plan Major Public Trails map (Figure 8.2)



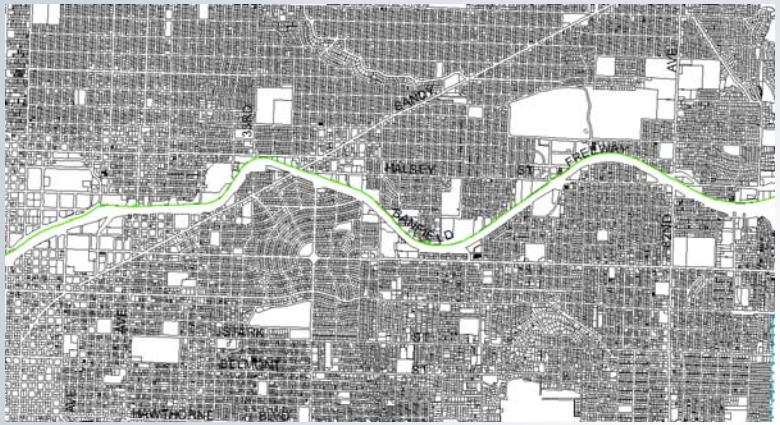
Background

The adopted 2035 Comp Plan Major Public Trail map was based on the following principles:

1. Add newly adopted regional trail alignments
2. Remove outdated alignments
3. Align the trail designation with a preferred trail alignment or a built trail
4. Add significant connections in SW Portland based on the SW Urban Trails Network

Ord. 188177, Vol. 2.5, page 11658

Examples



1. Sullivan's Gulch Trail (2013)



2. Springwater Corridor



3. Columbia Slough Trail

Ord. 188177, Vol. 2.5, page 11659

What is in front of you today

- Miscellaneous Zoning Amendments proposed draft
- August 18, 2016 memo from staff with 2 spreadsheets
- Major Public Trails map with amendments that match staff recommendations contained in the 2 spreadsheets

Ord. 188177, Vol. 2.5, page 11660

Response to 40-Mile Loop Testimony

Staff **generally agree** to keep or add a trail alignment when:

- the request is on land in public ownership or in a public right-of-way, AND
- the alignment corresponds to a segment of a Metro Regional Trail, or a City of Portland planned or built trail

Examples: Marquam and Forest parks, St. Johns, Hawthorne and Tilikum Crossing bridges, various public rights-of-way.

Ord. 188177, Vol. 2.5, page 11661

Response to 40-Mile Loop Testimony

Staff **generally did not agree** to keep an existing alignment or adding a new alignment when:

- recent trail planning or trail building efforts have identified a preferred alignment
- no trail planning effort has occurred
- the alignment is not in the City of Portland, except for the Springwater Corridor.

Examples: locations along the Columbia Slough, the Willamette Shoreline Trolley alignment

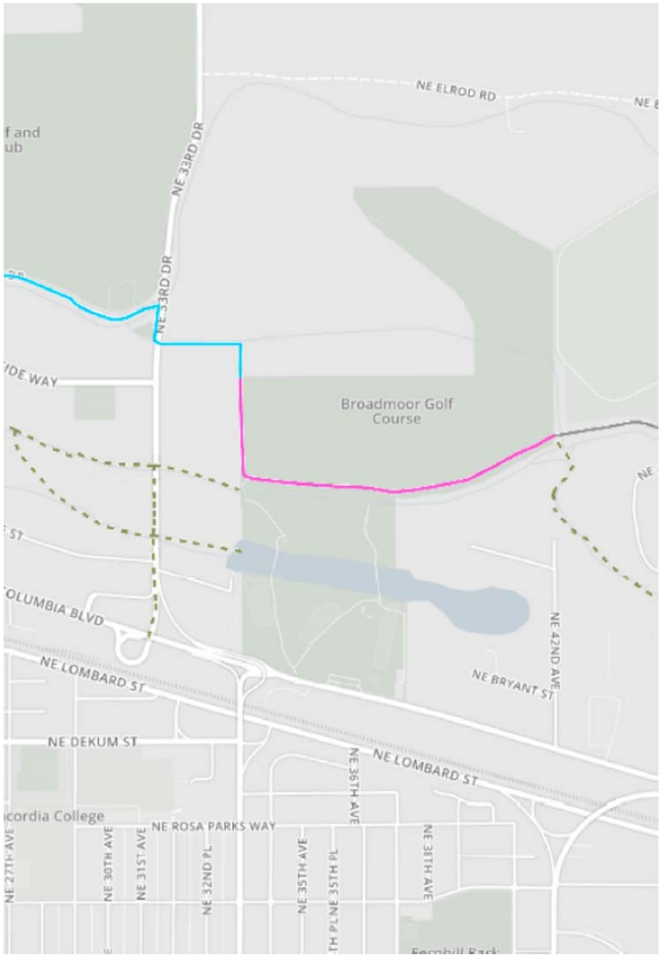
Ord. 188177, Vol. 2.5, page 11662

Response to Property Owner Testimony

Ord. 188177, Vol. 2.5, page 11663

Broadmoor

Original proposal



Staff recommendation



Saltzman Road

Original proposal

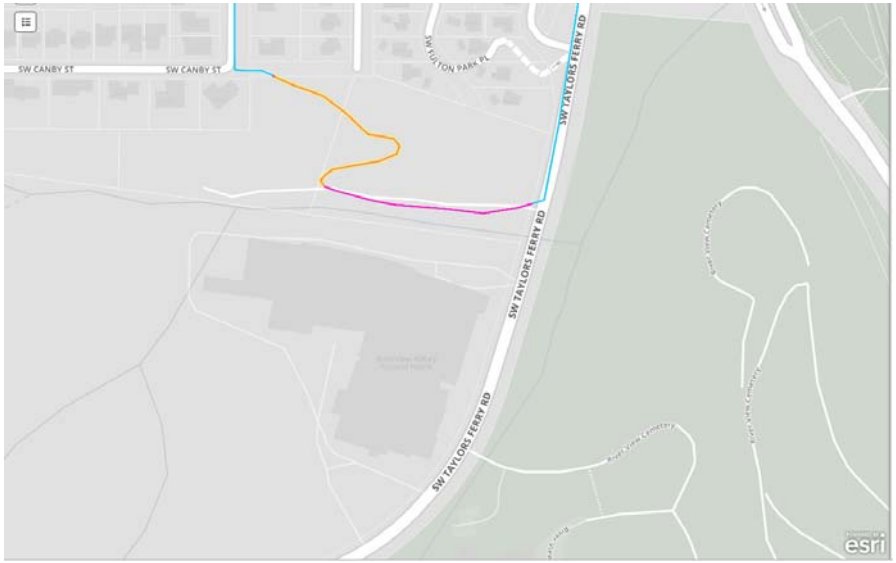


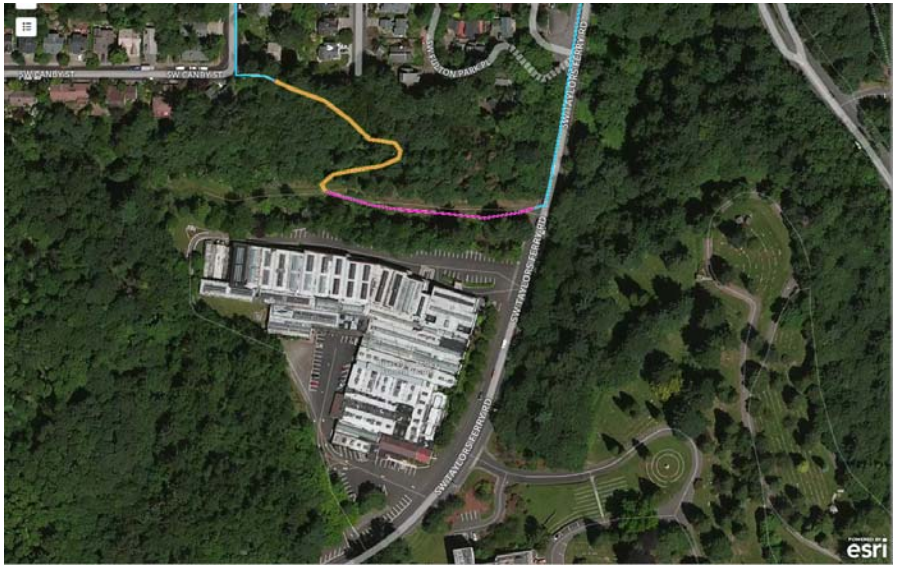
Staff recommendation



Riverview Abbey

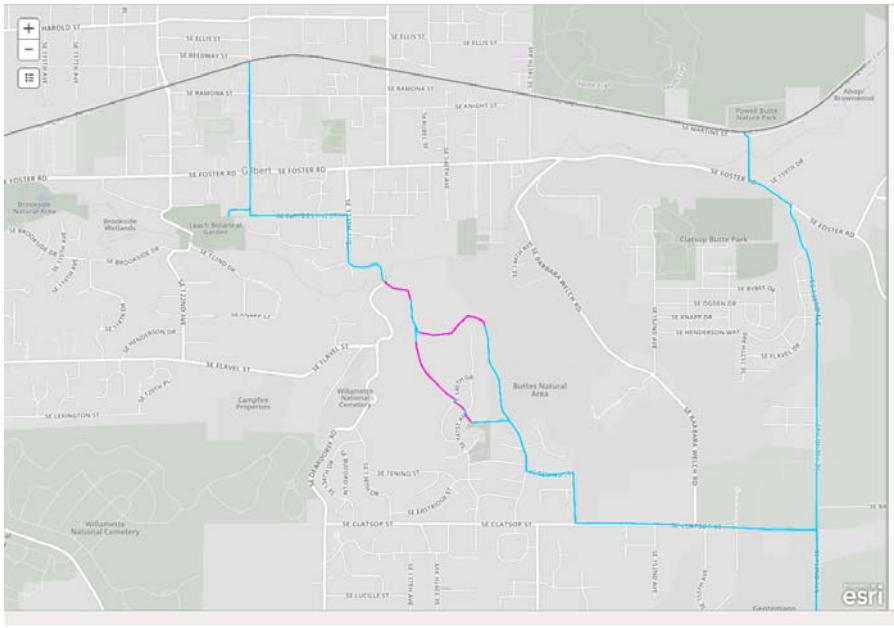
Staff recommendation

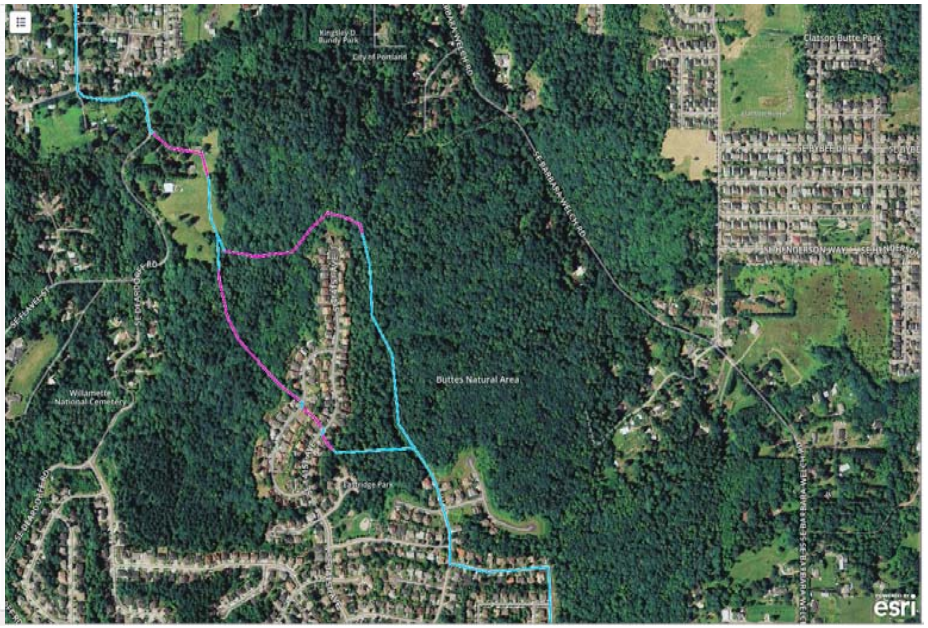




Ord. 188177, Vol. 2.5, page 11666

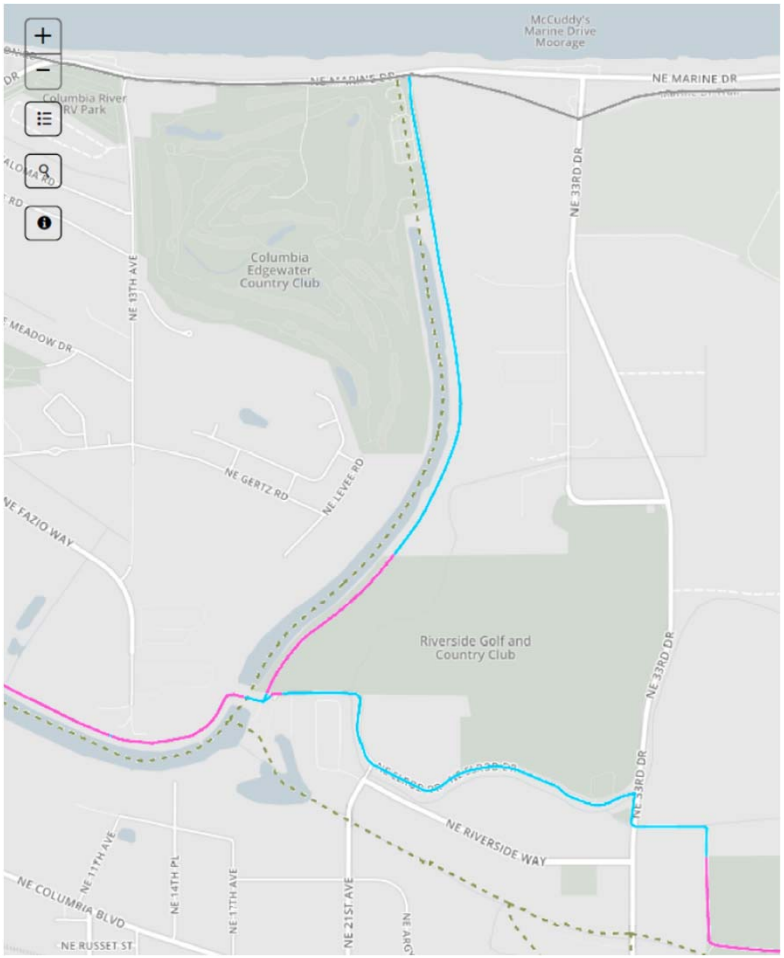
Eastwood Park

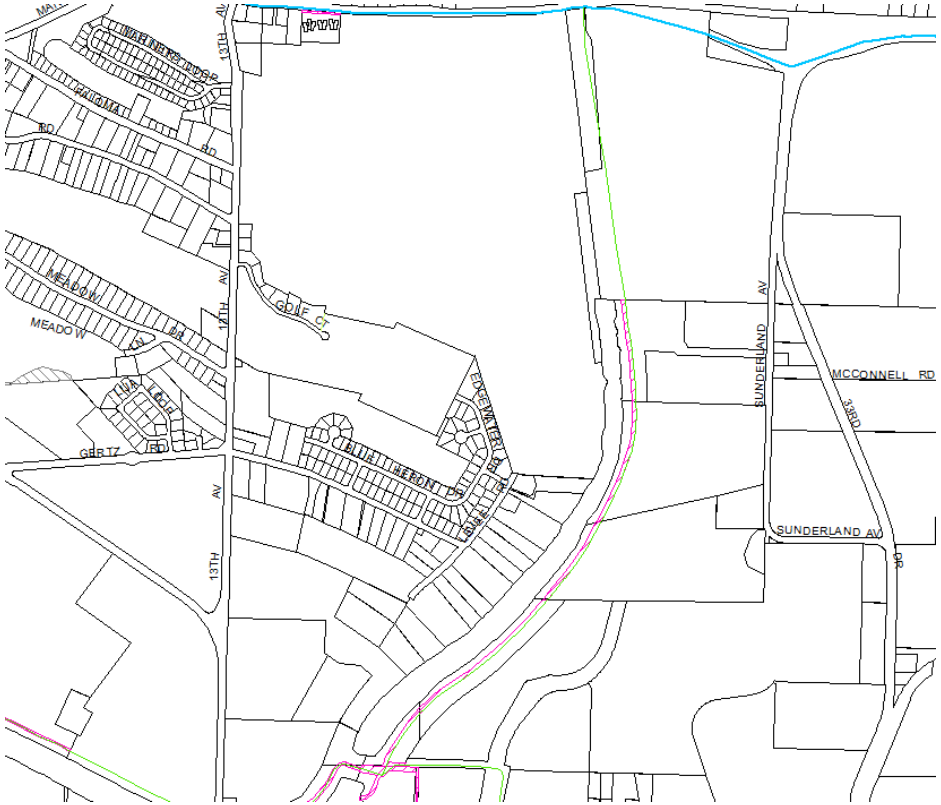




Ord. 188177, Vol. 2.5, page 11667

Peninsula Canal





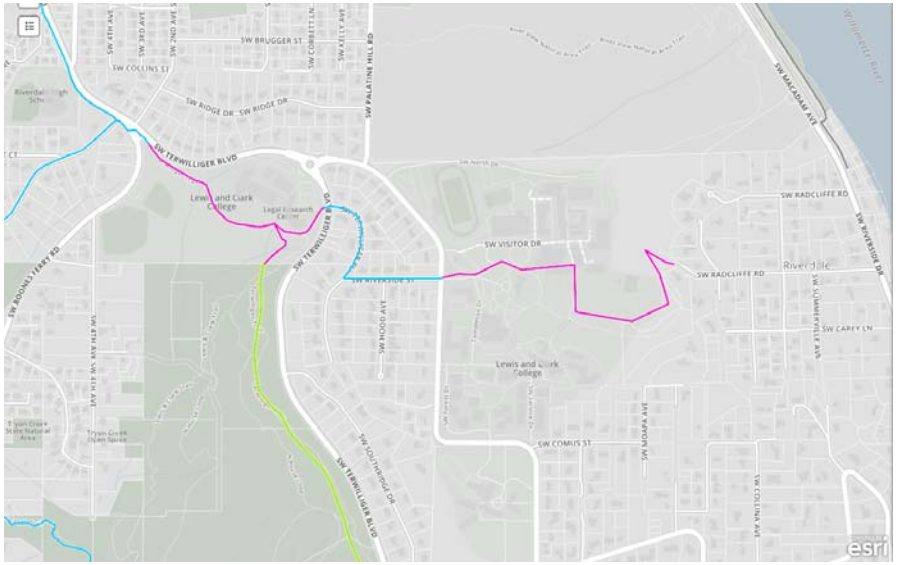
Columbia Steel Casting





Ord. 188177, Vol. 2.5, page 11669

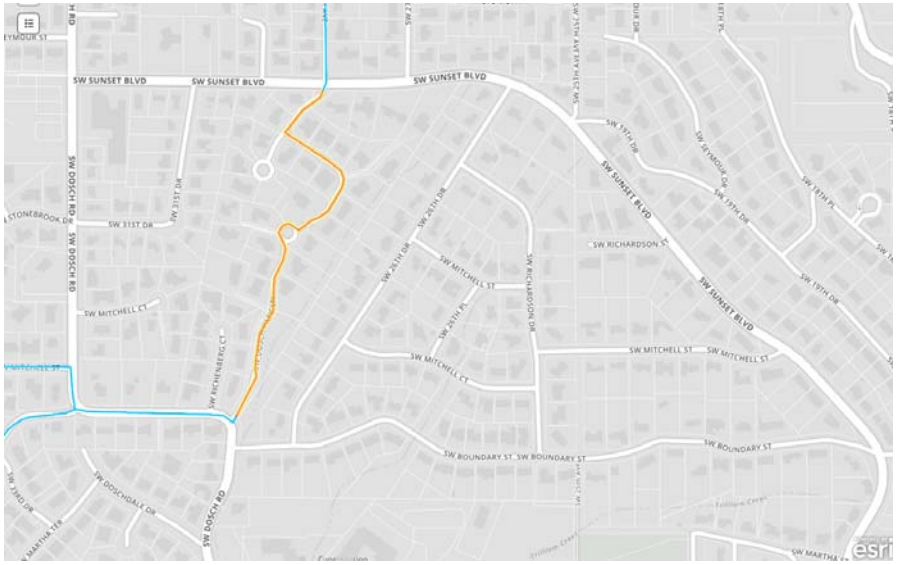
Lewis and Clark





Ord. 188177, Vol. 2.5, page 11670

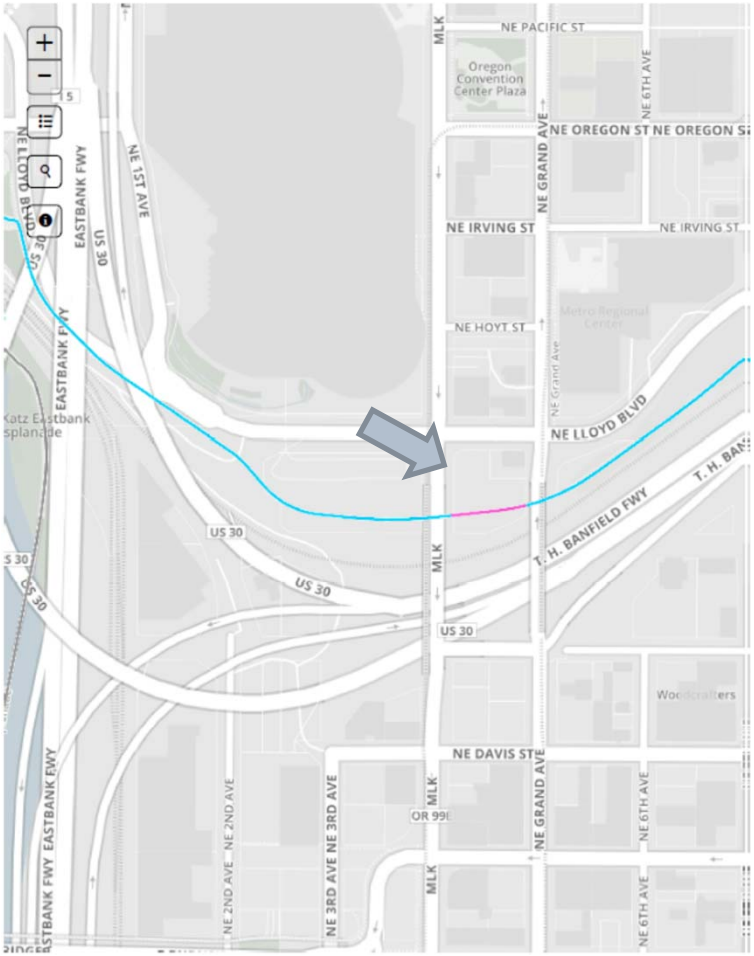
SW Dosch Park Lane

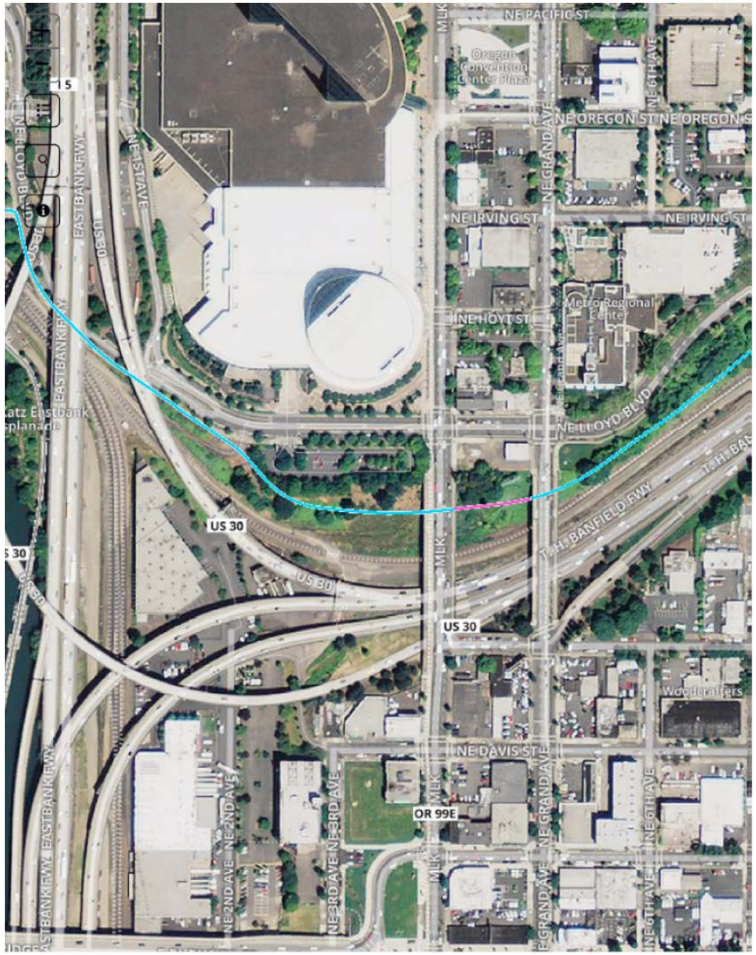




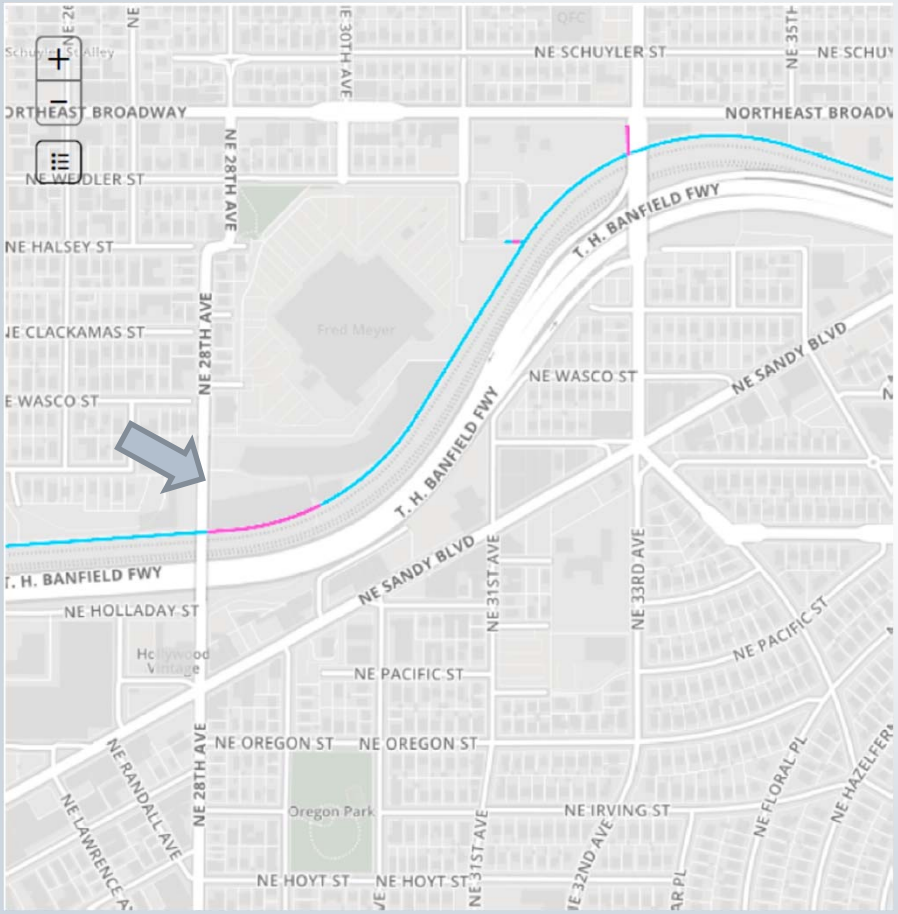
Ord. 188177, Vol. 2.5, page 11671

Rich's/Angel Property



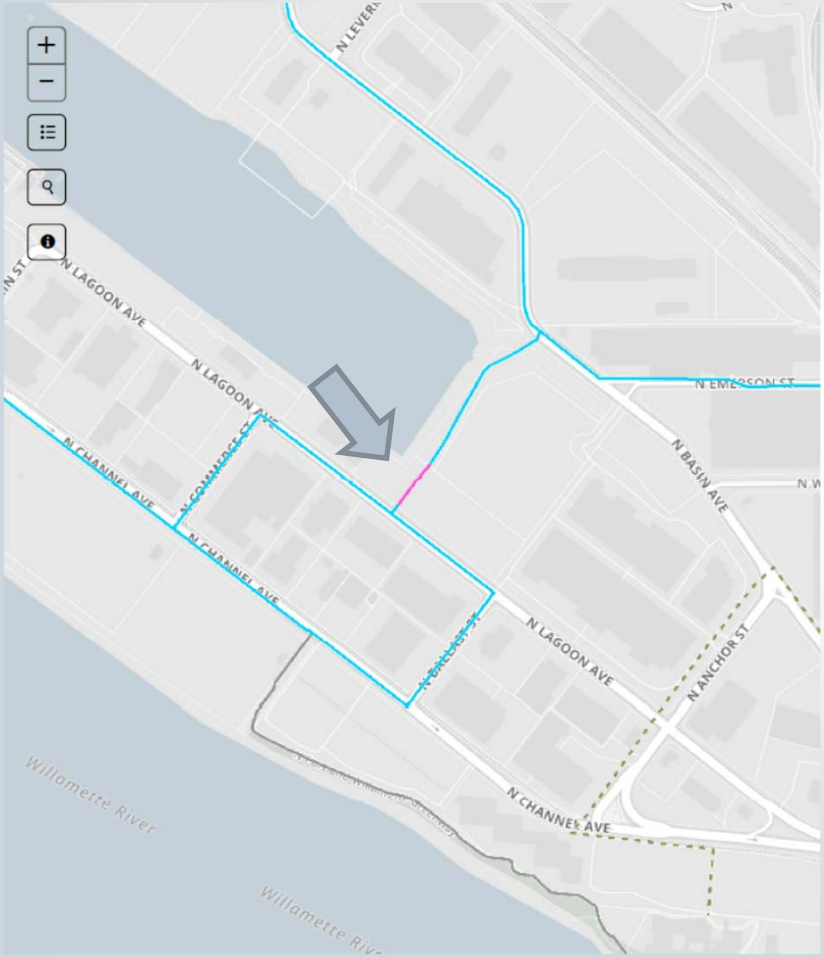


Weston Property





N. Lagoon Ave


N LAGOON AVE
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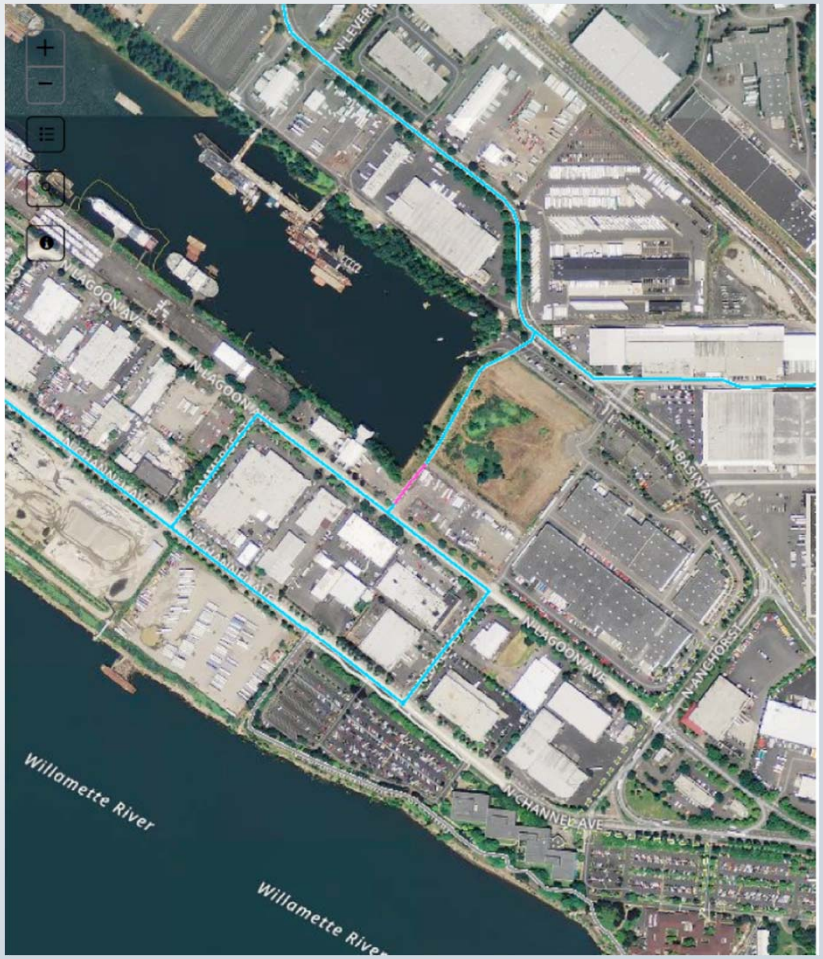
N CHANNEL AVE
N CHANNEL AVE
N BASIN AVE
N LAGOON AVE
N ANCHOR ST
N CHANNEL AVE
Willamette River


N LAGOON AVE
N BASIN AVE
N LAGOON AVE
N ANCHOR ST
N CHANNEL AVE
Willamette River
Willamette River

Questions and Comments?

Commissioner Bachrach

Proposed Amendments to Chapter 33.266, TRANSPORTATION and PARKING DEMAND MANAGEMENT, and Chapter 33.852, TRANSPORTATION IMPACT REVIEW

1. Amend 33.266.410.B, and add a new subsection C, as follows:

B. **"Transportation and parking demand management in the commercial/mixed use zones**. In the commercial/mixed use zones, a TDM plan is required when new development includes more than 10 dwelling units or an alternation to existing development includes the addition of more than 10 dwelling units. Sites that are located far from transit as defined in 33.266.B.2 are exempt from this requirement. To meet this standard, the applicant must choose one of the following:

1. Go through the Transportation Impact Review process set out in Chapter 33.852; or
2. Meet the objective standards of Title 17.106 as verified by the Portland Bureau of Transportation.

C. **Delayed effective date**. 33.266.110.B and 17.106.030.B shall not take effect until the Portland Bureau of Transportation amends Title 17.15 to provide a credit against or reimbursement for the Transportation SDC to offset some portion of the cost of the TDM incentives required to comply with17.106.030.B.

Comment: In response to concerns raised by the PSC, PBOT said it would consider some offset to the Transportation SDC before implementing the new TDM requirements for apartments in the commercial/mixed use zone. Proposed subsection C ensures that PBOT provides such an offset or else returns to the PSC to explain why not. In my discussions with planning staff, they are not comfortable with the subsection C because the code does not typically make application of a code requirement contingent on the actions of another City agency.

2. Amend 33.852.010 as follows:

"Transportation Impact Review provides a mechanism to evaluate whether the multimodal transportation system is capable of supporting proposed development, as well as consideration of proportional mitigation measures. The development thresholds that trigger a Transportation Impact Review are limited to development proposals in the campus institutional zone and development proposals in the commercial/mixed use zones that include more than 10 dwelling units ~~can be found in other chapters of this Title~~. * * * "

Comment: This modification makes explicit the types of development proposals in which the new Transportation Impact Review applies, and clarifies that it does not apply to other development proposals where a "transportation impact analysis" is required.

3. Amend 33.852.110.B as follows:

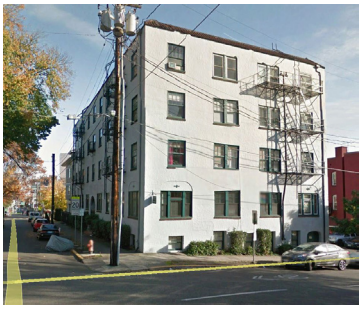
"Proposed transportation and parking demand management actions are likely to contribute to the City ~~sufficient to~~ achieveing the relevant mode share and residential auto ownership targets established by the Transportation System Plan for the uses and development on the site."

4. Amend 33.852.110.C as follows:

"~~Adequate m~~Measures proportional to the impacts of the proposed development are proposed to mitigate on- and off-site transportation impacts ~~are proposed~~. * * * "

Alphabet District Historic District
Select Sites

More than 4.0 FAR



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Existing FAR: 4.461795
Height: 53'
Lot Size: 5,000 sf
Contributing Building



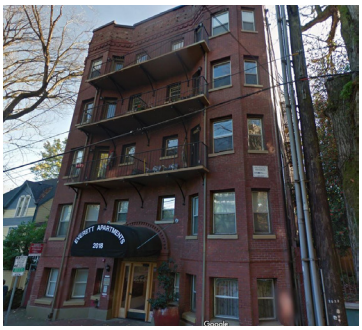
Address: 1920 NW Johnson Ave.
Existing FAR: -
Height: 57'
Lot Size: 20,600 sf
Non-Contributing Building



Address: 1811 NW Couch St.
Existing FAR: 4.230691
Height: 51.5'
Lot Size: 10,000 sf
Contributing Building



Address: 777 NW 19th Ave
Existing FAR: 4.569333
Height: 60'
Lot Size: 10,000 sf
Non-Contributing Building



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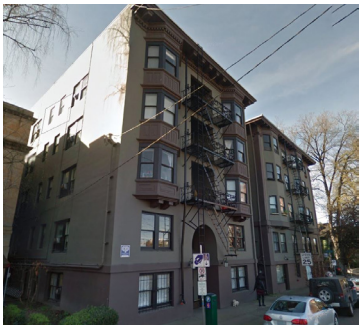
Height: 57'
Lot Size: 3,000 sf
Contributing Building



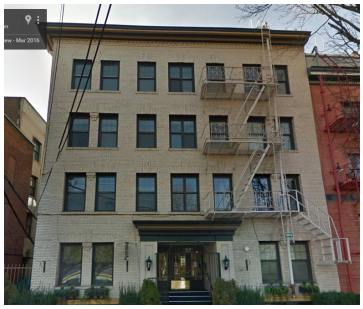
Address: 325 NW 18th Ave
Existing FAR: 4.30817
Height: 52'
Lot Size: 4985 sf
Contributing Building



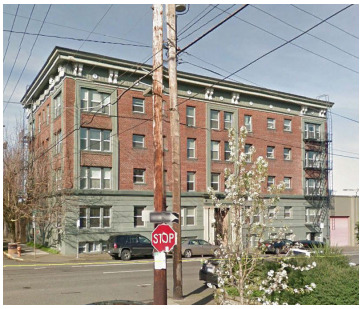
Address: 1812 NW Flanders
Existing FAR: 4.931131
Height: 55'
Lot Size: 5015 sf
Contributing Building

Alphabet District Historic District
Select Sites

2.0 - 4.0 FAR



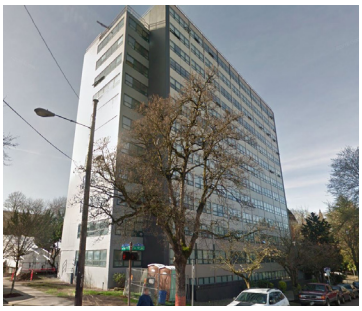
Address: 27 NW Trinity Pl.
Existing FAR: 3.931095
Height: 45.7'
Lot Size: 5,100 sf
Contributing Building



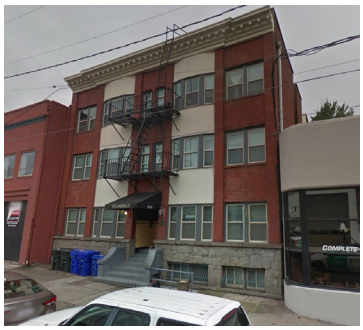
Address: 1731 NW Everett St.
Existing FAR: 2.406297
Height: 50.91'
Lot Size: 10,000 sf
Contributing Building



Address: 37 NW Trinity Pl.
Existing FAR: 2.73353
Height: 42'
Lot Size: 7,500 sf
Contributing Building



Address: 335 NW 19th Ave.
Existing FAR: 2.425217
Height: 132.64'
Lot Size: 46,000 sf
Non-Contributing Building



Address: 104 NW 20th Ave
Existing FAR: 2.92225
Height: 39.75'
Lot Size: 5,072 sf
Contributing Building



Address: 1975 NW Everett St.
Existing FAR: 2.388015
Height: 62.73'
Lot Size: 19,080 sf
Contributing Building



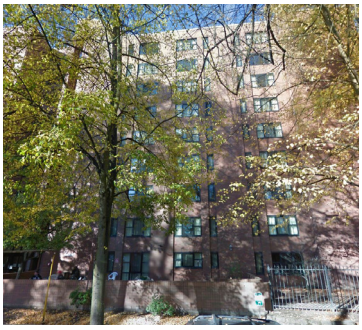
Address: 1930 NW Irving St.
Existing FAR: -
Height: 70'
Lot Size: 10,000 sf
Non-Contributing Building



Address: 125 NW 20th Ave.
Existing FAR: 2.608
Height: 69.28'
Lot Size: 18,460 sf
Contributing Building



Address: 120 NW Trinity Pl.
Existing FAR: 2.415894
Height: 55'
Lot Size: 5015 sf
Contributing Building



Address: 2041 NW Everett St.
Existing FAR: 2.221725
Height: 80'
Lot Size: 26000
Non - Contributing Building

Alphabet District Historic District
Select Sites

2.0 - 4.0 FAR



Address: 2065 NW Flanders St.
Existing FAR: 2.370972
Height: 53.57'
Lot Size: 10,000 sf
Non-Contributing Building



Address: 708 NW 19th Ave
Existing FAR: 3.92069
Height: 47.34'
Lot Size: 10,000 sf
Contributing Building



Address: 2014 NW Glisan St.
Existing FAR: 3.396295
Height: 55'
Lot Size: 15,000 sf
Contributing Building



Address: 1969 NW Johnson St.
Existing FAR: 2.020744
Height: 58'
Lot Size: 21,000 sf
Non-Contributing Building



Address: 2056 NW Glisan St.
Existing FAR: 2.244621
Height: 30.5'
Lot Size: 5,000 sf
Contributing Building



Address: 824 NW 20th Ave
Existing FAR: 3.516475
Height: 73'
Lot Size: 19,080 sf
Non - Contributing Building



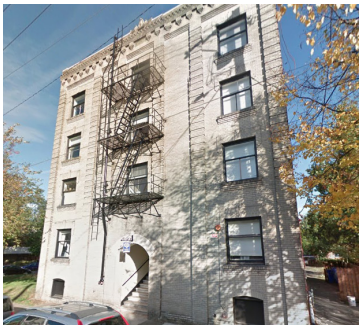
Address: 2060 NW Lovejoy St.
Existing FAR: 2.619127
Height: 38.01'
Lot Size: 5000 sf
Contributing Building



Address: 117 NW Trinity Pl.
Existing FAR: 3.440611
Height: 50.9'
Lot Size: 12,500 sf
Contributing Building



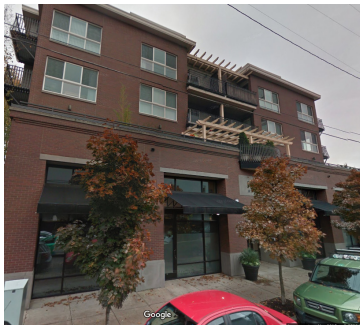
Address: 707 NW 19th Ave
Existing FAR: 2.076739
Height: 34.8'
Lot Size: 10,200 sf
Contributing Building



Address: 1026 NW 20th Ave
Existing FAR: 2,118725
Height: 45'
Lot Size: 5,000 sf
Contributing Building

Alphabet District Historic District
Select Sites

Less than 2.0 FAR



Address: 210 NW 20th Ave
Existing FAR: 1.471825
Height: 45'
Lot Size: 10,500 sf
Non-Contributing Building



Address: 1963 NW Irving St.
Existing FAR: 1.631161
Height: 30'
Lot Size: 5,000 sf
Contributing Building



Address: 1929 NW Irving St.
Existing FAR: 1.575551
Height: 35'
Lot Size: 10,000 sf
Contributing Building



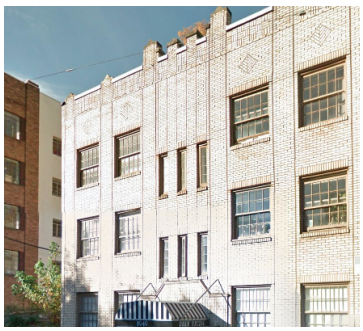
Address: 1983 NW Flanders St.
Existing FAR: 1.359173
Height: 55'
Lot Size: 10,000 sf
Contributing Building



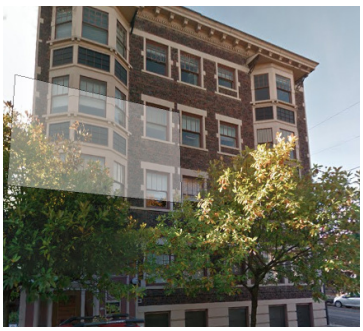
Address: 1931 NW Flanders St.
Existing FAR: .257605
Height: 35'
Lot Size: 50,000 sf
Contributing Building



Address: 2015 NW Kearney St.
Existing FAR: 1.535281
Height: 55'
Lot Size: - sf
Contributing Building



Address: 1949 NW Everett St.
Existing FAR: 1.924333
Height: 35'
Lot Size: -
Contributing Building



Address: 931 NW 20th Ave
Existing FAR: 1.877312
Height: 50'
Lot Size: - sf
Contributing Building



Address: 1958 NW Irving St.
Existing FAR: 1.348106
Height: 30'
Lot Size: 10,000 sf
Contributing Building

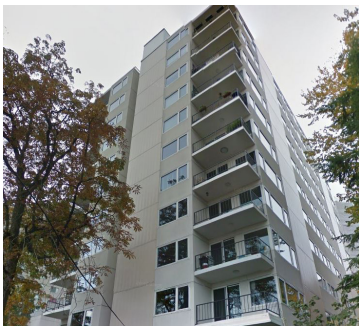
King District Historic District
Select Sites



Address: 1000 SW Vista Ave
Existing FAR: 4.256828
Height: 143'
Lot Size: 60,000 sf
Non-Contributing Building



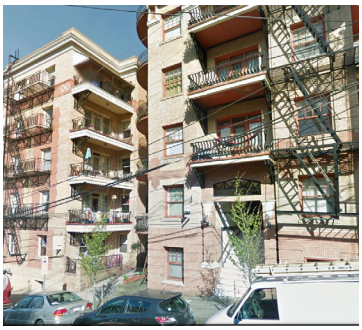
Address: The Envoy
Existing FAR: -
Height: 100'
Lot Size: 38,000 sf
Contributing Building



Address: 2211 SW Park Pl.
Existing FAR: 3.490713
Height: 112.58'
Lot Size: 15,000 sf
Non-Contributing Building



Address: 2245 SW Park Pl
Existing FAR: -
Height: 130'
Lot Size: 15,000 sf
Non-Contributing Building



Address: 742/760 Vista Ave.
Existing FAR: 3.424709
Height: 55.5'
Lot Size: 5,333 sf
Contributing Building



Address: 2323 SW Park Ave
Existing FAR: 0.599554
Height: 115'
Lot Size: 20,000 sf
Non-Contributing Building



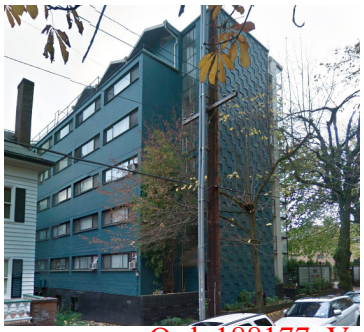
Address: 2185 SW Yamhill St.
Existing FAR: 3.216532
Height: 55'
Lot Size: 6000 sf
Contributing Building



Address: 911 SW 21st Ave
Existing FAR: 2.29114
Height: 45'
Lot Size: - sf
Contributing Building



Address: 901 SW King Ave
Existing FAR: .2777
Height: 130'
Lot Size: 40,000 sf
Non-Contributing Building



Address: 900 SW St. Clair
Existing FAR: 1.185906
Height: 70'
Lot Size: 10,000 sf
Non-Contributing Building

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Portland Planning and Sustainability Commission
August 23, 2016
3:00 – 7:00 p.m.
1900 SW 4th Ave, Suite 2500A
Portland, OR 97201

********** ANNOTATED AGENDA **********

3:00 PM **Call to Order**
Items of Interest from Commissioners
Director's Report

3:05 PM **Consent Agenda**
Consideration of Minutes from August 2 and 9, 2016 PSC meetings

3:06 PM **Task 5: Composite Zoning Map**
Work Session / Recommendations

Staff: Eric Engstrom, Deborah Stein, Bill Cunningham and Tom Armstrong

Kat's talking points:

- Today we will be making our final recommendation on the Comprehensive Plan Composite Zoning Map Amendments.
- Our agenda lists several categories for this agenda item:
  - Mixed Use
  - Residential
  - Employment, Campus Institutions, Open Space
  - Major Public Trails
- Setting Major Public Trails aside, we will be conducting our discussions and votes by district. There are 6 districts.
- We will then discuss and vote on the Major Public Trails map.
- Therefore, this agenda item will have 7 separate votes, not including amendments.
- Commissioners will have a chance to disclose any potential conflicts of interest when we begin discussion of each district.
- Staff will introduce the topics and clarify what materials are before us.
- Commissioners will then introduce any amendments and we will dispense with amendments individually.

MATERIALS

Maps that you will vote on:

- **Zoning Map Changes — by district (6 maps):** District-scale maps that include all the base zone changes to Employment, Campus Institutions, Open Space, Mixed Use and Residential.

- **Overlay Zone maps (6 maps):** These maps show changes to Overlay Zones at a citywide scale.

- **Plan District Changes (1 map):** This map shows new and amended plan districts and subdistrict boundaries at a citywide scale.

Reference Materials:

- **Zoning Map Changes — Citywide (1 map)**: This map includes all base zone changes (Mixed Use, Residential, Employment, Campus and Open Space) combined at a citywide scale. This provides you with a complete picture of the changes you'll be voting on.

- **Zoning Map Including Zoning Map Changes — Citywide (1 map):** This map shows all Zoning Map changes combined with existing zoning, so that you can view the Zoning Map in its entirety.

- **Zoning Map Including Zoning Map Changes — by district (6 maps):** Same as above, broken down by district.

- **Decision spreadsheets (2):** These are the work sheets you used in your work sessions on August 9 for Mixed Use and other Zoning Map changes, updated to reflect your decisions.

- **Mixed Use Atlas (1):** This is the atlas of individual maps that you used in your August 9 Mixed Use work session, updated to reflect your decisions.

1. North District

- Disclosures or recusals

- Amendments
  - Commissioner moves to amend
  - Second
  - Discussion
  - Roll call
  - (repeat for each amendment)

> *Sample motion to amend proposal:*
>
> ***Base zone:*** Move to amend the [North] District Zoning Map Changes map as follows:
> - Rezone the property at [address] from [zone] to [zone].
>
> *Overlay zone:* Move to amend the [design] overlay zone map to:
> - Remove the [design] overlay from…
> - Apply the [design] overlay to…

- Vote on the map

> *Sample motion to approve map:*
> Move to adopt the Zoning Map amendments show in the [North] District on the following maps dated August 17, 2016:
> - "Zoning Map Changes" [as amended]
> - Overlay zone maps [as amended]
> - "Plan District Changes" [as amended]
>
> Second
> Discussion
> Roll Call

2. NE District

- Disclosures or recusals

- Amendments
  - Commissioner moves to amend
  - Second
  - Discussion
  - Roll call
  - (repeat for each amendment)

- Vote

3. SE District

- Disclosures or recusals

- Amendments
  - Commissioner moves to amend
  - Second
  - Discussion
  - Roll call
  - (repeat for each amendment)

- Vote

4. East District

- Disclosures or recusals

- Amendments
  - Commissioner moves to amend
  - Second
  - Discussion
  - Roll call
  - (repeat for each amendment)

- Vote

5. NW District

- Disclosures or recusals

- Amendments
  - Commissioner moves to amend
  - Second
  - Discussion
  - Roll call
  - (repeat for each amendment)

- Vote

6. SW District

- Disclosures or recusals

- Amendments
  - Commissioner moves to amend
  - Second
  - Discussion
  - Roll call
  - (repeat for each amendment)

- Vote

7. Major Public Trails

Staff: Shannon Buono and Tom Armstrong

MATERIALS

Materials that you will vote on:

- Miscellaneous Zoning Amendments: Proposed Draft (June 2016)
- Major Public Trails map (1 map): This map shows a revised proposal based on testimony. It incorporates the addition and removal of alignments that staff recommends in the "Zoning Map Trail Alignment" memo dated August 18, 2016.

Reference Materials:

- Zoning Map Trail Alignment Memo to PSC from Shannon Buono and John Cole (August 18, 2016), including worksheets with testimony requests and staff's responses. (The August 18th memo replaces the August 16th memo).
- Commissioner Houck's memo to staff regarding trail alignments (August 21, 2016)

ORDER OF BUSINESS

- Disclosures or recusals
- Staff introduces materials
- Commissioners discuss testimony and staff's responses
- Amendments
  - Commissioner moves to amend
  - Second
  - Discussion
  - Roll call
  - (repeat for each amendment)

> *Sample motion to amend proposal*:
> I move to amend the "Major Public Trails" map dated August 18, 2016 by …

- Vote

> *Sample motion to approve Major Public Trails:*
>
> I move to approve the Miscellaneous Zoning Amendment package item #8, as amended by staff's "Zoning Map Trail Alignment" memo dated August 18, 2016 and shown on the Major Public Trails map, [as further amended today].

4:45 PM Task 5: Zoning Code
Work Session / Recommendations

Kat's talking points:

- Now we'll make our final recommendations on the Comprehensive Plan Early Implementation Zoning Code Amendments.

- This agenda item will have 3 separate votes, not including amendments.

- The votes are divided into three topics:
  - Mixed Use
  - Campus Institution
  - Miscellaneous Zoning Amendments – RH Zone FAR Maps in the Zoning Code

Ord. 188177, Vol. 2.5, page 11688

Mixed Use Zoning Code amendments

Staff: Eric Engstrom and Bill Cunningham

MATERIALS

Materials that you will vote on:

- Mixed Use Zones Project: Proposed Draft (March 2016)
- Memo and code/commentary: Mixed Use Zones Project – Final PSC Work Session (August 16, 2016), including replacement of all code and commentary pages from the Proposed Draft.
- Memo and spreadsheet: Mixed Use Zones Project – Final PSC Work Session – Final Amendments (August 18, 2016), including spreadsheet of Commissioners' amendment requests and staff responses.

Reference Materials:

- None

ORDER OF BUSINESS

- Disclosures or recusals
- Staff introduces materials
- 1st – Amend the Proposed Draft with Code/Commentary from August 16th memo

> *Sample motion to amend original proposal:*
> Move to amend the Mixed Use Zones Proposed Draft with code and commentary in the August 16th staff memo.

- 2nd - Amendments introduced
  - Commissioner moves to amend
  - Second
  - Discussion
  - Roll call
  - (repeat for each amendment)

> *Sample motion to amend the revised proposal:*
> Move to amend the Mixed Use Zones revised proposal as described in Item [#1] of the Commissioner Proposed Amendments document.

- Vote

> *Sample motion to approve Mixed Use Zones code:*
>
> Move to:
> - adopt the Mixed Use Zones Project Proposed Draft,
> - as amended by the code and commentary in the August 16th memo,
> - as further amended today.

Ord. 188177, Vol. 2.5, page 11689

Campus Institutions Zoning Code amendments

Staff: Tom Armstrong

MATERIALS

None

ORDER OF BUSINESS

- Staff describes issue
- Vote
  - Motion
  - Second
  - Discussion
  - Roll call

Sample motion:
Move to align the following Campus Institutional Zone development standards with the final Mixed Use Zone standards:
- Ground floor windows in the CI2 Zone
- Building length and façade articulation in the CI2 Zone.

Miscellaneous Zoning Amendments: RH Zone FAR

Staff: Tom Armstrong

MATERIALS

Materials that you will vote on:

- Miscellaneous Zoning Amendments: Proposed Draft (June 2016)
- Memo: Zoning Code Chapter 120 Map Series: 4:1 FAR (August 17, 2016),

Reference materials:

- None

ORDER OF BUSINESS

- Staff introduces memo
- Vote
  - Motion
  - Second
  - Discussion
  - Roll call

Motion:
Move to approve the Miscellaneous Zoning Amendment package item 3, as amended by the "Zoning Code Chapter 120 Map Series: 4:1 FAR" memo dated August 17, 2016.

Final Direction to Staff

This final vote will ensure that all necessary documents are updated in accordance with the PSC's recommendations and that the PSC's Recommended Plan is aligned with the 2035 Comprehensive Plan.

Motion:

Move to direct staff to:

1. Update the Task 5 Early Implementation of the 2035 Comprehensive Plan staff reports to reflect our amendments.
2. Incorporate any needed updates to the 2035 Comprehensive Plan to reflect our Task 5 Early Implementation recommendations.
3. Clarify recommended code and commentary language, as necessary.
4. Consolidate our recommendation on all the Task 5 Early Implementation projects into one transmittal to City Council. At a minimum, our recommendation package should include:
    - An ordinance and findings
    - Consolidated Zoning Map amendments
    - Consolidated Zoning Code amendments and commentary as further legislative intent
    - A Community Involvement Program
    - TSP Stage 2
    - Staff reports that provide context, backgrounds, rationale for decisions, appendices summaries of the public involvement process.

Hurray! Celebrate!

7:00 PM Adjourn

The City of Portland will make reasonable accommodation for people with disabilities. Please notify us no fewer than five (5) business days prior to the event by phone 503-823-7700, by the City's TTY at 503-823-6868, or by the Oregon Relay Service at 1-800-735-2900.

For background information, call 503-823-7700, or email psc@portlandoregon.gov.

Meetings will be lived streamed on the Bureau of Planning and Sustainability YouTube site at https://www.youtube.com/c/portlandbps.

Meeting playback on Channel 30 are scheduled to start the Friday following the meeting. Starting times may occur earlier for meetings over three hours long, and meetings may be shown at additional times as scheduling requires.

Channel 30:
Friday at 3 p.m. | Sunday at 7:00 a.m. | Tuesday at 7:30 p.m.

Ord. 188177, Vol. 2.5, page 11691

8 21 2016

To: John Core and Shannon Buono
From: Mike Houck
Re:: Zoning Map Trail Alignments

John and Shannon,

I am following up after having reviewed your August 16 memo to the planning and sustainability commission and having met with Jim Sjulin of the 40 mile loop Land Trust over the weekend. Before I get into my follow-up questions and comments I would like to compliment staff on having followed up With the 40 Mile Loop Land Trust as requested at the last PSC hearing. The Trust has been involved in planning for the 40 Mile Loop and other local and regional trails within the city of Portland and throughout the Portland Vancouver Metropolitan region. The land trust, in addition to having been involved in trail planning for over 30 years, has had professional trail and transportation planners as well as landscape architects since its inception. Therefore, I place a very high level of credibility on their input.

I also want to compliment staff on what sounds like, based on my conversation with Mr. Sjulin, that staff took the land Trust's input seriously and agreed on many of the points raised by the Trust. That said, there are some issues that remain outstanding that I would appreciate having a conversation about and, if necessary, addressing at Tuesday's Planning and Sustainability Work Session.

1). Trails outside city limits: staff did not agree with the Trust's request to designate trails outside city limits, based on the fact that the city does not apply zoning outside its jurisdiction. While that is a reasonable response, and true, I see no reason why, as the trust has suggested, that a different color or other distinguishing feature could not be applied to the gaps that appear, which disrupt continuity of the city/regional trail network. Why could the city not add commentary it simply stated that particular gap which appears within another jurisdiction is part of an adopted regional trail network and that it appears on the map as a means of describing a truly integrated city/regional trail network?

I would urge staff to reconsider its position in this regard. A trail network can only function when there is connectivity. In some cases trail alignments are well-known and quite likely to be built. In others they are aspirational and the fact that they appear on a map is a significant step toward creating, in fact, a connected integrated trail network. Staff could refer to Metro's formally adopted bi-state regional trail plan for the Portland Vancouver Metropolitan region and other local jurisdictions trail planning documents to demonstrate the intent to create a truly connected trail system.

2). Private property: Staff disagrees with the Trust's that trail alignment should be shown on private property based on the statement, "the city should be confident that the trail should be located within the boundaries of the site before applying the trail designation." Again, the reality of local and regional trail planning is in many cases there is no certainty on the exact alignment. However, it is critical to show connections even if they are uncertain. The fact of the matter is given current legal issues in most cases a negotiation with the private property owner would have to happen before any final trail alignment is arrived at. Therefore, it cannot be argued that there would be a "taking"of private property by simply indicating a potential trail alignment.

3). The Willamette Shore Trolley/Trail Alignment: Staff does not agree with the Trust's recommendation to add this segment of trail along the trolley alignment between Portland and Lake Oswego. The basis for disagreement is that "Metro will be doing the planning for that potential trail in the future. We do not know yet where it is going to go and on which properties." While that statement is correct, once again indicating a potential trail alignment which has for some time been a priority for the regional trail network will assist in bringing that alignment to reality. As for which properties the trail may or may not go on, in reality there's only one likely alignment, which would be along the existing rail line. I urge staff to reconsider not adding that alignment and, furthermore, would urge that the city of Portland indicate to Metro that this alignment is a high priority and planning should commence as soon as possible within the context of Metro's regional trail planning process.

4). Columbia Slough Alignments: Staff states that the Columbia Slough alignment changes are result of Portland Parks and Recreation and PBOT more recent planning processes. What planning processes have resulted in the significant changes in alignments along the Columbia Slough? The original concept for the 40 mile loop trail alignments were to have parallel sections of the loop, one of which would be paved and runs along N. Marine Dr. the other of which would be soft surface parallel in the Columbia Slough. The new alignments depart significantly from that original vision. There may, in fact, be a good rationale for those changes--- in particular protecting significant natural resources such as riparian habitat and wetlands--- but the 40 mile loop land trust is unaware, as I am, of what planning processes resulted in the changed alignment.

5). Willamette Greenway and Industrial Lands: I understand the rationale for not showing and alignment through an industrial area. However, I do not understand why, in the service of connectivity, the trail cannot be shown around the industrial area?

Other Issues:

Connections in General: while I will not get into every nitpicky connection or lack thereof, I would like to strongly urge that connectivity be first and foremost in any

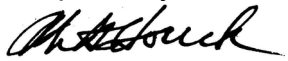
decisions regarding additions or removal of trail alignments. Connectivity is crucial to creating a vision for an interconnected trail network and for its eventual realization on the ground. I guess I'd call for applying the precautionary principle in this regard. When in doubt put on the map even if it means adding caveats such as I discussed above.

Green Loop: it seems to me, again with regard to connectivity that the 40 mile loop land trust comments might be integrated into continue planning on the green loop, either as part of the central city 2035 comment time or future planning.

Columbia Slough Alignment:
Broadmoor Golf Course, I strongly agree with staff decision regarding moving part of the alignment to the Metro and city of Portland owned property to the North and connecting to Northeast corn foot across the eastern edge of the golf course.

Oregon Steel: I strongly agree with staff decision to leave the alignment on the south side of the Columbia Slough at Oregon Steel. I participated in the process that Metro referenced by city staff regarding moving the alignment to the South to avoid impacting the Bald Bagle nest and a large Great Blue Heron nesting colony on the south side of Smith Lake.

Respectfully,



Mike Houck

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

MEMO

DATE: August 18, 2016

TO: Planning and Sustainability Commission

FROM: Shannon Buono, Senior City Planner; and, John Cole, Senior City Planner

CC: Tom Armstrong, Supervising Planner

SUBJECT: Zoning Map Trail Alignment

At the Planning and Sustainability Commission meeting on August 23, 2016, the Commission will hold a final work session on the Miscellaneous Zoning Project. At the July 26 PSC hearing, the PSC directed staff to review the public testimony regarding the proposed Major Public Trails zoning map alignment and provide recommendations on requested amendments. The amendment requests came from the 40-Mile Loop trail organization and several property owners. What follows is an explanation of the purpose of this update of the zoning map trail alignment, and a generalized explanation of staff's responses to the 40-Mile Loop organizations amendment requests. Specific staff recommendations for each amendment request, both property owner and 40-Mile Loop requests, can be found in the attached spreadsheets.

Purpose of Update:

The existing zoning map trail alignment has been in place since 1981. The trail alignment is implemented through the trail standards in 33.272, Public Recreational Trail. When development occurs on a site with the zoning map trail designation on it, an easement, and in some cases trail construction, is required. The zoning map trail alignment has not been updated for several years. Over time, additional trail planning and feasibility work has been done and trail easements have been acquired. In some cases, this additional work has result in a mismatch between the trail alignments on the zoning map and the actual or desired location of the trail.

For example, portions of the Springwater Corridor are currently designated on properties adjacent to Johnson Creek, but the trail has been built in the abandoned rail corridor. And, in many places the Columbia Slough trail is designated in the slough itself because at the time it was not clear on which side the trail would ultimately be located.

To address these issues, BPS staff worked with staff from Portland Parks and Recreation and the Portland Bureau of Transportation to add missing and newly adopted regional trail alignments, remove outdated alignments, align the trail designation with a preferred trail alignment or a built trail, and to add significant connections in Southwest Portland. No new trail planning or feasibility work was done for this update. The proposed alignments reflect other, more recent, trail planning efforts.

Staff Generalized Response to 40-Mile Loop Testimony:
Staff reviewed and discussed materials submitted by the 40-Mile Loop organization. The organization's requests fall in two categories: 1. They oppose the removal of some existing designations; and 2. They request the addition of new alignments. Staff agrees with 25 of their requests, and our response to each request can be found in the attached spreadsheet.

Staff **generally agreed** with requests to keep an existing zoning map trail alignment or to add a new alignment when the requested alignment is on land in public ownership or in a public right-of-way AND the alignment corresponds to a segment of a Metro Regional Trail, or a City of Portland planned or built trail (in other words, when a public trail planning effort identified the particular alignment). For example, staff generally agrees with requests to add or not delete trail alignments in Marquam and Forest parks, on the St. Johns, Hawthorne and Tilikum Crossing bridges, and in various public rights-of-way.

Staff **generally did not agree** with requests to keep an existing alignment where more recent trail planning or trail building efforts have identified a preferred alignment. For example, staff with Portland Parks and Recreation has done extensive feasibility and public outreach work over the years to identify the most practical route for the Columbia Slough trail, and for the most part, the proposed alignment reflects that more recent work.

Staff also **did not agree** with requests to add an alignment that has no trail planning effort to substantiate the route, or to add an alignment that is not in the City of Portland.

As mentioned, staff's response to each of the 40-Mile Loop organizations specific requests can be found in the attached spreadsheet. At the beginning of their testimony, the organization provided 4 comments on the citywide trail in general. These are not included in the spreadsheet. Their comment and staff's response to the comment are below:

1. Willamette Greenway: In general, Industrial Zoning along the Willamette River frequently preludes a waterfront trail. However, some industrial uses are not river dependent and in these cases a waterfront greenway trail should be considered and allowed when feasible. An example is Wacker Siltronics in NW Portland. There a trail was built in the 1980's but, oddly, was never opened to the public. There are more examples on both sides of the River (such as some properties on Swan Island and Benz Springs in SW). In addition, there are river-dependent uses that are not incompatible with a riverfront greenway trail. Examples include boat moorages and landings seen in public parks including Willamette Park, Cathedral Park, and Tom McCall Waterfront Park. When land along the Willamette River is taken out of industrial use, as a condition of the required accompanying zone change, a waterfront trail should always be added. This imperative needs to be included in the City's comprehensive plan, if not on a map, then in the narrative.

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***City Staff Response**: It has been the City's policy since 1981 to preserve the industrial working harbor for river-dependent and river-related industrial uses. The existing zoning map trail alignment, adopted in 1981, does not establish a riverfront trail through much of the Portland Harbor, and the proposed zoning map trail alignment is consistent with that direction, and with policies of the newly adopted Comprehensive Plan that call for the continued preservation of harbor access lands due to their unique and necessary infrastructure and site characteristics. The Siltronics site is not currently in a river-dependent use, but the site is in the middle of the river-dependent area, and the City's continuing policy is to preserve the continuity of the Portland Harbor waterfront for future river-dependent use. In addition, the proposed Willamette Greenway Trail alignment in the Portland Harbor is based on two recent greenway trail planning processes—the River Plan/North Reach trail planning process (BPS, 2010), and the North Portland Greenway trail planning process (PP&R; 2013).*

Industrial zoned property outside the Portland Harbor may be appropriate for a trail designation depending on circumstances and the best location for the trail. For example, there are existing and proposed zoning map trail alignments on riverfront industrial land in the Central Eastside Industrial District, and near the Steel Bridge.

2. Trails outside the City limits: The 40 Mile Loop questions the removal of the trail from the City-owned Springwater Corridor east of SE 23rd Avenue, the odd-looking gaps in NW Portland at the end of the Wildwood Trail, and in NE Portland on the Banfield Trail (think in City of Maywood Park). Rather than show these areas as mysterious gaps, we propose that they be included using another color and with proper notation. In our view, there is great value in showing a complete system on Portland's Comprehensive Plan and avoiding confusion about unexplained gaps.

   ***City Staff Response**: The trail alignment is a zoning map designation, and the City of Portland does not apply zoning outside its jurisdiction.*

3. Connectivity of trails to neighborhoods and to other significant trail systems: The 40 Mile Loop supports strong, safe connectivity of trails to neighborhoods and to other major recreational trails. Many of these linkages that have been shown on past City Comprehensive Plans are now proposed for removal. This is especially the case in N and NE Portland where removal of several linkages to the Columbia Slough and Marine Drive trail systems are proposed. We have concerns about the proposed removals. In addition, there are other needs for connectivity. For example, Brooklyn Neighborhood in SE Portland has long sought a safe link to the Willamette Greenway. (A former Mayor is said to have promised one.) We don't understand the thinking behind removing and not including additional needed connections.

   ***City Staff Response**: Staff agrees that trails should have safe and strong connections to neighborhoods. The proposed zoning map trail alignment includes connections to neighborhoods where those connections have been identified through a trail planning effort. For example, neighborhood*

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connections along the Sullivan's Gulch and North Portland Greenway trails have been included. More specific responses to the 40-Mile Loop organization's requests for reconsideration of the removal of specific trail alignments can be found in the attached spreadsheet.

4. Private property: The reality of completing an extensive system of major trails does include working with private property owners. Easements across private property are already in place in many areas. The 40 Mile Loop believes that an indication of a proposed trail crossing private property does not mean that the City intends to take property. It simply conveys the reality that an alignment that crosses a private parcel is considered to be the most usable and safe of all potential alignments and is recommended in the long term. The City's record in these instances is a record of fairness and extreme patience.

   ***City Staff Response**: When development occurs on a site that has the zoning map trail alignment on it, the zoning code trail standards in 33.272, Public Recreational Trail are triggered. If the exaction is proportional to the impact from the development, then an easement and in some cases construction of the trail is required.*

   Determining proportionality has been a discretionary exercise to date. If the proposal doesn't require a land use review, the requirements are not implemented because discretion cannot be applied outside of a land use review process. In this case, the applicant may voluntarily provide an easement for the trail.

   If the proposal requires a land use review, then the proportionality questions are addressed through that review, and in several cases, the City has been able to justify asking for the easement and building of the trail. The Central City 2035 project is proposing an objective proportionality methodology for use in the future.

   When a trail easement is granted, then Parks or PBOT work with the applicant to settle on the final alignment and design of the trail. The zoning code (33.272.030.F) requires that a public recreational trail must comply with the standard of Portland Parks and Recreation or, where located in a public right-of-way, the standards of the Portland Bureau of Transportation. The final alignment can vary within the site, but unless the City deletes the trail stars from one site and applies them to another (which requires a legislative process), the alignment cannot vary onto another site. Therefore, the City should be confident that the trail should be located within the boundaries of the site before applying the trail designation.

   The zoning code also says that the City will accept liability and the maintenance responsibilities in many, if not most, cases (33.272.070).

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	Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
	Westside					
1	2645-2651	Marquam Trail from Council Crest to SW Sherwood Drive	removal from public & private	oppose	Historic Linkage. Also needs a more accurate rendering of existing Marquam Trail on public property & public R.O.W..	Agree. Do not remove from zoning map.
2	NA	Marquam Trail from SW Sherwood Drive to SW 14th & Gibbs		add segment	Historic Linkage. This long and critical section of existing Marquam Trail should be added.	Agree. Add the segment to the zoning map.
3	2654-2656	incomplete connection between Marquam Trail in Marquam NP and Terwilliger & Duniway Park	removal from public property	oppose	Retain on map. Extend to Terwilliger Blvd. and extend via Shelter Trail to Marquam Trail in Marquam NP.	Agree. Do not remove from zoning map.
4	NA	Forest Park NW Saltzman Road to NW St. Helens Road	addition on public property	add segment	This a good existing route to link to St. Helens Road.	Agree. Add the segment to the zoning map.
5	NA	Forest Park NW Springville Road to St. Johns Bridge Ramp (NW Bridge Ave.)	addition on public property	add segment	This is another existing route to link Leif Erikson and Wildwood Trail to St. Helens Road.	Agree. Add the segment to the zoning map.
6	NA	Forest Park Ridge Trail from Wildwood Trail to St. Johns Bridge ramp (NW Bridge Ave.)	addition on public property	add segment	Ridge Trail constructed < 10 years ago with the intention of providing this 40 Mile Loop link to the St. Johns Bridge and Willamette Greenway.	Agree. Add the segment to the zoning map.
7	2819	NW Bridge Avenue	removal from public property	oppose		Agree. Do not remove from zoning map.
8	2820	NW Bridge Avenue	removal from public property	oppose		Agree. Do not remove from zoning map.
9	2817	St. Johns Bridge	removal from public property	oppose	The St. Johns Bridge is a critical link for the 40 Mile Loop and the Willamette Greenway Trails on both sides of the River.	Agree. Do not remove from zoning map.
10	2818	St. Johns Bridge				
11	2801	St. Johns Bridge				
12	2798	St. Johns Bridge				
13	2802	St. Johns Bridge				
14	2804	St. Johns Bridge				
15	numerous	St. Johns Bridge connections to Willamette Greenway on east side of River.	removal from public property	oppose	Why remove links to the Willamette Greenway on the east side of the St. Johns Bridge? Only "trouble spot" is between NW 19th Ave. & NW 20th Ave.There is ample ROW to make this connection work.	Agree. Do not remove from zoning map.
16	2635, 2636, 2637	NW Thurman from NW 27th to NW 15th	removal from public property	oppose	Why remove this link between Forest Park and the Willamette Greenway?	Agree. Do not remove from zoning map.
17	NA	From NW 15th (see above) across NW Naito Pkwy / Front Ave. to Willamette Greenway	addition on public property	add segment	Completes link between Forest Park and the Willamette Greenway.	Do not agree. There is no existing or planned trail to align with.
18	NA	A safe connection through Hillsdale area for bicyclists to Willamette Greenway and to downtown Portland, location TBD	additions on public and property	add segment		Do not agree. This trail connection has not yet been planned.
19	NA	Historic Linkage. Existing trail from SE Terwilliger to a junction with segment 2486.		add segment		Agree. Add the segment to the zoning map.
20	2704	Willamette Greenway immediately north of Willamette Park	removal from private property	oppose	Segment needed to mitigate a "blind corner" at south end of condos.	Do not agree. The trail alignment shown on the proposed map reflects the greenway trail alignment negotiated with the property owner and built as part of a Greenway Review for Willamette Sailing Club in 2012.
21	NA	Willamette Shoreline Trolley alignment from downtown Portland through Powers Marine Park (to south City Limit.)	addition on public property	add segment		Do not agree. Metro will be doing the planning for that potential trail in the future. We do not yet know where it is going to go and on which properties.
22	2254, 2253, 2442, 2836, 2701 and others	Trail segments on Sellwood Bridge and its west and east end connections.		??? Hard to know ???	Map should first accurately reflect the new ramps and routes connecting to trails on both sides of the River and should also allow the under-passage of a Shoreline Trolley alignment to the south City Limit on the west side.	No change necessary. The proposal includes the trail alignment on the Sellwood Bridge and adjacent City of Portland property. The trail alignment on the zoning map is not intended to show the precise location of the actual trail. It shows which parcels the trail crosses. No other specifc aligning is necessary.
23	NA	Springwater Corridor east of SE 23rd Avenue where the trail "dips" south of the City Limit.		oppose	As suggested above, show all routes that run outside the City Limits in another color with a notation that the City has no land use jurisdiction.	Do not agree. The trail in this location would be outside the city limits. The City does not zone outside the city limits.

Major Public Trail Alignment Worksheet
40 Mile Loop Comments with Staff Response

	Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
24	2837	Link between Brooklyn neighborhood and Springwater Corridor	removal	oppose	This link between the Springwater Corridor and Brooklyn neighborhood is important to retain.	Agree. Do not remove from zoning map.
25	NA	Existing stairway southward off the east side of the Burnside Bridge. Also extends southward to junction with designated trail (approx. SE Ash).	addition on public property	add segment	This is an important link between Burnside Bridge & eastside neighborhoods and the Eastbank Esplanade.	Do not agree. There is an existing stairway on public property. There is not need to add a zoning code standard to implement or require the trail connection.
26	NA	Link on SE 17th Ave. between Springwater Corridor and Milwaukie's Trolley Trail.	addition on public property	add segment	The Trolley Trail, currently under construction, will stop 1 block short of connecting to the Springwater Corridor. This connection must be shown.	Do not agree. The trail in this location would be outside the city limits. The City does not zone outside the city limits.
27	NA	Hawthorne Bridge and connections to Willamette Greenway on east & west sides of River.	addition on public property	add segment	Important link between east and west Willamette Greenway Trails	Agree. Add the segment to the zoning map.
28	NA	Tilikum Crossing and connections to Willamette Greenway on east and west sides of River.	addition on public property	add segment	Important link between east and west Willamette Greenway Trails	Agree. Add the segment to the zoning map.
	North Portland Greenway					
29	2711b	Larrabee and North past flyover back to Interstate	removal from public property	oppose		Do not agree. The zoning map trail alignment in this location is aligned with the PP&R North Porltand Greenway Trail study that was adopted by City Council in October 2013.
30	2712	Lower Albina Alternatives	removal from public property	oppose		Do not agree. The zoning map trail alignment in this location is aligned with the PP&R North Porltand Greenway Trail study that was adopted by City Council in October 2013.
31	2713	Lower Albina Alternatives				
32	2715	Lower Albina Alternatives				
33	2821	Lower Albina Alternatives				
34	2822	Lower Albina Alternatives				
35	2823	Lower Albina Alternatives				
36	2824	Lower Albina Alternatives				
37	2825	Lower Albina Alternatives				
38	2826	Lower Albina Alternatives				
39	2718	Going Street area Loop	removal from public property		Need to connect on N Basin between N Anchor and N Emerson	Agree. Add the segment to the zoning map.
40	NA	N Basin from N Anchor to N Emerson	new addition to public property	add segment	Need to connect on N Basin between N Anchor and N Emerson for faster commuter cyclists and more direct walking route for pedestrians to and from Overlook Bowl	Agree. Add the segment to the zoning map.
41	NA	BNSF Railroad Bridge	new addition to private property	add segment	This is analogous to the Steel Bridge Pedestrian path cantilever facility. It is needed as a connection to Walker Siltronic West Willamette Greenway and Forest Park. Also has potential to create a North Portland/St Johns Loop like Esplanade downtown	Do not agree. This alignment was studied as part of the River Plan/North Reach trail planning process. It was determined that additional feasibility study was needed before the alignment could be added to the zoning maps. City Council endorsed that recommendation in April 2010, and to date, no additional study has been done.
42	2719	along UPRR R.O.W. through Willamette Cove	no change	oppose	This alignment needs to follow the alignment that is in the PPR Study completed in the Summer of 2009. Willamette Cove will be cleaned up enough to support a trail through this area and the public deserves to see this beautiful eco-system up close.	No change necessary. The proposed zoning map trail alignment already follows the 2013 North Portland Greenway Trail alignment adopted by City Council.
43	2911	Baltimore Woods through Crown Cork & Seal	new addition to private property	support with comments	Perhaps a pedestrian trail through the forested area of Baltimore Woods would be a good addition. Could keep the orthogonal trail on the property edge as shown for bicycles and skateboards (round off corners to a workable radius--great access point for skateboarders to skate park)	No change necessary. The zoning map trail alignment does not show specific paths or designs for the trail. It shows which parcels the trail will cross and which parcels are subject to the zoning code trail standards. The final alignment (whether it's one path or two paths, or designated for bikes and skateboards or peds only) is worked out with the property owner if development triggers zoning code trail requirements, and implementation of the requirements is are found to be proportional.

	Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
44	2613	Pier Park to Pier Park to Chimney Bridge	no change	oppose	This segment needs to be removed and realigned to show actual trail that was built around other side of softball fields	No change necessary. The trail alignment on the zoning map is not intended to show the precise location of the actual trail. It shows which parcels the trail crosses.
45	2415	Pier Park to Pier Park to Chimney Bridge	no change	oppose	This segment needs to be removed and realigned to show actual trail that was built around other side of softball fields	
46	2616	Pier Park to Pier Park to Chimney Bridge	no change	oppose	This segment needs to be removed and realigned to show actual trail that was built around other side of softball fields	
	Springwater Corridor					
47		3 Bridges	new addition to public property	add segment	Need to show the existing 3 bridges section of the Sprinwater between segments 2245 and 2247	Do not agree. Trails outside city limits are not under City Jurisdiction and not appropriate on City Zoning Map
48	2684	SE Johnson Creek Blvd	removal from public property	oppose	The existing segments of trail the run just outside of the City limits need to be shown in a different color to show overall conductivy of the system.	
49	NA	SE 73rd Ave	new addition to public property	add segment	Need to show the existing section of the Sprinwater between segments 2684 and 2458	
50	NA	I-205	new addition to public property	add segment	Need to show that trail continues to south outside City limits from 2453	
51	NA	SE Mt Scott Blvd	new addition to public property	add segment	Need to show that trail continues to south outside City limits from 2255	
52	NA	SE Vradenburg Road	new addition to public property	add segment	Need to show that trail continues to south outside City limits from 2243	
53	NA	Springwater	new addition to public property	add segment	Need to show that trail continues to east outside City limits from 2490	
	Marine Drive Trail					
54	2605	Marine Dr along Golf Course	no change	support with comments	This is a unbuilt tricky part of the Marine Dr Trail. This is the original designation. Is the alignment specific enough?	No change necessary. The proposed alignment is coincident with the Parks Bureau's Marine Drive Trail, and the trail data indicates that teh trail is built in this location. In addition, the alignment on the zoning map is not intended to be to show the final specific alignment. That detail is worked out with a property owner development triggers the zoning code trail standards, and implementation is proportional.
	MLK Connections					
55	2781	MLK Route	Remove	oppose		Do not agree. Portland Parks and Recreation and the Bureau of Transportation agree that a trail along MLK is not desireable because MLK is a truck freight route. The trail will be located elsewhere.
56	2783	Connection to Vancouver/Williams	Remove	oppose		
57	2784	remove	Remove	Question		Agree. Do not remove from zoning map
	Columbia Slough					
58	2742	Sandy Crossing	remove	oppose	Not sure why removed	Do not agree. This segment has been deleted because it does not connect to any trail or other bike/ped facility on NE Sandy or to the south.
59	2738	Sandy Crossing				
60	2739	Sandy Crossing				
61	2741	Sandy Crossing				
62	2736	Connector to Airport Way	remove	oppose	Replaced with New Connector	Do not agree. Alignment is being moved to the west to be on public property.
63	2733	Remove 122nd Ave	remove	oppose		Agree. Do not remove from zoning map.
64	2734	Remove 122nd Ave	remove	oppose		
65	2735	Remove 122nd Ave	remove	oppose		
66	2573	Under I-205 along Streets to 82nd	no change	oppose	There are two existing trail routes designated now. This update keeps the designation entirely along the roadway and removes the trails along the slough	Do not agree. Trail segments are being removed where there is no

	Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
67	2732	Alternate Trail Route	remove	oppose	Notice problem going under elevated 82nd	reasonable likelyhood of them being constructed or where alternate alignments have been established.
68	2379	On Street Route for most of Cornfoot	no change	oppose	more two already designated routes	
69	2730	Along Slough Route	remove	oppose		
70	2731	Along Slough Route	remove	oppose		
71	2726	Boardmore Golf Course	new addition on Private property	oppose		Agree. Move part of the alignment to the Metro/City of Portland owned property to the north, and then reconnect to NE Cornfoot via a trail alignment across the eastern edge of the golf course.
72	2926	Connector to 33rd	new addition on Public property	oppose		Do not agree. The alignment is being to moved to align with the Portland Parks and Recreation designated Slough Trail. The properties along the Slough to the south are developed and impractical for trail development, therefore the trail will be to the north where a connection to NE Elrod is feasible. NE Elrod connects to portions of the Slough trail that are already built to the west.
73	2584	Along Elroad Rd	new addition on Public property	oppose	This is already built and is a trail parallel to narrow road	
74	2778	Alternate Slough Trail Route	remove	oppose		Do not agree. Trail segments are being removed where there is no reasonable likelyhood of them being constructed or where alternate alignments has been established
75	2768	Alternate Slough Trail Route				
76	2769	Alternate Slough Trail Route				
77	2772	Alternate Slough Trail Route				
78	2774	Alternate Slough Trail Route				
79	2775	Alternate Slough Trail Route				
80	2766	Alternate Slough Trail Route				
81	2767	Alternate Slough Trail Route				
82	2771	Alternate Slough Trail Route				
83	2770	Alternate Slough Trail Route				
84	2780	Alternate Slough Trail Route				
85	2779	Connection to East Columbia				

	Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
	Columbia Slough Trail					
86	2842	Alternative Route to Remain Too	remove	support with comments	Keep this alternative until the preferred route has been constructed	Do not agree. Trail segments are being removed where there is no reasonable likelyhood of them being constructed or where alternate alignments has been established
87	2840	Alternative Route to Remain Too in Slough				
88	2841	Alternative Route to Remain Too in Slough				
89	2839	Alternative Route to Remain Too in Slough				
90	2836	Alternative Route to Remain Too in Slough				
91	2843	Alternative Route to Remain Too in Slough				

Major Public Trail Alignment Worksheet
Property Owner Comments with Staff Response

	Segment	Location	Property owner / Representative	Proposed Trail description	Property Owner objection or comment	City Staff Response
1	2252 ,2884, 2888-2891	Eastwood Park NOA	Sharon Goldsworthy	trail alignments crosses private Homeowners Association open space.	steep grades, environmental concerns, privacy	Do not agree. These segments are part of Metro regional trail alignment (Scouter Mtn trail) which was planned and endorsed by Metro through a public process.
2	2399	Peninsula Canal	LWVTWG	Trail alignment shown on top of levy	environmental concerns	No change necessary. The specific trail alignment within the site will be worked out with the property owner at the time of trail construction. In addition, the proposed alignment follows existing trail easements.
3	2423	Columbia Steel Casting	Martha Cox	10425 n Bloss Ave	security concerns	Do not agree. This segment is part of a Metro regional trail alignment, which was planned and endorsed by Metro after a public process.
4	2436, 2440, 2861, 2862	Lewis & Clark	Steve Abel	trail crosses campus	needs ability to exclude specific people from campus	No change necessary. Exclusion policies can be addressed outside of the zoning map.
5	2503	SW Dosch Park Lane	Richard Glick	trail shown along private street ROW	trail must be approved by individual homeowners, privacy conflicts	Do not agree. This segment is part of the Sothwest Urban Trail network established in 2000 through a PBOT public process.
6	2726	Broadmoor	Dana Krawczuk	Trail proposed along south and west side of fairways	Trail segment conflicts with ongoing golf operations, safety concerns	Agree. Move part of the alignment to the Metro/City of Portland owned property to the north, and then reconnect to NE Cornfoot via a trail alignment across the eastern edge of the golf course.
7	2852	Saltzman Rd	Dorothy Cofield	Trail segment cuts across private property	segment in error does not conform to METRO proposal	Agree. Relocate zoning map trail to align with the Metro Regional Westside trail located in the NW Saltzman ROW.
8	2871	River view abbey	Stephen Griffith	Trail segment connects across private property	alignment across property conflicts with development concepts	Agree. Trail alignment has been modified to more accuratley reflect a feasible trail.
9	2875	Rich's/Angel	Stephen Janik	Trail segment connects across private property	Alignment cuts property in two, steep slope	Do not agree. The zoning map trail alignment in this location is aligned with the PP&R Sullivan's Gulch Trail study that was adopted by City Council in July 2012.
10	2881	Weston Investment	Joe Weston	Trail segment connects across private property	existing building, railroad row width make alignment unfeasible	Do not agree. The zoning map trail alignment in this location is aligned with the PP&R Sullivan's Gulch Trail study that was adopted by City Council in July 2012.
11	2905	Anchor Park LLC	Jan Yost	Trail segment connects across private property	security and safety concerns, conflicts with existing operations	Do not agree. The zoning map trail alignment in this location is aligned with the PP&R North Porltand Greenway Trail study that was adopted by City Council in October 2013.

Group A: Testimony requesting changes from Residential to Mixed Use Zones

In general, staff supports applying Commercial/Mixed Use zoning to correspond with Mixed Use designations on the Adopted 2035 Comprehensive Plan Map. On some sites with newly adopted Mixed Use designations that have existing residential structures, staff supports retaining the existing Residential Zone in order to preserve viable housing and allow the market to make the change to mixed use development over time. On sites where there are existing residences and where enhanced transit service or future station area planning is anticipated, staff also supports retention of the Residential Zone in anticipation of future zoning refinements in the area.

In a few cases, testifiers have called attention to nonconforming situations in which a commercial use exists on a residentially-zoned property. These testifiers are now requesting a Zoning Map change to apply Mixed Use zoning. Generally, these situations were not known at the time that the Comprehensive Plan Map was developed and the Adopted 2035 Comprehensive Plan Map designates these properties as Residential. Mixed Use zones are neither corresponding nor allowed on sites with a Residential Comprehensive Plan Map designation, per Figure 10-1 in the Adopted 2035 Comprehensive Plan. Therefore, residential zoning would need to be retained. These situations may be able to be corrected in the near future through a periodic map adjustment process, similar to RICAP, that would be limited to addressing situations such as nonconforming uses and split zones.

Location(s)	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	PSC Direction
1. Requests to correct nonconforming situations by applying a Mixed Use Zone, where Comp Plan Designation is Residential						
a. 2519 E Burnside St b. 6735 SE 82nd Ave	R1 R1	Property owners	**Retain existing R1 zone**	▪ Mixed Use Zones are not consistent with the existing Residential Comprehensive Plan designation. ▪ Staff recommends reconsideration of the designation and zone through a future periodic map update to address nonconforming situations.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	**Retain existing R1 zone**
2. Requests to change from Residential Zone to Mixed Use Zone to correspond with Mixed Use Comprehensive Plan designation						
a. 4434 SE 26th Ave; 4432 SE 28th Ave; 4435 SE 28th Pl	R2	Property owners	**Apply CE Zone as requested**	▪ CE corresponds with adopted Mixed Use – Dispersed designation. ▪ CE would be consistent with adjacent zoning for individual owner-occupied properties adjacent to a commercial node in an area lacking neighborhood supporting services. ▪ Testimony was not received for 4435 SE 28th Pl, but it is a comparable situation in this commercial node. ▪ Properties are owner-occupied. Any future redevelopment would not pose a displacement risk for tenants.	Properties would remain R2, a middle housing zone. Residential density could increase but without commercial uses.	**Apply CE Zone as requested**
b. 311 WI/ N Ivy St and 7000, 7036, 7050 and 7062 NE M L King Jr Blvd	R1	Property owners NNEBA (for 311 WI/ N Ivy St)	**Apply CM2 as requested**	▪ CM2 corresponds with adopted Mixed Use – Urban Center designation. ▪ CM2 is appropriate near a Corridor within the Inner Ring at a scale consistent with adjacent existing Residential zoning. ▪ A change to Mixed Use increases opportunities on these vacant properties for retail, housing and services at a similar scale to, but higher intensity than the adjacent R1 zoning.	Properties would remain R1 and only residential uses could be developed unless the property owner requests a Zoning Map Amendment through a quasi-judicial process to conform to the Comp Plan Map designation.	**Apply CM2 as requested** (clarification at work session that only the North vacant lot is included for 311 WI/N Ivy St)

c. 2624 SE Division St d. 3905 SE Main St	R1 R2.5	Property owners	**Retain existing residential zone (R1 and R2.5, respectively)**	▪ Location may be appropriate for Mixed Use development in the future. The Adopted 2035 Comprehensive Plan Map designation recognizes this potential. ▪ In the near-term, however, the existing residences are either providing or may provide middle housing opportunities in a good location, and staff recommends retaining the existing zoning to avoid displacement of residents as a result of redevelopment.	A rezoning to Mixed Use may prompt further redevelopment of an area that has already experienced rapid change.	**Apply CM1 as requested.**
e. 7401 N Albina Ave	R1	Property owners	**Apply CM1 as requested.**	▪ CM1 corresponds with adopted Mixed Use-Dispersed designation. ▪ CM1 will ensure that building is a conforming use and provides flexibility of existing uses. ▪ CM1 allows a FAR of 1.5:1, which provides a more generous density allowance than existing R1 zone.	Use is nonconforming in R1.	**Apply CM1 as requested.**
f. Hawthorne and Chavez node – 1523, 1535, 1605, 1613, 1621-1627 and 1600-1604 SE Cesar E Chavez Blvd; 3829 SE Market St g. Hawthorne and SE 38th – 1524, 1534 and 1604 SE 38th Ave	R1 R2.5	Community member	**Affirm May 2016 proposal (R5 to R1 on Chavez and R2.5 on 38th), in area designated MU-UC.**	▪ These properties have all had a commercial Comprehensive Plan Map designation since 1980. ▪ R1 and R2.5 are appropriate middle housing zones in these amenity- and transit-rich locations, allowing residential development similar to what a Mixed Use zone would allow.	A rezoning to Mixed Use may prompt redevelopment of existing middle housing, which in turn could result in displacement of current residents.	**Apply CM1 as requested.**
h. 2833 NE Weidler St	R1	Property owner	**Retain existing R1 on NE Weidler between 29th and 32nd**	▪ These properties have all had a commercial Comprehensive Plan Map designation since 1980. ▪ R1 is an appropriate middle housing zone in this amenity-rich and transit-rich location, allowing residential development at a similar scale to what the adjacent Mixed Use zone along Broadway allows. ▪ Mixed Use may be appropriate along this three block stretch because it would enable more efficient redevelopment of lots sandwiched between the Hollywood Fred Meyer and commercially-zoned properties along NE Broadway. However, staff would want to consult with property owners and neighbors before proposing any change here, since the request to change zoning came from a single property owner.	A rezoning to Mixed Use may prompt redevelopment on a corridor that is experiencing change. Change here would be a surprise to neighbors and property owners, other than the single testifier, so staff would recommend consultation with property owners and neighbors if the PSC were to recommend this change to City Council.	**Retain existing R1 on NE Weidler between 29th and 32nd**
i. 4714 NE Fremont St; 3436 NE 47th Ave; 3436 NE 48th Ave; 3430 NE 50th Ave and adjacent vacant lot at	R2	Property owners	**Apply CM1, as requested**	▪ Fremont is a changing corridor, and more opportunities for retail on both sides of the street will better support mixed use development. ▪ For both Fremont and Halsey, providing a continuous pattern of Mixed Use zoning will encourage consistent	Rezoning to Mixed Use may prompt redevelopment of single family dwellings.	**Apply CM1, as requested**

50th/Fremont; 5024 NE Fremont St j. South side of NE Halsey St between 61st and 62nd	R1			redevelopment patterns that will strengthen the viability of the commercial corridors.		
k. 4606 SW Corbett l. 04 SW Hamilton, 018 SW Hamilton	R2	Property owners	**Affirm May 2016 proposal (R2)**	▪ The adopted 2035 CP designation recognizes the potential and appropriateness of future mixed use zoning here. In the near-term the existing R2 zone is an appropriate zone near a Civic Corridor that is pending future light rail alignment and station area planning	Rezoning to mixed use today could cause redevelopment under current conditions which could miss opportunities presented by anticipated station area planning efforts.	**Affirm May 2016 proposal (R2)**
3. Requests to change from Residential Zone to Mixed Use Zone, where Adopted 2035 Comprehensive Plan designation is Residential						
a. 69 NE Hancock St	R2.5	Property owners	**Affirm May 2016 proposal (R2.5)**	▪ City Council adopted a Comprehensive Plan Map designation of R2.5 on this property, a change from Central Employment (EX). ▪ R2.5 corresponds with the newly adopted designation.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	**Affirm May 2016 proposal (R2.5)**

Group B: Testimony requesting a change to an Employment, Industrial, or Campus Zone

In general, staff supports applying Employment or Industrial zoning on properties that have Mixed Employment and Industrial Sanctuary designations on the Adopted 2035 Comprehensive Plan Map.

In a few cases, testifiers have called attention to situations in which an employment use exists on an existing Mixed Use-zoned property, but where staff has proposed Employment zoning; they are now requesting a Zoning Map change to revert back to the Mixed Use zoning consistent with the Adopted 2035 Comprehensive Plan designation of Mixed Use. Other testifiers are responding to recent Council Amendments to either Mixed Use or Industrial Sanctuary. Testifiers on Campus zoning was mainly concerned with how the zone functions versus approved conditional use master plans and mitigation plans CUMP/IMPs.

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	PSC Direction
1. Requests to change from Employment to Mixed Use Zone, consistent with the Adopted 2035 Comprehensive Plan Mixed Use designation						
a. 820-830 NW 18th Ave; 801 NE 21st Ave (Sunshine Dairy)	EG1	Property owners	**Apply CM3 zone as requested**	▪ A Mixed Use zone here would be consistent with the Adopted 2035 Comprehensive Plan designation of Mixed Use – Urban Center. ▪ CM3 is appropriate within the Inner Ring at a scale consistent with adjacent existing commercial zoning. ▪ This change reverts back to the straight conversion to CM3 for the existing EXd zoning.		**Apply CM3 zone as requested**
2. Requests to change both Comp Plan Map designation and zone to Mixed Employment						
a. NW 29th & Roosevelt - 2211 NW St Helens Rd, 3044 and 3030 NW Nicolai St, 2124 NW 31st Ave, 3042 and 3032 NW Roosevelt St, 2123 NW 30th Ave, 2135 NW 29th Ave	EX	Affected and adjacent property owners	**Affirm May 2016 proposal (EX)**	▪ Staff concurs with testifiers' concerns about the negative impacts inherent in introducing new residents to an active industrial area. However, a zone change to EG1 would be inconsistent with City Council's decision to re-designate this area to EX.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	**Affirm May 2016 proposal (EX)**
b. Broadmoor Golf Course - 3509 NE Columbia Blvd	IG2 and OS	Owner representative	**Retain existing IG2 and OS zoning**	▪ Mixed Employment Zones are not consistent with the Industrial Sanctuary Comprehensive Plan designation.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	**Retain existing IG2 and OS zoning**

3. Requests to change both Comp Plan Map designation and zone to Mixed Use						
a. 2800 NE 82nd Avenue	EG2	Owner representative	**Affirm May 2016 proposal (EG2)**	▪ Mixed Use Zones are not consistent with the Mixed Employment Comprehensive Plan designation.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	**Affirm May 2016 proposal (EG2)**
b. Hayden Meadows Shopping Center – 1120 N Hayden Meadows Dr	EG2	University Park Neighborhood Association	**Affirm May 2016 proposal (EG2)**	▪ City Council adopted a Mixed Employment designation on this property because of its potential to be redeveloped for employment uses. ▪ Mixed Use Zones are not consistent with the Mixed Employment Comprehensive Plan designation.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	**Affirm May 2016 proposal (EG2)**
4. Requests to retain existing Employment and Residential zoning						
a. University of Portland - 5000 N Willamette Blvd b. Reed College properties on the south side of Woodstock - 2840 and 3312 SE Woodstock Blvd	CI1 CI1	University Park Neighborhood Association Community member	**Affirm May 2016 proposal (CI1)**	▪ Application of Institutional Campus zone on these sites is consistent with the Adopted 2035 Comprehensive Plan designation of Institutional Campus (IC).	Without CI zoning, institutions would have to go through new Conditional Use Master Plan processes to allow continuation of campus-related functions that are not allowed by right in the respective base zones (R2, EG for University of Portland; R7 and R5 for Reed-owned properties).	**Affirm May 2016 proposal (CI1)**

Group C: Residential Zoning Map changes

The May 2016 proposal includes Residential Zoning Map changes to: 1) correspond with Adopted 2035 Comprehensive Plan Map changes; 2) address various situations, such as nonconforming density or split zones; 3) reduce residential density to ease David Douglas School District's overcrowding; and 4) match Comprehensive Plan designations established in 1980. Most testimony about Residential Zoning Map changes centered on this fourth category. Generally, staff recommends Zoning Map changes to match the 1980 designation (most commonly R2.5) in areas with relatively strong infrastructure investments and proximity to amenities and services. In areas farther from centers, with more limited infrastructure and/or with other constraints (such as steep slopes), staff generally recommends retaining the current zoning. In these areas, property owners would continue to be able to request an individual Zoning Map change through a land use review process, subject to meeting approval criteria in the Zoning Code.

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	PSC Direction
1. Upzoning proposals in Zoning Review Areas - R5(R2.5)						
a. Piedmont – Zoning Review Area north of N Rosa Parks Way along N Borthwick and N Kerby streets	R2.5	Piedmont Neighborhood Association; property owners	**Retain existing R5(R2.5) zoning**	▪ Retention of existing zone addresses neighborhood concerns about potential displacement of long-term African-American community here, as expressed by property owners and supported by neighborhood demographic data. ▪ Because the Comprehensive Plan Map designation remains R2.5, an individual property owner may still request a zone change through a quasi-judicial Zoning Map Amendment process.	Potential for further destabilizing existing African American enclave.	**Retain existing R5(R2.5) zoning**
b. Richmond – all Zoning Review Areas (support); specific areas in Richmond: north of SE Powell, east of SE 50th Avenue (testimony in support); north of SE Powell, east of SE Chavez (testimony in opposition) *c.* North Tabor - Zoning Review Area north of NE Glisan, east of NE 63rd Ave (testimony in support)	R2.5	North Tabor Neighborhood Association; Property owners; community member	**Affirm May 2016 proposal (R2.5)**	▪ The R2.5 zone here is consistent with the Adopted 2035 Comprehensive Plan designation of Single-Dwelling 2,500. ▪ The R2.5 zone is consistent with pockets of R2.5 zoning throughout this Zoning Review Area. ▪ The #14 Hawthorne, the #4 Division/Fessenden, the #75 Cesar Chavez/Lombard, the #9 Powell are all frequent service lines. ▪ The May 2016 proposal for R2.5 in North Tabor has received only supportive testimony, so this is marked as a consent item.	Limits potential for middle housing in area with high opportunity for residents	**Affirm May 2016 proposal (R2.5)**
2. Upzoning proposals in Zoning Review Areas - R5(R2)						
a. 3120 SE Stark St; 3027, 3033, 3039, 3051 and	R5	Property owners; community member	**Apply R2 zoning, as requested**	▪ The R2 zone here would be consistent with the Adopted 2035 Comprehensive Plan designation of Multi-Dwelling 2,000.	R5 limits the potential for middle housing in area with high opportunity for residents	**Apply R2 zoning, as requested**

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	PSC Direction
3059 SE Alder St (testimony in support) b. Sellwood Moreland – Area adjacent to Tacoma MAX Station north of SE Tacoma and east of SE 21st Ave (testimony in support and in opposition)	R2ad		**Affirm May 2016 proposal (R2)**	▪ For the SE 31st and Alder area, the #15 Belmont/NW 23rd and #75 Cesar Chavez/Lombard busses are all frequent services lines in close proximity. ▪ For the Sellwood-Moreland area, the R2 zone would be consistent with pockets of R2 zoning throughout this area. ▪ The Tacoma Street MAX Station is within a quarter mile to the east. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.		**Affirm May 2016 proposal (R2)**
3. Upzoning proposals in Zoning Review Areas - R5(R1)						
a. North Tabor – Zoning Review Area north of NE Glisan, east of NE 60th Ave; and south of NE Glisan, east of NE 61st Ave (testimony in support)	R1	North Tabor Neighborhood Association; property owners	**Affirm May 2016 proposal (R1)**	▪ The R1 zone here would be consistent with the Adopted 2035 Comprehensive Plan designation of Multi-Dwelling 1,000. ▪ The R1 zone would be consistent with pockets of R1 zoning throughout this Zoning Review Area. ▪ The NE 60th MAX Station is within a quarter mile to the west. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.	R5 limits the potential for middle housing in area with high opportunity for residents	**Affirm May 2016 proposal (R1)**
4. Upzoning proposals in Zoning Review Areas - R2.5(R1)						
a. 4109-4119 SE Morrison St (testimony in support) b. Hosford-Abernethy – Zoning Review Area north of SE Powell, near SE 21st and SE Powell (testimony in opposition)	R1 R1	Property owners	**Apply R1 zoning, as requested** **Affirm May 2016 proposal (R1)**	▪ The R1 zone here would be consistent with the Adopted 2035 Comprehensive Plan designation of Multi-Dwelling 1,000. ▪ The R1 zone would be consistent with adjacent R1 zoning and is situated within a quarter mile of the SE 17th/Rhine Station of the MAX Orange Line. The #9 Powell bus runs along SE Powell Blvd to the south and is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.	R5 limits the potential for middle housing in area with high opportunity for residents	**Apply R1 zoning, as requested** **Affirm May 2016 proposal (R1)**
5. Requests to retain existing R2 zoning (do not change to R5 as part of the David Douglas School District downzone)						
a. 12500-12506 NE GLISAN ST, 451-457 NE 126th, 3348 SE 112th, 3541-3545 SE 111th, 13209-13215 SE Powell, 13227-13233 SE Powell, 3215-3219 SE 136th,	R5	Property owners	**Retain existing R2; remove from DDSD downzone**	▪ These properties are already developed with multi-dwelling development. One property is an existing Mobile Home Park.	A change to R5 would make existing multi-family properties non-conforming, and would not support the goal of mitigating DDSD capacity issues.	**Retain existing R2; remove from DDSD downzone**

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	PSC Direction
13737 SE Powell, R122756, R334285, R207776, R237316, R266365						
b. 10703 E. Burnside, 10861 E. Burnside and 9 NE 109th	R5	Property owners	**Affirm May 2016 proposal (R5)**	▪ These 3 properties are beyond the ¼ mile Max Station area radius and are currently developed with single family structures. ▪ They will still have some additional development potential under R5 zoning.	Retaining R2 zoning will allow multi-dwelling development by right, with potential to negatively impact DDSD capacity.	**Affirm May 2016 proposal (R5)**
6. R5 (R1) and R5 (R2) zoning: support and opposition (Near 60th Ave MAX Station)						
a. NE 57th to 63rd Ave south of Halsey, north of 60th Ave Transit Station (Rose City Park)	R1 and R2	Property owners, Rose City Park NA	**Affirm May 2016 proposal (R1 and R2)**	▪ R1 and R2 zoning would be consistent with the Adopted 2035 Comprehensive Plan designations. ▪ The 60th MAX Station is within a quarter mile to the south. The proximity of this area to transit, amenities and services means that this area is a good location for a range of housing types. ▪ Pedestrian and bike improvements are expected to be made near this station area with the next few years. These improvements will better support incremental redevelopment. Prioritization of future transportation improvements is predicated by higher residential densities.	Retaining R5 zoning would allow lots currently developed with houses, duplexes and multi-dwellings to be redeveloped with single-dwelling houses. R5 the limits potential for missing middle housing in area with high opportunity for residents.	**Affirm May 2016 proposal (R1 and R2)**
7. Additional upzoning proposals						
a. 6737 SW 45TH AVE, 6825 SW 45TH AVE (opposition and support)	R1	Maplewood Neighborhood Association; community members	**Affirm May 2016 proposal (R1)**	• R1 is consistent with the Adopted 2035 Comprehensive Plan designations. Provides housing opportunities in an area with good access to community and commercial services with infrastructure improvements underway through a local improvement district.	Retaining the R7 zoning would allow lower density single family residential development at a service rich node in SW.	**Affirm May 2016 proposal (R1)**
b. 1434 SW 58th, 1512 SW 58th	R20	Property owners, representatives	**Affirm May 2016 proposal (R20)**	• These sites are part of a larger area zoned R20 or R10 today. • R20 is appropriate for an area where the street infrastructure is incomplete or underdeveloped, and the area is not proximate to a center or corridor. Future changes to match Adopted 2035 Comprehensive Plan designations of R2 would be done incrementally as infrastructure needs and improvements are assessed and addressed via quasi-judicial review.	Changing to R2 may preclude complete and appropriate analysis and development of transportation infrastructure in the area.	**Affirm May 2016 proposal (R20)**

Group D: Testimony requesting a change to an Open Space Zone

Changes to the Open Space designation were made through the Comprehensive Plan map update process on publicly-owned lands that were previously in a different designation. Two requests were made during this testimony period to change land that is not designated Open Space to the OS zone, which cannot happen without changing the designation. One request is on public school property (where no changes from R to OS have been made), and the other is on privately owned land.

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	PSC Direction
1. Change both Comp Plan Map designation and zone to open space						
a. Glencoe Elementary School - 825 SE 51st Ave	R2.5	community member	**Affirm May 2016 proposal (R2.5)**	▪ Consideration of possible changes to zoning on school properties (other than high schools) is deferred to a future date so that recommendations can follow a comprehensive analysis that considers similar and different situations among Portland's different school districts.	A change to the zoning on this one school property would be inconsistent with how other similar schools are zoned.	**Affirm May 2016 proposal (R2.5)**
b. McCormick & Baxter site - 6900 N Edgewater St	EG2	University Park Neighborhood Association	**Affirm May 2016 proposal (EG2)**	▪ The proposed EG zoning is a placeholder. The property is still in private ownership, and has not yet been acquired by University of Portland. ▪ The City does not generally apply Open Space zoning on privately owned property without a specific request from the owner. ▪ EG zoning would allow park and open area uses if proposed.	Application of OS zoning on a privately-owned property, without owner's consent, is inconsistent with City practice.	**Affirm May 2016 proposal (EG2)**

Group E: Miscellaneous Overlay Requests

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Discuss?
1. Add environmental overlay to new area						
a. Overlook neighborhood between N Going and N Skidmore	n/a	community member	**No change at this time.**	▪ Consideration of any changes to environmental overlay zones is beyond the scope of this current Zoning Map update.		**No change at this time.**
2. Create health overlay zone						
b. North Portland	n/a	Arbor Lodge and University Park Neighborhood Associations	**No change at this time.**	▪ This proposal has good ideas and is worth pursuing further. The proposed overlay goes beyond the purview of the Zoning Map and Zoning Code. Further exploration is warranted, in partnership with other bureaus and agencies.		**No change at this time.**

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

MEMO

DATE: August 18, 2016

TO: Planning and Sustainability Commission

FROM: Barry Manning, Bill Cunningham, BPS

CC: Susan Anderson, Joe Zehnder, Eric Engstrom, BPS

SUBJECT: Mixed Use Zones Project — Final PSC Work Session – Additional Amendments

At the Planning and Sustainability Commission meeting on August 23, 2016, the Commission will hold a final work session on the Mixed Use Zones Project. Staff's memo to PSC dated August 16, 2016 included an amended version of the proposed code and a table that described the types of amendments included in code based on prior PSC directions. This memo includes several additional items for PSC to consider in final voting:

1. Clarification of changes proposed to CX zone FAR and bonuses in the amended draft of the Proposed Code sent on August 16, 2016.
2. Proposed amendments from Planning and Sustainability Commissioners;
3. Proposed amendments from staff that are generally technical.

The PSC should consider these items and vote to incorporate, reject, or amend them further in the final code package. Each item or groups of items is described below.

Please contact Bill Cunningham or Eric Engstrom if you have questions.

1. Clarification of changes proposed to CX zone FAR and height bonuses in the amended draft of the Proposed Code sent on August 16, 2016.

The PSC received testimony from a property owner/representatives regarding properties in the CX zone located adjacent to the Banfield Freeway near NE 16th in an area outside of the Central City. The request was generally to: 1) allow properties in the CX zone to participate in the Planned Development review that is being allowed in the CM zones (33.270; 33.854), with height limits of up to 160 feet; or 2) to include the property in the Central City. Staff responded to request 1 in the amended code, and has proposed to make these CX properties outside the Central City eligible for the MUZ bonuses for Planned

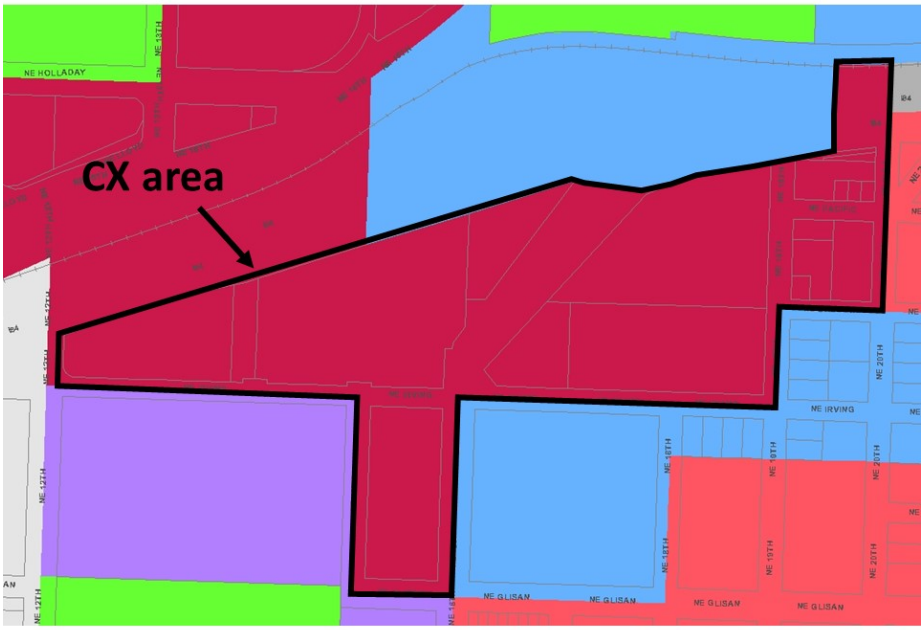
Staff Clarification

Development. As part of the Amended Proposed Draft code, staff proposed to make these CX zone properties eligible for the Planned Development bonus, as well as other FAR and height bonuses available to the CM zones. The proposed FAR and height parameters are shown in Table 130-3 on page 95 of the amended Proposed Draft and are modeled on CM3, as the CX zones in other parts of the city became CM3, per the conversion methodology. Staff does not support the proposed 160-foot height limit. Staff recommends the maximum height for the CX zone in a Planned Development be 120 feet, which is the same as the CM3 zone. Table 130-3 and a map of the subject properties are shown below.

Recommendation: Staff recommends that the PSC accept staff's proposed approach. If other options are desired, the PSC could consider a) including these properties in the Central City Plan District, or b) retaining the existing CX code provisions (4:1 FAR, residential not regulated in FAR, no height bonus).

Table 130-3
Summary of Bonus FAR and Height

		CM1	CM2	CM3	CE	CX
Overall Maximums Per Zone						
Maximum FAR with bonus		2.5 to 1	4 to 1	5 to 1	3 to 1	6 to 1
Maximum height with bonus		35 ft.	55 ft. [1] 75 ft. [2]	75 ft. 120 ft. [2]	45 ft.	85 ft. 120 ft. [2]
Increment of Additional FAR and Height Per Bonus						
Affordable Housing (see 33.130.212.C)	FAR Height	1 to 1 none	1.5 to 1 10 ft.	2 to 1 10 ft.	none none	2 to 1 10 ft.
Affordable Commercial Space (see 33.130.212.D)	FAR Height	0.5 to 1 none	0.75 to 1 10 ft.	1 to 1 10 ft.	0.5 to 1 none	1 to 1 10 ft.
Planned Development (see 33.130.212.E)	FAR Height	none none	1.5 to 1 up to 30 ft.	2 to 1 up to 55 ft.	1.5 to 1 up to 30 ft.	2 to 1 up to 45 ft.



Ord. 188177, Vol. 2.5, page 11715

2. Proposed amendments from Planning and Sustainability Commissioners.

Several Amendments to the proposal have been submitted by Planning and Sustainability Commissioners. These are listed in the table below for Commission consideration. Staff comments are included in the table for consideration.

Item	Commissioner	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
1	Jeff Bachrach	**Transportation and Parking Demand Management.** Amend 33.266.410.B as indicated in the potential code language (next column). Intent of amendments are to: a. Clarify that the TDM plan requirement is triggered by the construction of additional (not existing) units. b. Exempt sites that are far from transit from the TDM plan requirement.	*(Provided by Commissioner Bachrach)* B. **"Transportation and parking demand management in the commercial/mixed use zones**. In the commercial/mixed use zones, a TDM plan is required when new development <u>includes more than 10 dwelling units</u> or an alternation to existing development includes <u>the addition</u> of more than 10 dwelling units. <u>Sites that are located far from transit as defined in 33.266.B.2 are exempt from this requirement.</u> To meet this standard, the applicant must choose one of the following: 1. Go through the Transportation Impact Review process set out in Chapter 33.852; or 2. Meet the objective standards of Title 17.106 as verified by the Portland Bureau of Transportation.	a. Staff supports this amendment. b. Staff agrees that requiring TDM for projects not close to frequent transit results in additional burden for projects also being required to provide parking.	☐ Yes ☐ No Other:
2	Jeff Bachrach	**Transportation and Parking Demand Management.** Amend 33.266.410 to add a new subsection (C) that would delay the effective date of the TDM plan requirements until PBOT adopts offsets to the cost of TDM. Commissioner comments: In response to concerns raised by the PSC, PBOT said it would consider some offset to the Transportation SDC before implementing the new TDM requirements for apartments in the commercial/mixed use zone. Proposed subsection C ensures that PBOT provides such an offset or else returns to the PSC to explain why not.	*(Provided by Commissioner Bachrach)* <u>**C. Delayed effective date**. 33.266.110.B and 17.106.030.B shall not take effect until the Portland Bureau of Transportation amends Title 17.15 to provide a credit against or reimbursement for the Transportation SDC to offset some portion of the cost of the TDM incentives required to comply with17.106.030.B.</u>	Staff recommends that the proposed "Subsection C" not be added to the code. 1. Zoning Code provisions should not be contingent on the actions of another City agency. If the reason for the contingency is that great, it may be appropriate to not include the provisions. 2. It may not be feasible to fully offset in SDCs, and Portland's low parking ratios already act as an offset to cost, one that is not offered in many other jurisdictions.	☐ Yes ☐ No Other:
3	Jeff Bachrach	**Transportation Impact Reviews Purpose.** Amend 33.852.010 to make explicit the types of development proposals in which the new Transportation Impact Review applies, and clarifies that it does not apply to other development proposals where a "transportation impact analysis" is required.	*(Provided by Commissioner Bachrach)* **33.852.010 Purpose** Transportation Impact Review provides a mechanism to evaluate whether the multimodal transportation system is capable of supporting proposed development, as well as consideration of proportional mitigation measures. The development thresholds that trigger a Transportation Impact Review <u>are limited to development proposals in the campus institutional zone and development proposals in the commercial/mixed use zones that include more than 10 dwelling units</u> ~~can be found in other chapters of this Title~~.	Staff does not support this amendment because it is inconsistent with the organization and structure of the zoning code. It is a tenant of the zoning code that land use reviews are not assigned in the 800s. The 800s contain the contents (procedure type, approval criteria) of the specific land use reviews themselves. The identification of what development triggers a particular type of review are found in other zoning code chapters. For example, the triggers for a TI review are found in 33.266, Parking and Loading, and in 33.508, Cascade Station/Portland International Center Plan District. 33.852 describes the procedure type and approval criteria for the review.	☐ Yes ☐ No Other:
4	Jeff Bachrach	**Approval Criteria for Transportation Impact Reviews.** Amend 33.852.110.B to clarify that the proposed TDM actions will	*(Provided by Commissioner Bachrach)*	Staff supports this amendment.	☐ Yes

Item	Commissioner	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
		contribute to the City achieving mode share and vehicle ownership targets, rather than focusing only on the site.	B. Proposed transportation and parking demand management actions are likely to contribute to the City ~~sufficient to achieve~~ achieving the relevant mode share and residential auto ownership targets established by the Transportation System Plan for the uses and development on the site.		☐ No Other:
5	Jeff Bachrach	**Approval Criteria for Transportation Impact Reviews.** Amend 33.852.110.C as indicated in the potential code language (next column).	*(Provided by Commissioner Bachrach)* C. ~~Adequate m~~Measures proportional to the impacts of the proposed development are proposed to mitigate on- and off-site transportation impacts ~~are proposed~~.	Staff supports this amendment.	☐ Yes ☐ No Other:
6	Andre Baugh	**Drive-Through Facilities.** Amend 33.130.260 to the effect of: 1. Prohibit drive-through facilities east of SE/NE 80th in all C zones, including CE, and do not make existing facilities allowed in this area. 2. Alternatively, prohibit all drive through facilities in C zones citywide.	*(Existing text has been reorganized with some modified text. Only entirely new text is underlined.)* **C. CM1, CM2, and CM3 zones.** The following regulations apply to drive-through facilities in the CM1, CM2 and CM3 zones: 1. Drive-through facilities are prohibited within subarea A on map 130-X; *(east of 80th)* 2. Within subarea B on map 130-X *(west of 80th)*: a. New drive-through facilities are prohibited; and b. Existing drive-through facilities are allowed. Existing facilities can be rebuilt or expanded, but adding additional drive-through facilities to the site is not allowed. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities. If an existing drive-through facility is unused for ~~3~~ 2 continuous years, reestablishment of the drive-through facility is prohibited. **D. CE zone.** The following regulations apply to drive-through facilities in the CE zone: 1. Drive-through facilities are prohibited within subarea A shown on map 130-X; *(east of 80th)* 2. Within subarea B on map 130-X *(west of 80th)* drive-through facilities are allowed, except that drive-through facilities are not allowed within 25 feet of a lot line that abuts a residential zone. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities.	Staff does not recommend the proposed amendments. The new zoning map will significantly reduce the areas where new drive-throughs can be located. It also at least provides some land supply for this type of development. Also, staff were persuaded by testimony that drive-throughs may be needed in areas where compact mixed-use development is not yet economically feasible.	☐ Yes ☐ No Other:
7	Andre Baugh	**Quick Vehicle Servicing Uses and Drive-Through Facilities term of vacancy** (CM1, CM2, CM3). Reduce the period in which an existing Quick Vehicle Servicing use or a Drive-Through Facility can be discontinued and reestablished as allowed from 3 years to 2 years.	**33.130.100.B.2.d** and **33.130.260.C.1**: Number change (~~3~~ 2 continuous years)	Staff does not recommend changing the timeframe to two years. The three-year timeframe proposed by staff is the same as the nonconforming situation timeframes for discontinuance and reestablishment. A two-year timeframe would set a higher standard for these facilities.	☐ Yes ☐ No Other:

Commissioner Proposed Amendments

Item	Commissioner	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
8	Katherine Schultz	**Height exception for high ceilings.** 33.130.210.C.8: It is not clear to me that the 5' additional height can be used on any floor in a building as long as the minimum clearance at the ground floor is met - nor does the commentary address this. I am concerned that BDS will not allow the distribution of add'l height on other floors without the clarity and therefore recommend adding clarification to the commentary and code language to address.		Staff believes that the existing proposed code language provides enough clarity that 5' of additional height applies to the overall height of the building (the code language references all types of height: base height, step-down height, and bonus height). Staff suggests adding the following language to the code commentary: "The additional five feet applies to the overall building height and can distributed in various ways across multiple building levels, as long as the ground floor ceiling height of 15 feet is met."	☐ Yes ☐ No Other:
9	Katherine Schultz	**Height Exceptions.** 33.130.210.c: I would like see stair enclosures not include in the 10% limit of area. If one is taking a stair enclosure to the roof, they are doing so for either life safety reason or to provide rooftop open space access and therefore should be allowed just as elevators are and not be limited in area.	4. Rooftop equipment. In the CM1, CM2, CM3, CE and CX zones, rooftop mechanical equipment and stairwell enclosures that provide rooftop access may extend above the height limits as follows, provided that the equipment and enclosures are set back at least 15 feet from all roof edges on street facing facades: a. Elevator mechanical equipment <u>and stairway enclosures</u> may extend up to 16 feet above the height limits; and b. Other mechanical equipment ~~and stairwell enclosures~~ that cumulatively cover no more than 10 percent of the roof area may extend up to 10 feet above the height limits.	Staff has proposed amended code in response.	☐ Yes ☐ No Other:
10	Katherine Schultz	**Planned Development bonus for large sites – energy efficient buildings requirement.** 3.270.200: States that BPS will define what energy standards are met. While I appreciate not directly referencing LEED, just stating BPS will provide standards is quite vague. Have we narrowed in on a solution/proposal yet?		Staff will work with bureau partners and others to develop the standards in 2017. The standards were originally envisioned to emulate the LEED Gold or Earth Advantage type standards. Staff can bring the standards back to PSC for a briefing at the appropriate time.	☐ Yes ☐ No Other:
11	Katherine Schultz	**Stacked Parking**. 33.266.100.F: I would like to suggest an amendment to revise the code language to allow Tandem parking in Residential units without an attendant. This is a modification request that we make on just about every residential project and always get approved. We use the tandems for two bedroom units where car keys can be shared to either use either car or move a car out of the way of another.	**F. Stacked parking.** Stacked or valet parking is allowed if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation. Automated stacked parking <u>and stacked parking for residential units</u> is exempt from the attendant and guarantee requirements. The requirements for minimum or maximum spaces and all parking area development standards continue to apply for stacked parking. See also 33.266.140.	Staff suggests this amendment to 33.266.100.F, but requests that PSC gives staff discretion for further amendments if alternate or improved code language is warranted to address the intent.	☐ Yes ☐ No Other:

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Commissioner Proposed Amendments

Item	Commissioner	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
12	Katherine Schultz	**Civic Corridor minimum 10' setback.** 33.130.215.B.1.C: As stated previously, I am in support of option 3 - Eliminating the required setback and relying on the base zone stds. My fall back choice would be option 2 - to reduce the setback to 5'	Option: ~~a. The minimum setback required from a street lot line adjacent to a Civic Corridor shown on Map 130-1 is 10 feet.~~ a. The minimum setback required from a street lot line adjacent to a Civic Corridor shown on Map 130-1 is ~~10~~ 5 feet.	Staff supports retaining the 10 foot proposed setback for the reasons described in the August 16, 2016 staff memo to PSC. Staff also provided three additional alternatives for PSC to consider: 1. Require trees in the setback, including within areas hard surfaced for pedestrians. (Code to be developed.) 2. Reduce the required setback along the mapped Civic Corridors to 5 feet. (See potential code language.) 3. Eliminate the required setback and rely on base zone standards for these Civic Corridors. (Delete code section.)	☐ Accept ☐ Reject Other:
13	Chris Smith	Drive Through Access I asked staff to develop language that would require that if a drive through was the only access to a business during certain hours (e.g., Taco Bell at 3am), that the drive through must be accessible to all customers, regardless of mode (i.e., pedestrians and cyclists cannot be excluded). I'd request that staff develop an amendment for this purpose. My policy goal is that any business that is open and operating does not discriminate against customers based on their mode. This language could exempt Quick Vehicle Service (there's no particular value to Jiffy Lube being accessible to someone on a skateboard). But if the only way to access a pharmacy at midnight is by the drive-through window, it has to accept all comers.	**33.224.070 Multi-modal Access** When a drive-through facility is open and other pedestrian-oriented customer entrances to the business are unavailable or locked, the drive through must serve customers using other modes of travel, including but not limited to pedestrians, bicyclists and skateboards.	Staff suggests the 33.274.070 Multi-modal Access zoning code amendment as a placeholder, but believes that the zoning code is not the ideal Title for such a provision. Staff requests that the PSC allow deletion of 33.224.070 if staff determines that another Title would be the more appropriate location for a provision with similar effect, and can amend that title appropriately.	
14	Chris Smith	Click and Collect I'm not sure that the language around click-and-collect actually says what the commentary suggests. If Fred Meyer had a queuing area (image a Goodwill donation drive-thru), where I drove up and someone dropped a box in my trunk or back seat, that would seem to meet the requirements of "Facilities designed exclusively for the loading of goods or products are non drive-through facilities" even though stacking is involved. The commentary suggests that stacking automatically makes something a drive through. I would suggest that the click-and-collect exclusion should specifically require no stacking.	**Drive-Through Facility.** A facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site. Drive-through facilities are a type of site development that is usually found in conjunction with a Quick Vehicle Servicing use or a Retail Sales And Service use. Drive-through facilities also include facilities designed for the rapid servicing of vehicles, where the drivers may or may not remain in their vehicles, but where the drivers usually either perform the service for themselves, or wait on the site for the service to be rendered. Drive-through facilities may serve the primary use of the site or may serve accessory uses. Examples are drive-up windows; menu boards; order boards or boxes; gas pump islands; car wash facilities; auto service facilities, such as air compressor, water, and windshield washing stations; quick-lube or quick-oil change facilities; and drive-in theaters. Parking spaces used for the picking up or loading of goods or products purchased on-site, on the phone, or on-line from the establishment are not a drive-through facility. Facilities designed for the picking-up or loading of goods or products purchased	Staff proposes the code language in this table to clarify.	

Item	Commissioner	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
			from the establishment that include stacking lanes and a service area are a drive-through facility.		
15	Eli Spevak with Maggie Tallmadge	*(Provided by Commissioners Spevak and Tallmadge)* **Amendments to the Staff Report: Affordable Commercial Bonus** P. 33 Affordable Commercial Space: Earn up to 50% of bonus floor area when commercial space is provided at below-market rents to qualifying businesses. Two square feet is earned for each square foot provided. P. 47: ***Administration:*** The Portland Development Commission, or other appointed agency, with involvement by representatives of the Planning and Sustainability Commission, Equitable Contracting & Purchasing Commission, affected communities and representatives of historically disadvantaged businesses, would establish a program to evaluate development projects, issue a certificate of compliance to an applicant that has enrolled in the program, determine business eligibility for the enrolled space, and institute a mechanism to track and ensure affordability and other compliance requirements over time. All members of the advisory commission shall be selected to reflect the racial, ethnic, and economic diversity of experience and backgrounds important for successful implementation of this policy. Commission members shall each have a strong interest in addressing economic and racial inequality and local economic development. The advisory commission shall include individual members that have significant demonstrated expertise in the following fields: A. Local business or economic development B. Promotion of civil rights or racial equality; C. Job training experience with minority and women workers or contracting experience with minority and women owned businesses; and P. 48: Develop program details including: types of qualifying businesses; income or other qualifying requirements of applicants; and penalties for non-compliance or fraud. ~~Determine whether and in-lieu fee directed at an affordable commercial space fund is a practical approach.~~ The policy shall at a minimum include discrete annual metrics related to people of color, women and other historically		If the PSC supports this proposed approach to defining the rules for the affordable commercial space bonus program, staff will amend the staff report accordingly. Staff also recommends this be mentioned in the PSC transmittal.	☐ Yes ☐ No Other:

Item	Commissioner	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
		disadvantaged groups as identified by the responsible agencies and advisory commission including: (i) total hours and wages worked for each group; (ii) the total value and percentage of work completed by companies owned by DBE; and (iii) total funding spent on job training, apprenticeships and contractor support to support DBEs. Data should be disaggregated by race, ethnicity and gender. The policy shall also include measures for annually evaluating, enforcing and publicly reporting on measures taken to promote workforce, contractor and business diversity, updated goals and strategies for promoting workforce and business diversity, and the identification of any new and additional measures needed to achieve the workforce and business diversity goals of this policy. The advisory commission and responsible agencies shall similarly post the commission's membership, meeting agendas, meeting notes, applications, and policy statements.			
16	Eli Spevak with Maggie Tallmadge	*(Provided by Commissioners Spevak and Tallmadge)* COMMENTARY 33.130.212.D. Affordable commercial space bonus Affordable commercial space was identified in the new Comprehensive Plan as an important part of centers and corridors, responding to community interest in minimizing commercial displacement and providing opportunities for a variety of neighborhood businesses and services. The details of the implementation of this bonus will be subject to further discussions with the Portland Development Commission and others, including representation from the PSC, Equitable Contracting & Purchasing Commission, and affected communities and DBEs. Additional detail on bonus option requirements will be included in administrative rules, including requirements for the term of affordability (preliminary concept is that the affordability period will be 20 years), required levels of affordability, tenanting requirements to ensure rent reductions achieve policy objectives, and other administrative and enforcement details. See Section V (Implementation Tools) for more information on administrative rules for this bonus and next steps that will be necessary before it can be implemented.	*(Provided by Commissioners Spevak and Tallmadge)* **33.130.212.D.1 Affordable commercial space bonus.** A long term leasing agreement with Portland Development Commission must be executed. The leasing agreement must ensure that the commercial space will be rented for 25 percent less than prevailing market rates to qualified locally owned businesses that hire diverse and local workforces or to Disadvantaged Business Enterprises (DBEs).	Staff generally supports the commentary. The zoning code language may be too specific and not appropriate for the zoning code. If PSC wishes to include something, staff recommends the following: the leasing agreement must ensure that the commercial space will be rented for 25 percent less than prevailing market rates to qualified businesses that meet program requirements.	☐ Yes ☐ No Other:
17	Eli Spevak with Maggie Tallmadge	*(Provided by Commissioners Spevak and Tallmadge)* **LANGUAGE FOR PSC TRANSMITTAL LETTER TO CITY COUNCIL** "Creating a mechanism to support affordable commercial spaces within our mixed use zones is an important nut to		The transmittal language is proposed by Commissioners for inclusion in a letter to City Council. Staff will work with PSC to craft a letter that conveys PSC's intent and direction on this topic.	☐ Yes ☐ No Other:

Item	Commissioner	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
		crack. Reduced rents for commercial space is a *means,* not and *end* – and it's unfortunate that the PSC is being asked to support code language where the policy objectives to be achieved have yet to be clearly articulated. This will require staff time, which seems unlikely to materialize until early 2017. Given the newness of such a program, lack of clarity about intended policy outcomes to be achieved through commercial space rent reductions, lack understanding about how such programs have played out in other cities, and the down-side risk that FAR bonuses might not, in fact, achieve their intended policy objectives, we were hesitant to recommend approval of this code provision in its current form. However, we believe this concept holds promise, so we encourage the city to dedicate staff time at PDC and/or BPS to craft a FAR bonus and associated compliance/monitoring program over the next 8 months for commercial spaces in service of some combination of the following policy objectives: • Supporting local businesses that hire diverse and local workforces • Supporting historically disadvantaged businesses; • Supporting long-standing community businesses to stay in their neighborhood; and • Helping new locally owned <u>historically disadvantaged</u> businesses get started. PSC should be represented on the working group that gets assembled to clarify policy goals and craft program details. We also recommend participation from the Equitable Contracting and Procurement Commission, <u>affected historically underserved communities and historically disadvantaged businesses</u>."			
18	Maggie Tallmadge	**I'm interested in the cumulative impacts of design code changes, particularly where this may bite into feasible affordable unit inclusion rates. This will affect my final vote on design amendments.**		The MUZ project and associated design overlays will go into effect in 2018. During 2016-17, the Design Overlay Zone Assessment (DOZA) project will explore what is working or not working with design review in Portland. Ares of design overlay zone added thru MUZ could be reevaluated for appropriate Design Review levels and procedures for at the conclusion of that effort.	☐ Yes ☐ No Other:
19	Maggie Tallmadge	**Increase the amount of residential open area space to at least 54 sq.ft. in eastern pattern areas.** Rationale: Require additional residential open space for land values are cheaper and access to open space is limited.	**33.130.228 Required Outdoor Areas** **B. Requirements.** 1. Amount required: a. On sites that are up to 20,000 square feet in total area, at least 36 square feet of outdoor area is required for each dwelling unit on the site;	Staff does not recommend this amendment. The development impacts of additional required outdoor area have not been modeled. In addition, 54 sq. ft. per unit would exceed the open area requirement in lower-density residential zones.	

Item	Commissioner	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
			b. For sites that are more than 20,000 square feet in total area, at least 48 square feet of outdoor area is required for each dwelling unit on the site;~~.~~ c. For sites in Eastern Pattern areas shown on Map 130-2, at least 54 square feet of outdoor area is required for each dwelling unit on the site regardless of site size.	However, the proposed lot coverage and landscaping requirements for Eastern Pattern areas should provide some additional on-site opportunities for outdoor areas.	
20	Maggie Tallmadge	**Strike Alternative or post incarceration facilities as conditional uses. Make allowed by right.** Rationale: Why are Alternative or post incarceration facilities uses limited? I'd rather not limit the location of these facilities, which could unintentionally inhibit recovery or increase recidivism or economic/racial segregation. Evaluate any negative impacts of conditional use of these group living arrangements city wide.	**33.130.100.B Primary Uses** **B. Limited uses.** Uses allowed that are subject to limitations are listed in Table 130-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 130-1. 1. Group Living. This regulation applies to all parts of Table 130-1 that have a [1]. a. General regulations. All Group Living uses~~, except for alternative or post incarceration facilities,~~ are allowed by right subject to the regulations of Chapter 33.239, Group Living. ~~b. Alternative or post incarceration facilities. Group Living uses that consist of alternative or post incarceration facilities are conditional uses. They are also subject to the regulations of Chapter 33.239, Group Living.~~ **Amend Table 130-1**	The proposed change is a big change to citywide code that has not been explicitly discussed in the MUZ process. To make this amendment and conform to expectations for community involvement, it is appropriate that it be considered in a separate follow up project.	☐ Yes ☐ No Other:
21	Maggie Tallmadge	**Require notification to community based organizations serving communities of color and low-income communities.** *(Provided by Commissioner Tallmadge)* **LANGUAGE FOR PSC TRANSMITTAL LETTER TO CITY COUNCIL** 33.130.050 Neighborhood Contact A significant amount of new housing, commercial and other development is anticipated in the mixed use zones. Because of the allowed scale and magnitude of many new developments, community members have raised	*(Provided by Commissioner Tallmadge)* **33.130.050 Neighborhood Contact** **A. Purpose.** Neighborhood contact is required for larger projects in the commercial/mixed use zones because of the impacts that large projects can have on the surrounding community. The neighborhood contact requirement provides an opportunity for community input on the design or inclusion rate of affordable units of these projects by providing a setting for the applicant	The transmittal language is proposed for inclusion in a letter to City Council. Staff will work with PSC to craft a letter that conveys PSC's intent and direction on this topic. Staff supports the purpose of this proposed change, but recommends holding off on this amendment. The public notice process in the Zoning Code needs updating with provisions such as this and more. We believe this is best done as part of a separate project. Also, without a more comprehensive look we run the risk of	☐ Yes ☐ No Other:

Item	Commissioner	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
		concerns about the need for better notification of new development in the C/MU zones and the desirability of providing opportunities for dialogue between developers and the community, including neighborhood associations and community based organizations serving low-income communities and communities of color. Many plan districts and most multi-dwelling zone residential developments require neighborhood contact, but this is lacking in C/MU zones. This provision adds the requirement to larger development projects in this zone. BPS staff have received comments relating to concerns about the effectiveness of the existing contact requirement process (33.700.025) from internal and external stakeholders. BPS may pursue an update of this provision as part of implementation of the Comprehensive Plan Update. Draft code language is similar to existing language in Chapter 33.120. It utilizes the same dwelling unit threshold (5 units) as applies in the multi-dwelling zones, but also includes a 10,000 square foot threshold (new net building area) to include larger nonresidential projects.	and neighborhood residents and community based organizations serving low-income communities to discuss a proposal in an informal manner. By sharing information and concerns early, all involved have the opportunity to identify ways to improve a proposal and to resolve conflicts. **B. Neighborhood contact requirement.** Proposals meeting the following conditions are subject to the neighborhood contact requirement as specified in Section 33.700.025, Neighborhood Contact. All of the steps in 33.700.025 must be completed before a building permit is requested: 1. The proposed development has not been subject to a land use review; and 2. The proposed development will add at least 10,000 square feet of net building area on the site, or will create five or more new dwelling units. Dwelling units are created: a. As part of new development; b. By adding net building area to existing development that increases the number of dwelling units; or c. By conversion of existing net building area from non-residential to residential uses. **33.700.025 Neighborhood Contact** **A. Purpose.** The Neighborhood Contact process provides a setting for an applicant and neighborhood residents and community based organizations serving low-income communities of color to discuss a proposal in an informal manner. By sharing information and concerns early in the quasi-judicial or permit process, all involved have the opportunity to identify ways to improve a proposal, and to resolve conflicts before the proposal has progressed far into the quasi-judicial or permit process. Where the proposal is for a land division, the focus of the meeting should be on the proposed configuration of lots, tracts, and streets. Where the proposal involves design review or historic resource review, the focus of the meeting should be the design of the proposal and not whether the proposal will be built. Where the proposal is for a use or development that is allowed by	introducing provisions that are inconsistent with other parts of the code or that may be difficult to implement. For instance, BDS will need a way that applicants can document that they have reached the appropriate organizations serving low-income communities. This may not be clear for an individual project.	

Item	Commissioner	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
			the zoning, the focus of the meeting should be on the proposal and not on whether it will be built. The discussion at the meeting is advisory only and is not binding on the applicant. **B. When Neighborhood Contact is required.** Neighborhood Contact is required before applying for certain building permits or land use reviews, as specified in this Title. Applicants may also choose to follow the process voluntarily when it is not required. **C. Requirements.** The requirements for Neighborhood Contact are: 1. The applicant must contact the neighborhood association for the area and ~~major community based organizations (CBOs) serving low-income communities of color (these can be accessed through City of Portland's Office of Neighborhood Involvement)~~ organizations participating in ONI's Diversity and Civic Leadership Program, by registered or certified mail, to request a meeting. A copy of this request must also be sent by registered or certified mail to the district neighborhood coalition. Meeting request forms are available at the Development Services Center. Applicants are encouraged to include conceptual site plans, building elevations, affordable housing inclusion rate and any other information that supports their proposal. The request letter must summarize the proposed development, the purpose of the meeting, and describe the following timelines. The neighborhood association and CBOs should reply to the applicant within 14 days and hold a meeting within 45 days of the date of mailing the request. If the neighborhood association and CBOs do ~~does~~ not reply to the applicant's letter within 14 days, or hold a meeting within 45 days, the applicant may request a land use review or building permit without further delay. If the neighborhood and CBOs request~~s~~ the meeting within the time frame, the applicant must attend the meeting. The applicant may attend additional meetings on a voluntary basis. The neighborhood and CBOs may schedule the meeting with its board, the general membership, or a committee.		

Item	Commissioner	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
			2. After the meeting and before applying for the land use review or building permit, the applicant must send a letter by registered or certified mail, to the neighborhood association and district neighborhood coalition and CBOs. The letter will explain changes, if any, the applicant is making to the proposal. 3. Copies of letters required by this subsection, and registered or certified mail receipts, must be submitted with the application for land use review or building permit. 4. The application must be submitted within one year from the date of sending the initial letter required in paragraph C.1., or the neighborhood contact process must be restarted.		

3. Proposed amendments from staff that are generally technical.

Staff has proposed several technical or clarifying amendments. These are listed in the table below.

Recommendation: Staff recommends that Planning and Sustainability Commission accepts all the amendments proposed in the table below

Item	Code Section	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
1	33.130.230.B.1	**Ground Floor Window Standard.** Amend this standard so that structured parking entrances would not be included in the calculation of ground floor wall area. Openings in the walls of structured parking would continue to be included in the calculation of total ground floor wall area.	a. Windows must cover at least 40 percent of the ground floor wall area of street-facing facades that are 20 feet or closer to a street lot line or a publicly-accessible plaza. For the purposes of this standard, ground floor wall areas include all exterior wall areas from 2 feet to 10 feet above the finished grade, and include openings in the walls of structured parking ~~entrances and openings~~. See Figure 130-10.	BDS staff raised the issue that treating structured parking entrances as "wall area" makes it difficult to approve purely residential buildings with structured parking. This is because the walls of residential units are regulated differently than other ground floor wall areas. A structured parking entrance on a multi-dwelling building would be subject to the non-residential window coverage requirement (40% on a primary frontage), which a garage entrance cannot be used to meet.	☐ Yes ☐ No Other:
2	33.854.330.C	**Planned Development Review – Commercial Uses in Residential Zones.** Amend to assign the regulations of the CR zone (instead of CM1) to proposals for commercial uses in Residential zones	**C.** The proposed commercial development and uses must be consistent with the purpose and regulations of the CR ~~CM1~~ zone.	The regulations of new CR zone are most appropriate for proposals for commercial uses in residential zones, since this zone was created for dispersed locations in residential areas.	☐ Yes ☐ No Other:
3	Table 852-1	**Procedure Type for Design Review Procedures.** Delete the row with the following content: C zones / Development proposals / In design overlay zones / Type II *(added by staff to the Amended Proposed Draft)*	Deletion	Staff added this to assign Type II design review (staff administered) to areas where the d-overly is being applied as part of the MUZ project. However, this creates unintended consequences for other C-zoned properties. The assignment of design review procedures is being addressed in the Proposed Draft of the Mass Shelter and Housing Zoning Code Update, and will be the subject of more focused consideration as part of the DOZA project.	☐ Yes ☐ No Other:
4	33.130.245.B 33.130.215.D 33.415.350 33.930.050.A.3	**Various technical edits:** 1. Correct subparagraph number typo. 2. Edit text for clarity. 3. Edit text to be consistent with a similar regulation in Chapter 33.130. 4. **Measuring building height in the commercial/mixed use zones:** amend text for clarity, including clarification that the base point for height measurement is the sidewalk adjacent to the site (code language in next column	**Various technical edits:** 1. Edit subparagraph numbering (two subparagraphs are numbered "2") 2. ~~Residential b~~Buildings with all floor area in a Residential use are exempt from this standard. 3. **B. Entrance frequency.** On transit streets, at least one entrance is required for every 100 feet of building length for portions of buildings subject to ~~located within~~ the maximum street setback. 4. *(Code language below is shown without strikethroughs/underlines, as it has been substantially rearranged.)* 3. In the commercial/mixed use zones, when any portion of a building is within 20 feet of a street lot line the following base points apply. For all other buildings, or if no sidewalk exists or is proposed within 25 feet of the	These edits are technical in nature and do not involve substantive change.	☐ Yes ☐ No Other:

Item	Code Section	Requested Amendment/Issue	Potential Code Language	Staff Comments	Decision
			building, height is measured using the base points described in Paragraphs A.1. and A.2.: a. The base point from which the height of the building is measured is the highest elevation of the sidewalk area located adjacent to the site within 25 feet of the building if the highest elevation within the sidewalk area is not more than 10 feet above the lowest elevation within the area. b. The base point from which the height of the building is measured is a point 10 feet above the lowest elevation of the sidewalk area located adjacent to the site within 25 feet of the building if the highest elevation within the sidewalk area is more than 10 feet higher than the lowest elevation within the area.		
5	Page 91 33.930.050.A.3, graphics	**<u>Revisions and additional graphics:</u>** 1. **Development standards example illustration:** modify graphic to reflect deletion of front step down regulations. 2. **Measuring building height in the commercial/mixed use zones:** add new graphics to illustrate and help clarify building height measurement in the C/MU zones.	Graphics, no code language.	Staff is requesting PSC to direct staff to create new or modified Zoning Code graphics. These will help clarify the regulations and do not involve any substantive change to the code text.	☐ Yes ☐ No Other:

Major Public Trails



August 18, 2016

City of Portland, Oregon // Bureau of Planning & Sustainability // Geographic Information System

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

NORTH

0 3,000 6,000 9,000 Feet

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Zoning Map Changes (August 17, 2016)

West Liaison District--South

Legend

- Liaison Districts
- City Boundary
- Adopted Urban Service Boundary
- Open Space (OS)
- Residential Farming (RF)
- Single Dwelling Residential 20,000 (R20)
- Single Dwelling Residential 10,000 (R10)
- Single Dwelling Residential 7,000 (R7)
- Single Dwelling Residential 5,000 (R5)
- Single Dwelling Residential 2,500 (R2.5)
- Multi-Dwelling Residential 3,000 (R3)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)
- Institutional Residential (IR)
- Campus Institutional 1 (CI1)
- Campus Institutional 2 (CI2)
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August 17, 2016

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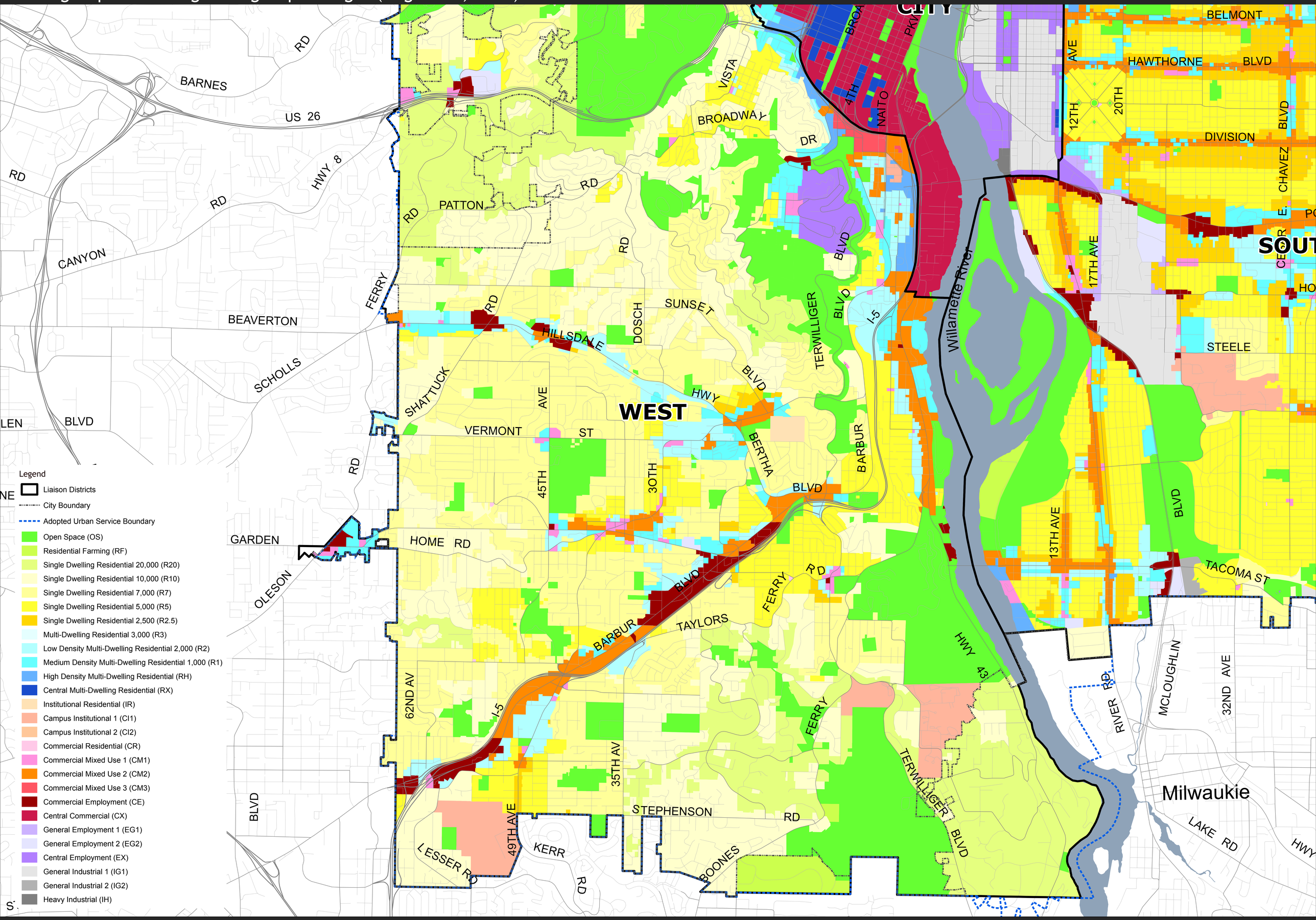
Zoning Map – Including Zoning Map Changes (August 17, 2016)



Legend

- Liaison Districts
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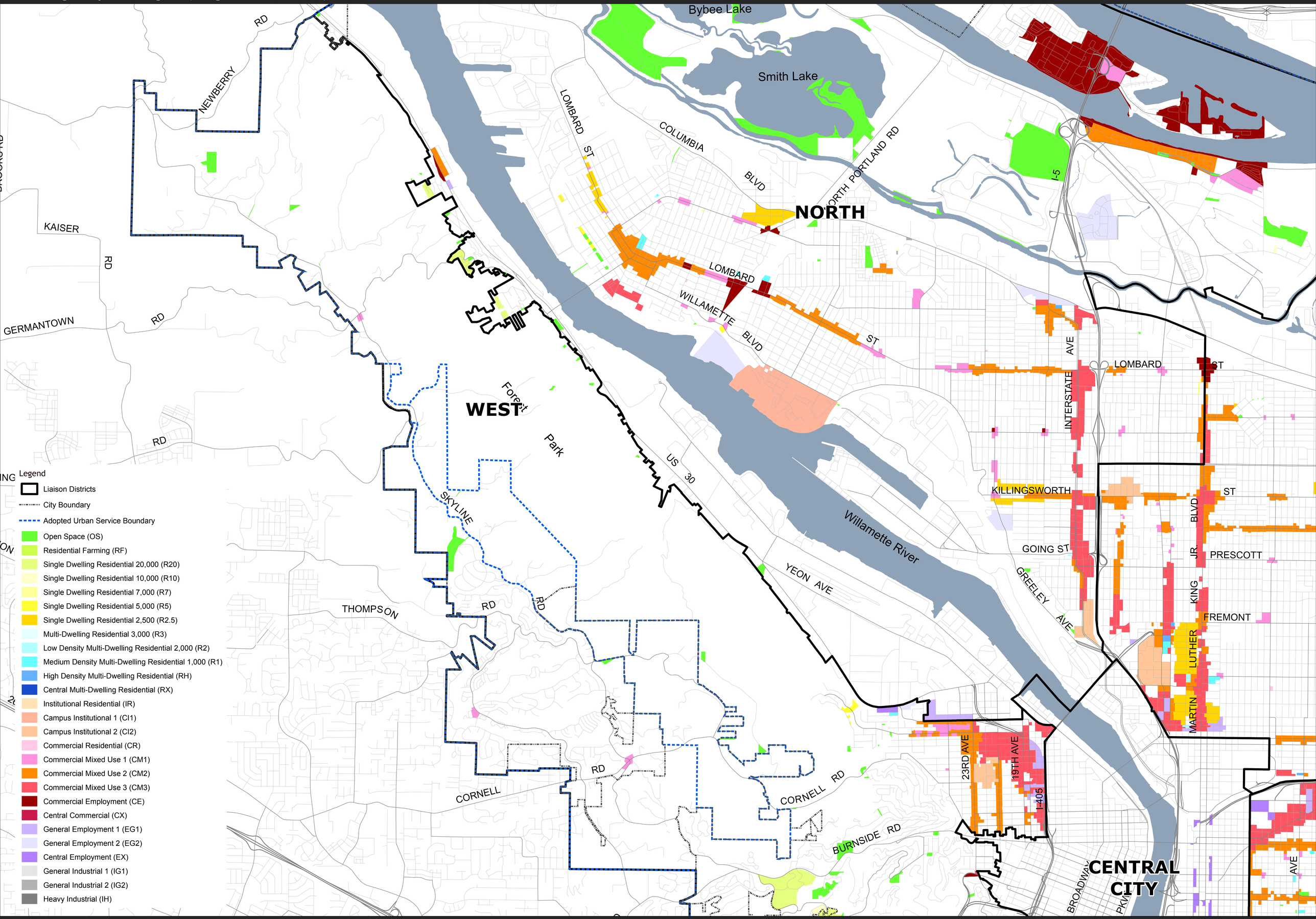
Zoning Map Changes (August 17, 2016)



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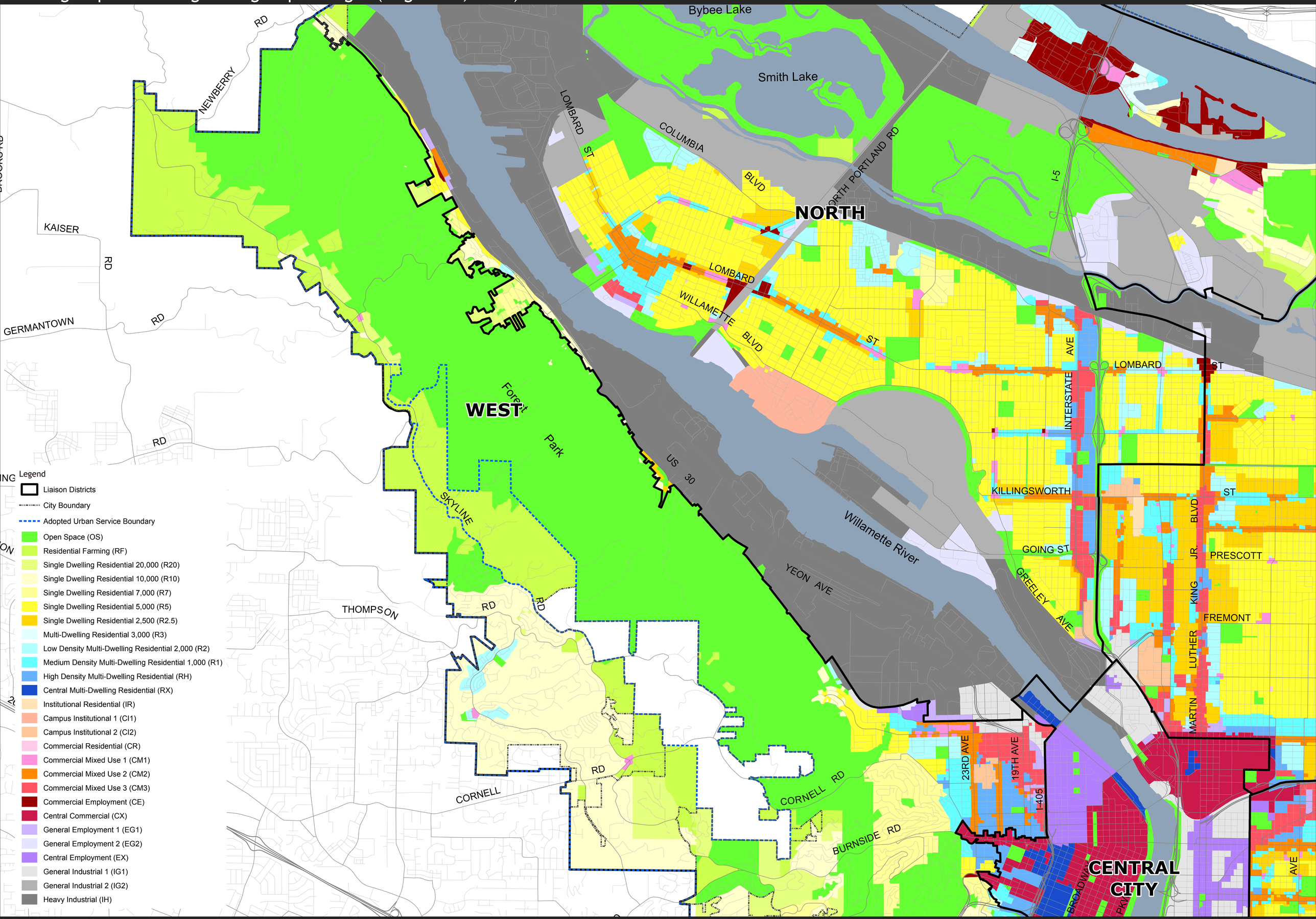
Zoning Map – Including Zoning Map Changes (August 17, 2016)



Legend

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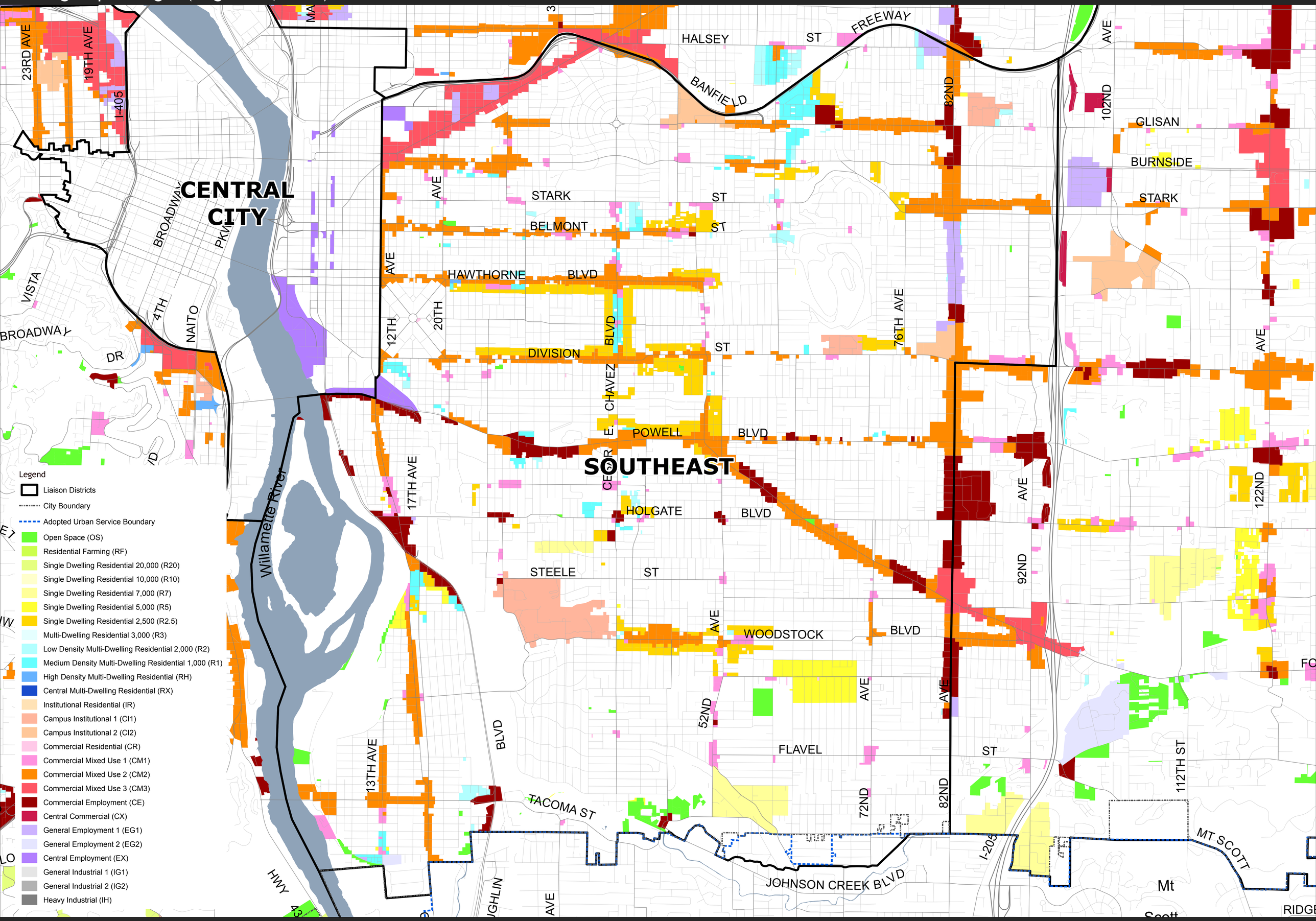

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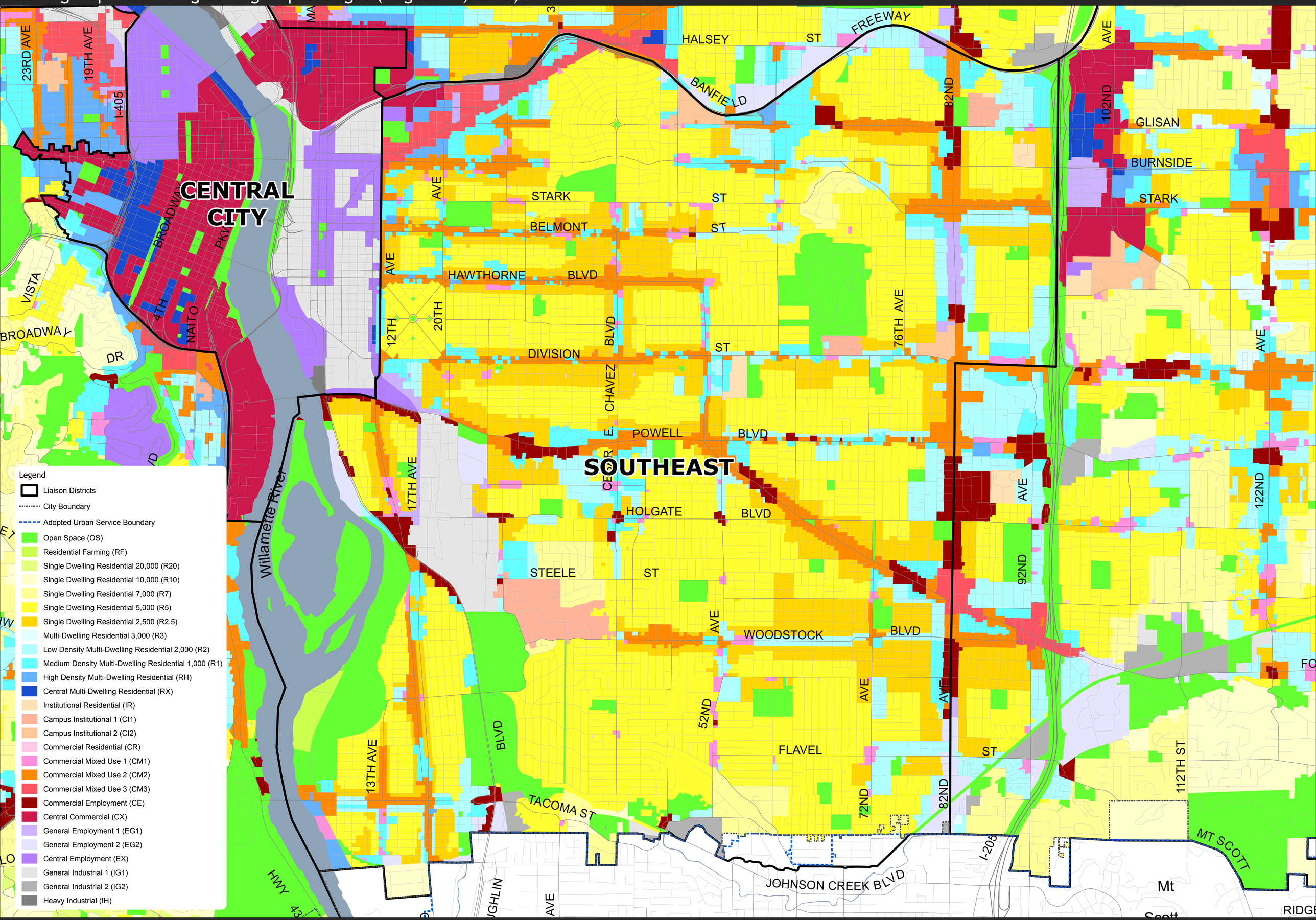
Zoning Map – Including Zoning Map Changes (August 17, 2016)

Southeast Liaison District



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Columbia River

Portland International Airport

NORTHEAST

Maywood Park

NORTH PORTLAND RD

I-5

ELLSWORTH

LOMBARD ST

INTERSTATE AVE

33RD DR

AIRPORT WAY

COLUMBIA BLVD

KILLINGSWORTH ST

PRESCOTT ST

FREMONT ST

HALSEY ST

SANDY BLVD

BANFIELD FREEWAY

I-205

I-405

GLISAN

BURNSIDE

Legend

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Zoning Map Changes (August 17, 2016)

North Liaison District

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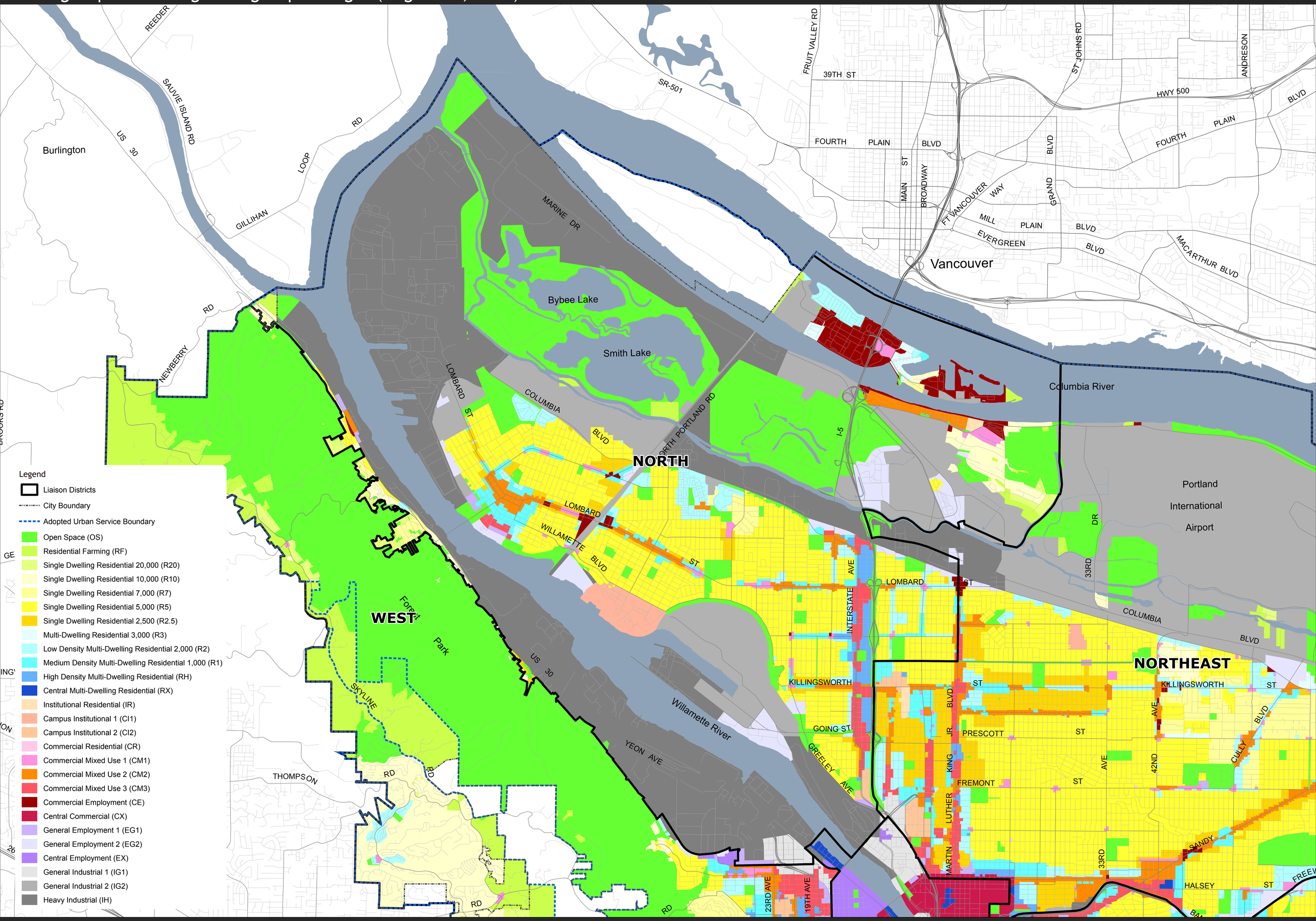
Zoning Map – Including Zoning Map Changes (August 17, 2016)

North Liaison District



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August 17, 2016

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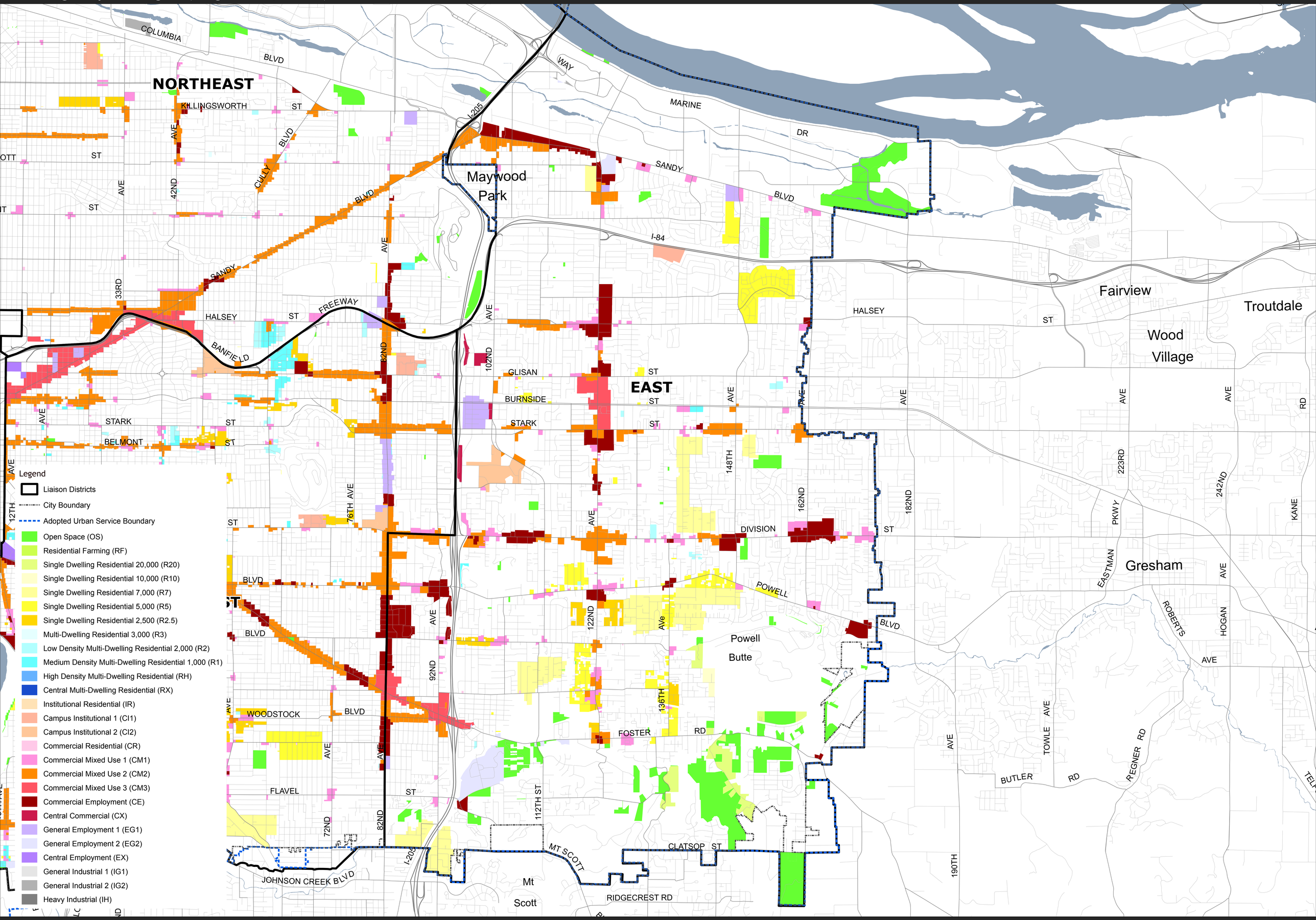
Zoning Map Changes (August 17, 2016)

East Liaison District



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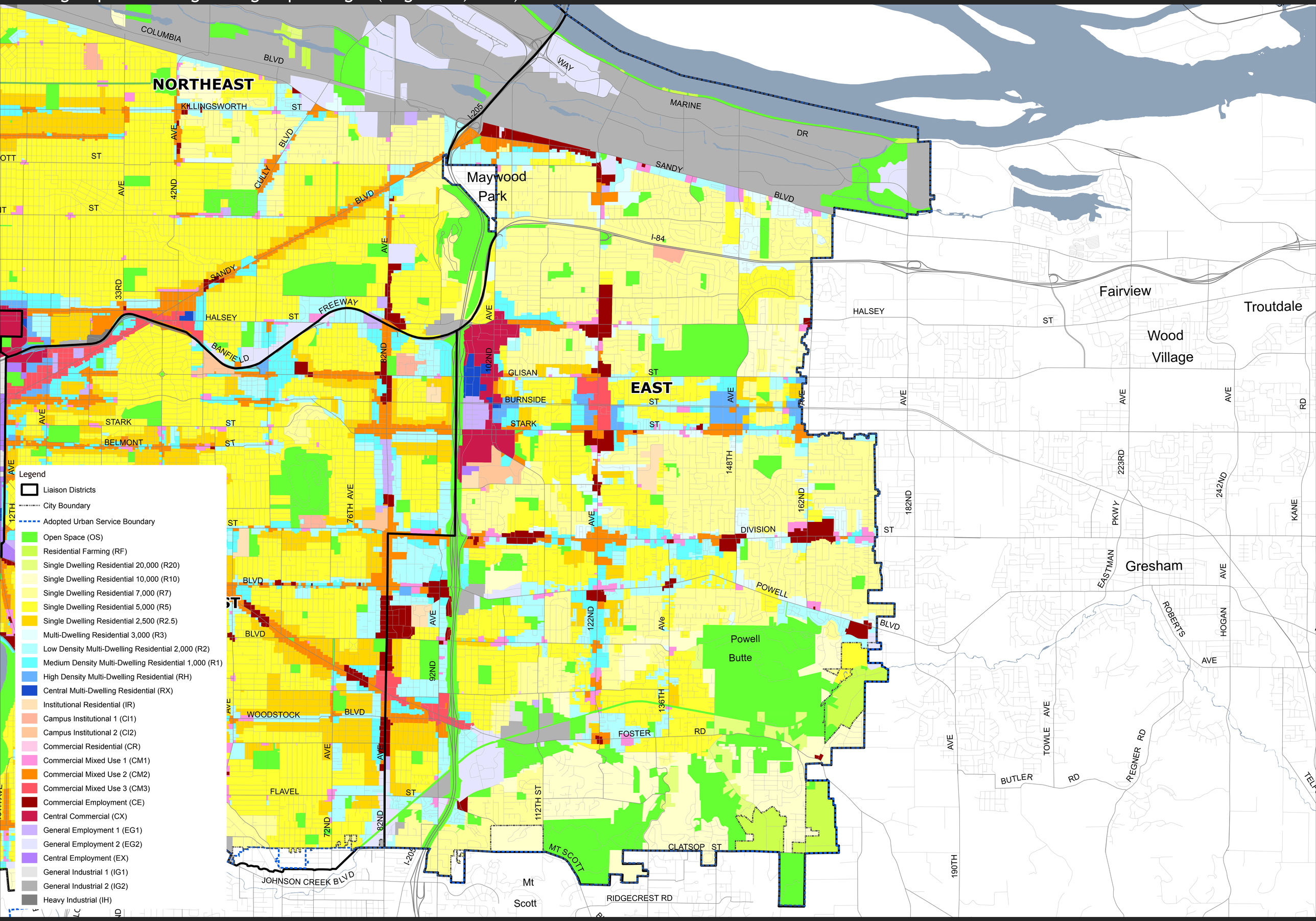
Zoning Map – Including Zoning Map Changes (August 17, 2016)

East Liaison District



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Columbia River

Portland International Airport

NORTHEAST

Maywood Park

Legend

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Zoning Map Changes (August 17, 2016)

Citywide

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Zoning Map – Including Zoning Map Changes (August 17, 2016)

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Ord. 188177, Vol. 2.5, page 11743

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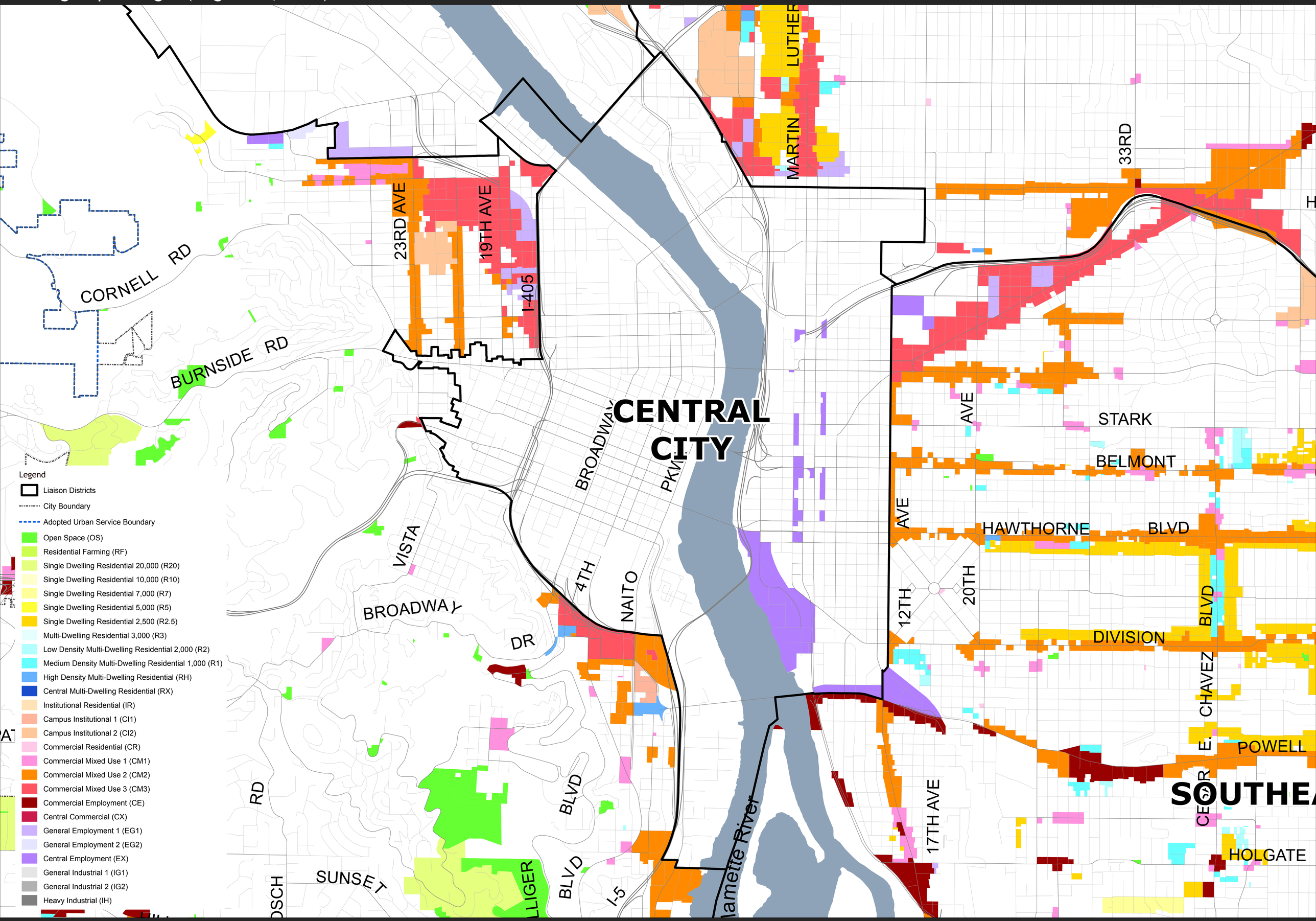

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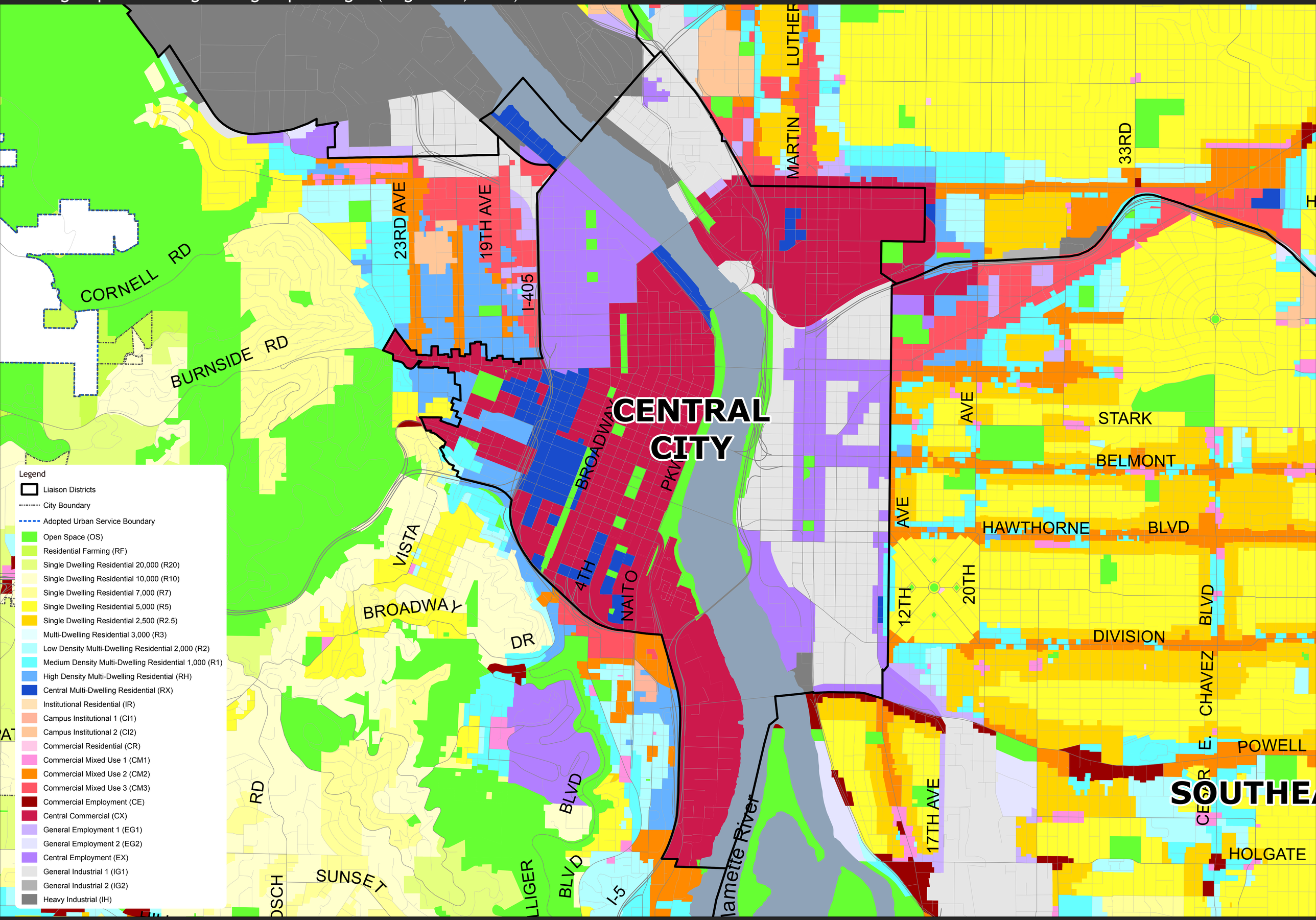
Zoning Map – Including Zoning Map Changes (August 17, 2016)

Central City Liaison District



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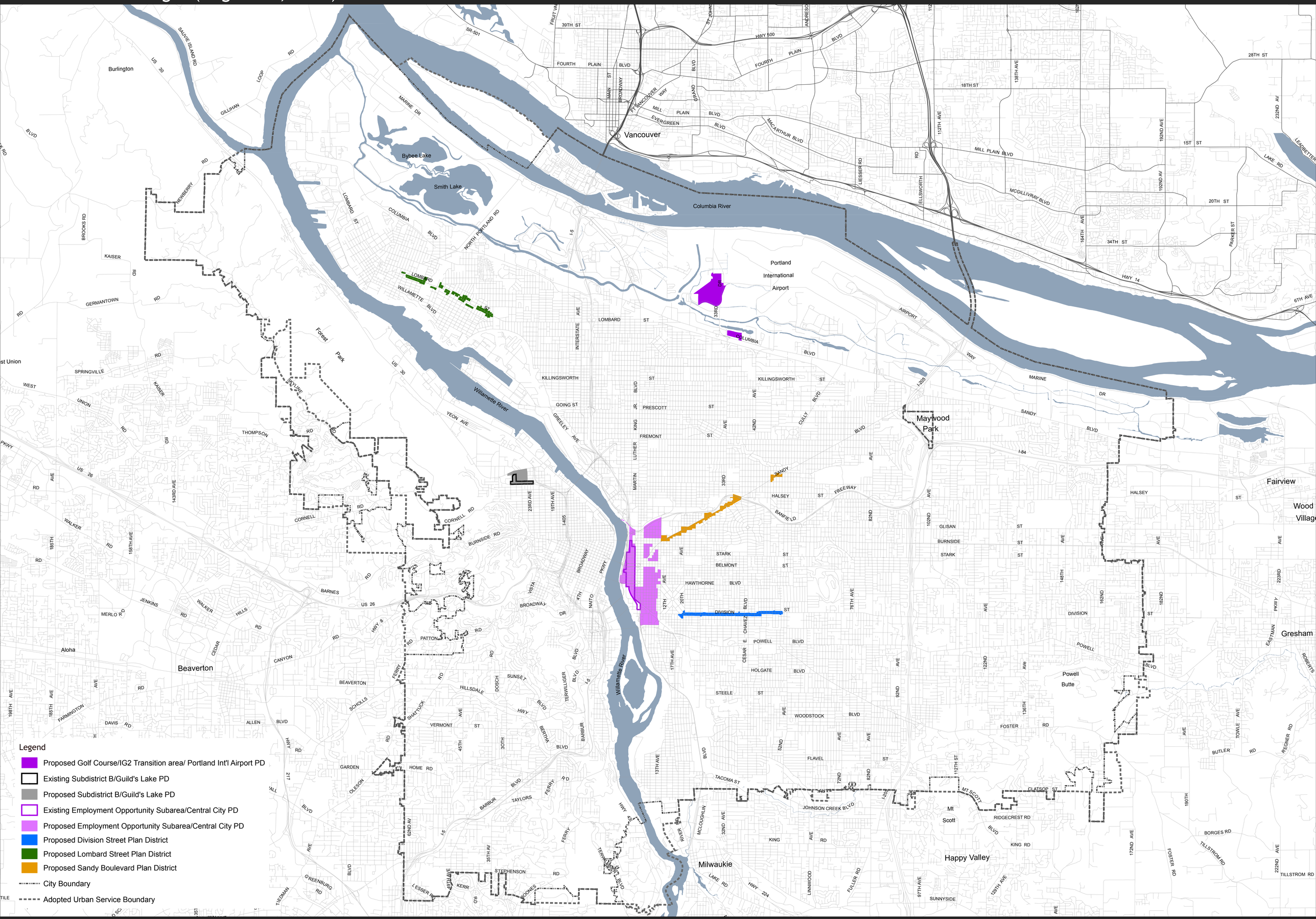
Plan District Changes (August 17, 2016)

Plan Districts and Subdistricts



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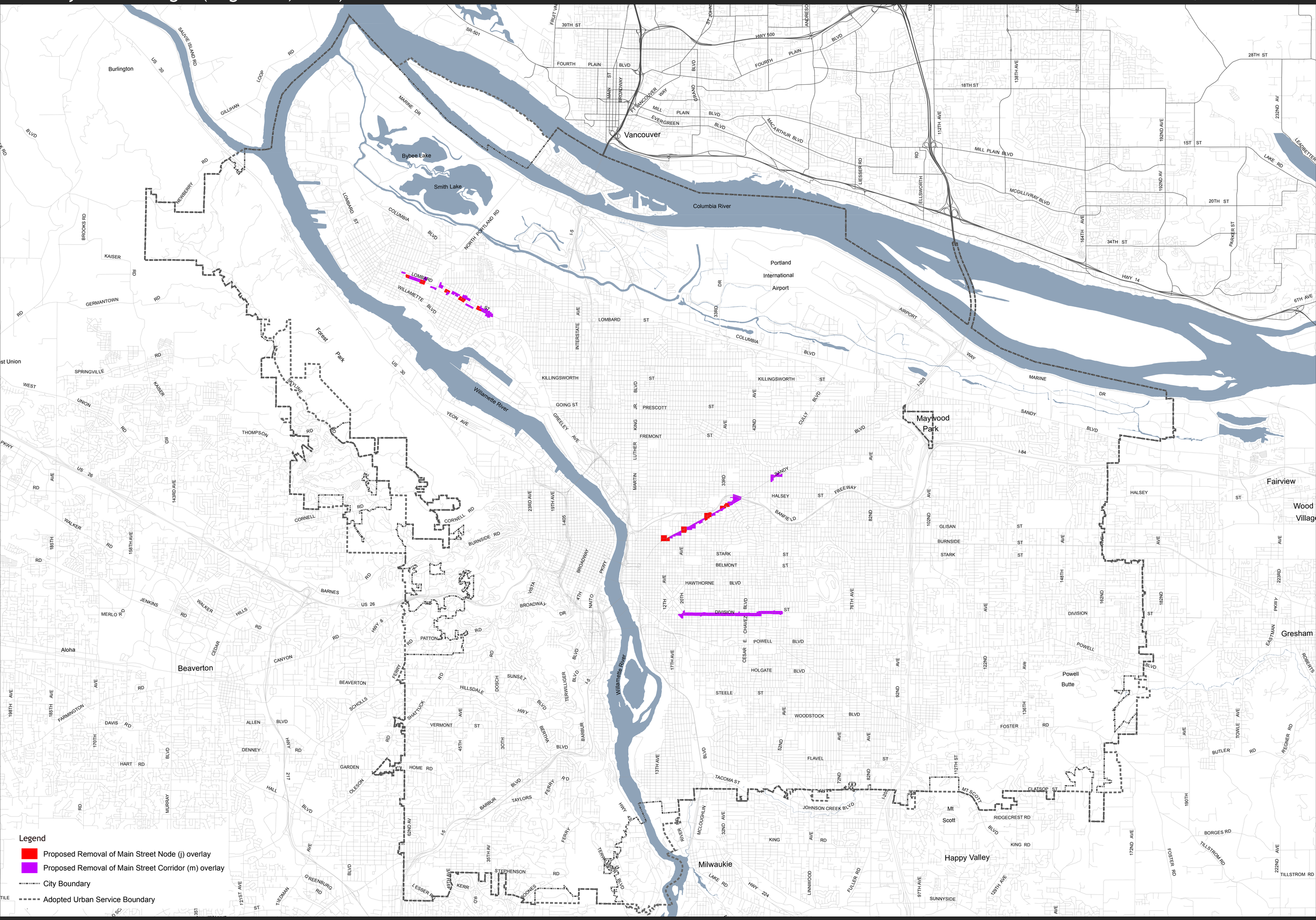
Overlay Zone Changes (August 17, 2016)

Main Street Corridor (m) and Main Street Node (j) overlay zones



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Overlay Zone Changes (August 17, 2016)

Buffer (b) overlay zone

Legend

- Proposed Removal of Buffer Zone (b) ovelay
- City Boundary
- Adopted Urban Service Boundary

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Overlay Zone Changes (August 17, 2016)

Prime Industrial (l) overlay

Legend

- Proposed Prime Industrial (l) overlay
- City Boundary
- Adopted Urban Service Boundary

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Overlay Zone Changes (August 17, 2016)

Design (d) overlay zone

Legend

- Proposed Additon of Design (d) ovelay
- Proposed Removal of Design (d) ovelay
- Existing Design (d) overlay
- City Boundary
- Adopted Urban Service Boundary

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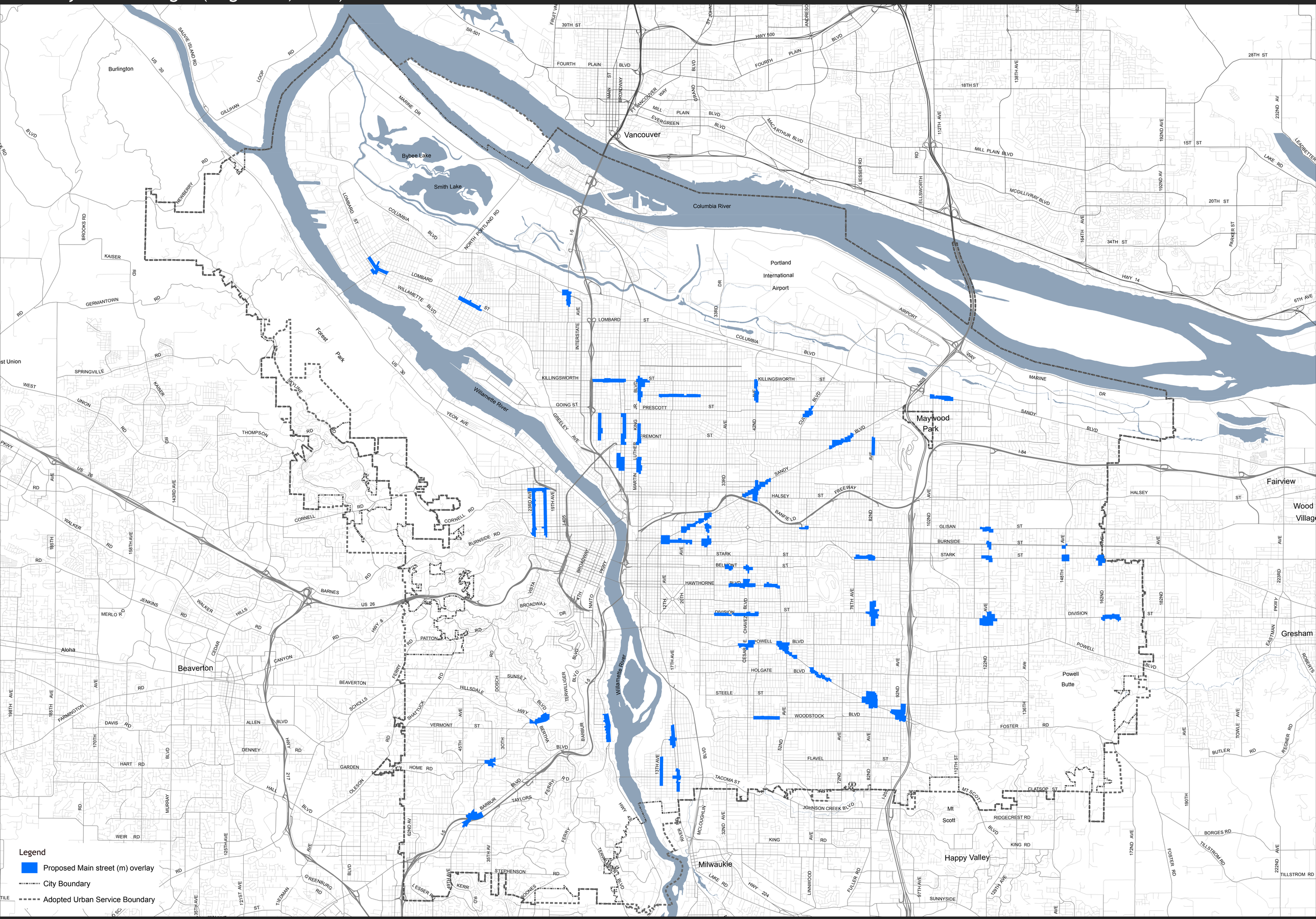
Overlay Zone Changes (August 17, 2016)

Main street (m) overlay zone



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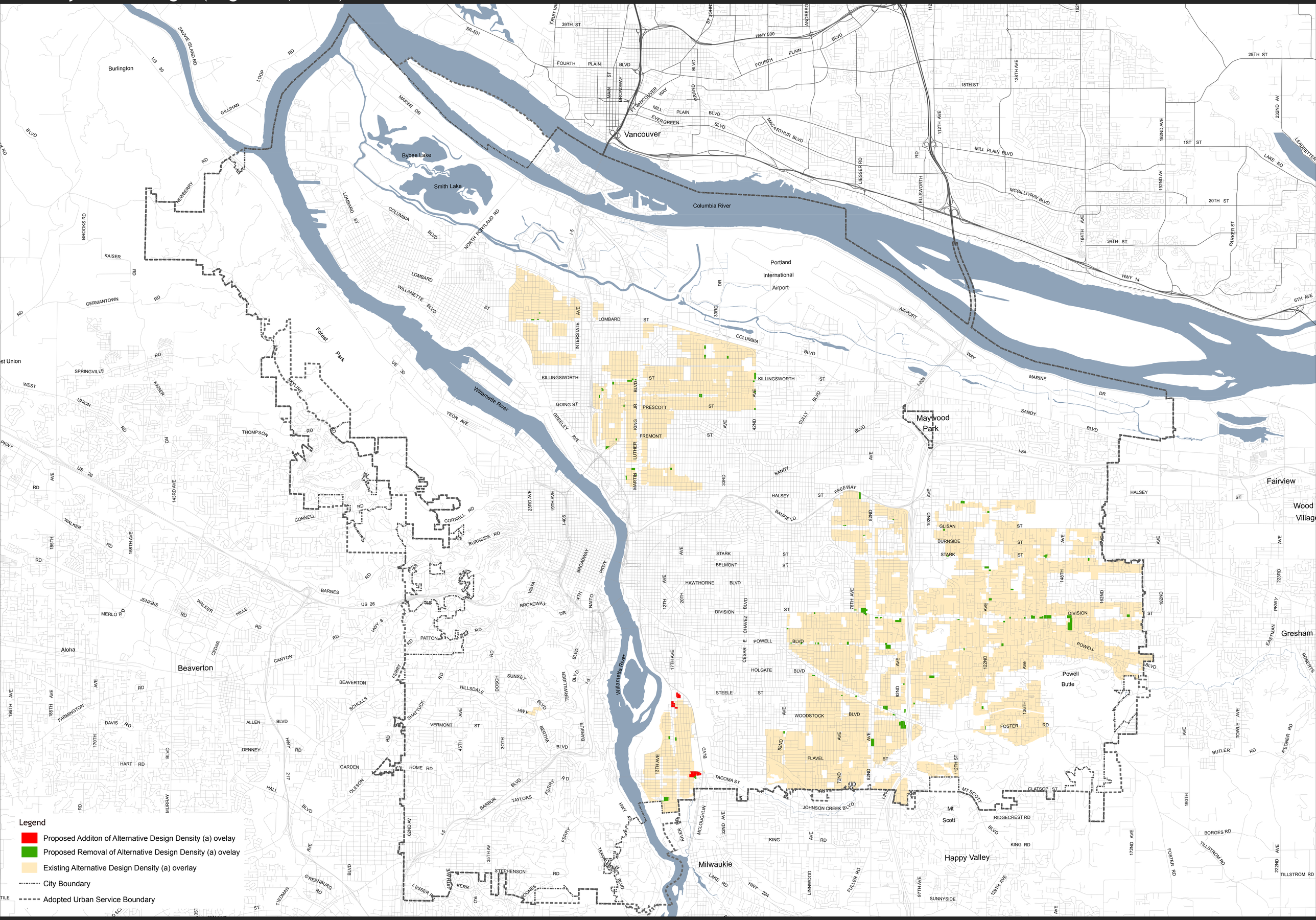
Overlay Zone Changes (August 17, 2016)

Alternative Design Density (a) overlay zone



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MEMO

Date: August 17, 2016

TO: Planning and Sustainability Commission

FROM: John Cole, Senior Planner

CC: Tom Armstrong, Supervising Planner

SUBJECT: Zoning Code Chapter 120 Map Series: 4:1 FAR

At the Planning and Sustainability Commission meeting on August 23, 2016, the Commission will hold a final work session on the Miscellaneous Zoning Project. At the July 26th PSC hearing, the PSC directed staff to revisit the application of RH zone 4:1 FAR within The Alphabet Historic District in response to written and oral testimony provided by individuals and the Northwest District Association. In this memo Staff:

1. provides a revised application of 4:1 FAR within the Alphabet Historic District that balances concerns expressed regarding the compatibility of new development to historic preservation goals with larger housing supply goals.
2. responds to a request for similar consideration within the Kings Hill Historic District from the Goose Hollow Foothills League and finally
3. considers a related request to *increase* allowable FAR from 2:1 to 4:1 for certain properties that are being rezoned to RH from RX as part of the composite zoning amendments.

Testimony from the Northwest District Association asserts that the existing 4:1 allowed FAR within the Alphabet District is inconsistent with historic preservation efforts for that neighborhood and Comprehensive Plan Policies regarding Historic and Cultural Resources. Specific concerns were expressed that the existing 4:1 FAR allows for building massing that visually overpowers existing historic development and that added development potential increases the likelihood that historic structures will be demolished to take advantage of this development potential. A number of supporting Comprehensive Plan policies and design guidelines were included in support of the NWDA request (see attached letter from NWDA).

Written communication from the Goose Hollow Foothills League followed the initial PSC discussion of the Alphabet District concerns. (See attached) Here the Neighborhood Association is requesting the removal of 4:1 Far from the Kings Hill Historic District, a reduction in the maximum height to "the least maximum height applied to single family (R5) parcels in the district" and that "no bonus Building Height or FAR be available to exceed those recommended above in the Kings Hill Historic District."

The concerns expressed regarding building massing made by the Northwest District Association and the Goose Hollow Foothills League were subsequently supported by an informal vote of the Historic Landmarks Commission following a staff briefing on this topic on August 8th.

METRO regional government also submitted a letter (see attached) expressing concern that a number of proposed Comprehensive Plan implementation measures incrementally reduce the City's ability to accommodate anticipated residential growth. This letter includes the following concern relevant to the current consideration of reducing the existing 4:1 FAR allotment within the Alphabet and Kings Hill Historic Districts.

> *"Proposed height limits and FAR reductions in historic districts such as the Alphabet District or Irvington will additionally impact development potential in the Central City".*

To consider the competing requests of reducing the existing development potential within the two historic districts while maintaining potential housing supply near the Central City Staff has produced a map that shows

- properties assigned 4:1 FAR within the Alphabet and Kings Hill Historic Districts
- existing FAR of development on a lot by lot basis
- location of contributing historic structures
- BLI underutilized parcels and
- area within 1000 feet of the Max Light Rail Station.

A copy of this map is attached for your review. Based on a review of the lot and building sizes staff can make a subjective distinction between that portion of the Alphabet District south of Couch Park and Glisan Avenue with the portion of the Alphabet District north of this line. South of Glisan there are more half block and one block parcels, there are larger institutional buildings and there are more significant underutilized parcels than within the remaining portions of the Alphabet District north of Glisan (including the vacant parcel owned by St Mary's Cathedral that was also the subject of testimony at the 7/26 PSC hearing).

Other issues that may be relevant to a discussion of RH Zone FAR assignment within historic districts include the following.

Allowable FAR establishes Maximum Building Height
Allowable FAR establishes allowed building height in the RH zone as described by Code section 33.120.215 B.2.

> *2. In the RH zone, the following maximum height limits apply:*
>
> *a. Where the FAR is 2 to 1, the maximum height is 65 feet, except on the portion of a site within 10 feet of a front property line, where the maximum height is 25 feet.*

b. *Where the FAR is 4 to 1, the maximum height is 75 feet, except on sites within 1,000 feet of a transit station, where the maximum height is 100 feet.*

Transfer of Density and Density Bonuses may further increase building size
Section 33.120.205. Transfer of Density allows for the transfer of density from one site to another within the RH zone subject to compliance with development standards. In the RH zones the maximum increase in FAR on the receiving site is 3:1 FAR.

Inclusionary zoning bonuses still under development may permit up to an additional 20% FAR within RH Zones over and above those assigned through the FAR Map series.

Historic Resource Review Development within both the Alphabet Historic District and The Kings Hill Historic Districts are subject to the review procedures described in 33.846 Historic Resource Reviews and standards contained in code section 33.445 Historic Resources Overlay Zone as they pertain to historic resource review within an Historic District. Review by the Landmarks Commission can serve to improve the compatibility of new construction with its neighborhood context but as stated by the Landmarks Commission they can be more successful when the base zone standards act in concert, not conflict, with these goals.

FAR Assignment for Zone Changes RX to RH:
Testimony was submitted orally and in writing at the July 26th PSC meeting by Allison Reynolds on behalf of Sol Terra Architecture requesting that property located at 25 N Fargo Street be assigned the 4:1 FAR at the same time it is legislatively rezoned from RX to RH as part of the City's larger efforts to eliminate the RX Zone designation outside of the Central City and Gateway. Staff has included two maps documenting where this limited rezoning is recommended and concurs that the assignment of 4:1 FAR to these properties will be consistent with building proposals now under permit review and the objectives of the legislative zone change.

Staff Recommendations
Alphabet Historic District: Staff is persuaded by testimony from The NWDA regarding the potential incompatibility of 4:1 FAR development to the character and stability of portions of the existing Alphabet Historic District. This support is tempered by concerns over the loss of housing potential expressed by METRO and shared by city staff. After a review of the location of contributing structures within the Alphabet District, the existing FAR of developed properties and consideration of the remaining development potential, Staff is proposing

- retention of the 4:1 FAR within the in the southern portion of the Alphabet District (south of Glisan) where larger development can more likely successfully coexist with existing institutional development and
- return to the Base RH zone 2:1 FAR in those areas north of Glisan within the Alphabet District. Here existing (historic) building size and platting patterns are less capable of supporting the 4:1 FAR in a manner that would not result in building massing conflicts with existing historic structures or encourage the demolition of historic structures. (see attached Map)

Kings Hill Historic District: There is not the same sort of discernable dividing line within the Kings Hill Historic District as there is in the larger Alphabet Historic District to help distinguish between an allowed 4:1 FAR and the base zone allowance of 2:1. Staff is influenced by the number of large residential structures already built in this district and by the larger lot sizes to recommend that this area retain its existing 4:1 Far.

RX to RH: Staff has also reviewed the limited number of tax parcels that are being rezoned from RX to RH and proposes that they be assigned a 4:1 FAR. This will limit a number of otherwise non-conforming developments that are currently underway while still being consistent with the city's interest in eliminating the RX zone outside of the central city and Gateway.

Attachments

- Northwest District Association Letter dated July 26, 2016 w/out attachments
- Goose Hollow Foothills League Letter dated August 5th, 2016
- METRO Letter dated August 8, 2016
- Letter from Allison Reynolds dated July 26,201 Map of 4:1 FAR w/in Alphabet and Kings Hill
- Map of Historic Districts w/ existing FAR contributing Historic structures and BLI underutilized parcels.
- Map of RX Zoned Tax Parcels Proposed to Change to RH
- Map of Proposed RH 4:1 FAR Areas within Historic Districts

Northwest District Association

July 26, 2016

Bureau of Planning and Sustainability
900 SW 4th Ave #7100
Portland, OR 97201

RE: Comprehensive Plan Update: Miscellaneous Zoning Amendments
Request re: Alphabet Historic District

Dear Commissioners:

The NWDA Planning Committee writes concerning zoning in the Alphabet Historic District described in the Miscellaneous Zoning Amendments Project (MZA). NWDA appreciates the City's receptiveness to NWDA feedback provided in the form of public testimony concerning historic preservation, reflected in the recently adopted Comprehensive Plan policies.

Consistent with such policies, **NWDA requests deletion of Map 120-9 (formerly Map 120-7) and Map 120-6 (formerly Map 120-8) in order to eliminate 4:1 FAR allowances in RH-zoned parcels in the Alphabet Historic District (see attached) so the default of 2:1 FAR allowances apply in such areas.**

NWDA's request is based upon:

- The 2035 Comprehensive Plan's Historic Preservation Policies, including Policy 4.49
- The Alphabet Historic District Addendum to Community Design Guidelines
- Existing FAR in Alphabet Historic District, and FAR in other Historic Districts

I. Compliance with Policy 4.49 – Resolve Conflicts.

The 2035 Comprehensive Plan calls for a resolution of conflicts between base zoning and design guidelines in historic districts:

> "Policy 4.49 **Resolution of conflicts in historic districts.** Adopt and periodically update design guidelines for unique historic districts. **Refine base zoning** in historic districts to take into account the character of the historic resources in the district."

BPS acknowledged recently, while recommending denial of destruction of a contributing resource in favor of a 6-story apartment complex on a RH-zoned parcel with 4:1 FAR, that such zoning in the Alphabet Historic District could jeopardize the character of the historic district and encourage destruction of historic structures:

> "There are many historic buildings within the district that are four or five, or even six, stories tall, and this density is noted in the National Register nomination as part of the significance of this neighborhood. **However, staff notes that the RH zone covers broad areas of the district, thereby seemingly encouraging demolition of the older smaller-scaled buildings that fall within this zone; this zoning designation was, in fact, noted in the Alphabet Historic District**

Ord. 188177, Vol. 2.5, page 11757

> **National Register nomination as a 'threat to the remaining single-family homes in the neighborhood'.**" (emphasis added)
> *-Staff Report and Recommendation for LU 14-210073 DM – Buck-Prager Building Pages 13-14*

Eliminating 4:1 FAR in favor of 2:1 FAR in RH-zones will help reduce proposals for such out-of-scale projects. Indeed, BPS Staff acknowledged the risk of encouraging such projects given existing zoning in the district:

> "In the past several years, there have been many new buildings constructed within the Northwest neighborhood and within the Alphabet Historic District. One of these is a six story EX-zoned residential building one block away. Two blocks away is another 5-story EX-zoned residential building with a **5-story RH-zoned building across the street**. Since construction, staff and the Historic Landmarks Commission have determined that these new buildings are **excessively large and relatively incompatible**, particularly in one case where the new building is adjacent to, and dwarfs, a Landmark 3-story apartment building directly to its south." (emphasis added)

-Staff Report and Recommendation for LU 14-210073 DM – Buck-Prager Building Page 14.

II. Consistency with Community Design Guidelines.

Eliminating 4:1 allowances in RH-zones ensures development that is consistent with the Community Design Guidelines applicable to proposed development projects in the Alphabet Historic District:

> ALPHABET HISTORIC DISTRICT ADDENDUM TO COMMUNITY DESIGN GUIDELINES
>
> - ***Historic Alphabet District Guideline 2***: "The design of new construction will be compatible with the historic qualities of the district as identified in the Historic Context Statement."
> - ***Historic Alphabet District Guideline 3***: "Hierarchy of Compatibility. Exterior alterations and additions will be designed to be compatible primarily with the original resource, secondarily with adjacent properties, and finally, **if located within a historic or conservation district, with the rest of the District**. Where practical, compatibility will be pursued on all three levels. New development will seek to incorporate design themes characteristic of similar buildings in the Historic Alphabet District."

RH-zoning with 4:1 FAR in this area was established prior to the designation of the Alphabet Historic District, and during a period when such zoning was intended to encourage the type of high-density development that is now commonplace throughout the Northwest District[1], of which the Alphabet Historic District is a small part.

[1] According to the MUZ 10/10/14 assessment (see attached), the Northwest District has the highest density and largest number of housing units among the mixed-used areas studied citywide.

> "Staff notes that the RH (High-Density Residential) zoning, which assumes densities ranging from 80 to 125 units per acre, and allows up to a maximum height of 75 feet and a floor area ratio (FAR) of 4:1, **was established in 1980. At the time of the 1980 Comprehensive Plan, the Northwest neighborhood, after years of decline, was slowly starting to see reinvestment**, including restoration of the Trenkmann Houses, directly south of the subject property, which were listed in the National Register in 1978. National Register listing and restoration of the Irving Street Houses, directly north, and the Campbell Townhouses followed suit in 1980. **In 2000, the Alphabet Historic District was listed in the National Register of Historic Places, primarily as a means to protect the unique character of this part of the City.**"
>
> *-Staff Report and Recommendation for LU 14-210073 DM – Buck-Prager Building Pages 13-14*

III. **Consistency with Existing FAR in Alphabet Historic District and other Historic Districts.**

The vast majority of existing properties in the Alphabet Historic District (see attached), are well below 4:1 FAR. Eliminating the 4:1 FAR allowance in RH zones thus helps to ensure development that is compatible with existing structures in the Alphabet Historic District.

BPS recommended changes to FAR in the Irvington Historic District under the MZA, (page 42 (Map 120-8 (formerly Map 120-10)) to eliminate 4:1 allowances in favor of 2:1 FAR in response to concerns by the Irvington Community Association "regarding the compatibility of 4:1 FAR structures with [the] existing Irvington Historic District." NWDA seeks similar consideration to address compatibility of development in the Alphabet Historic District.

As discussed above, eliminating 4:1 FAR in RH-zoned areas in the Alphabet Historic District will ensure compliance with the Comp Plan Policies, compatibility with the Community Design Guidelines and consistency with existing FAR in the Alphabet District and other Historic Districts. **Such compatibility will provide more up-front certainty and clarity to developers and will prevent proposals for out-of-scale projects that are unlikely to receive approval from BDS or the Historic Landmarks Commission based upon application of applicable design guidelines.**

Thank you for considering our request to eliminate 4:1 FAR allowances in RH-zoned parcels in the Alphabet Historic District.

Sincerely,

Northwest District Association Planning Committee

Encl.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | *Making a great place*

August 8, 2016

Portland Planning Commission
1900 SW 4th Ave., Suite 7100
Portland, OR 97201

Portland Planning Commissioners:

Two decades ago, our region adopted a vision for how we would develop over the ensuing 50 years: the 2040 Growth Concept. This regional agreement to grow in city centers, transit corridors, employment areas and downtowns throughout the greater Portland area is intended to both limit sprawl out onto foundation farmland and also make the most of our collective investments in public facilities like roads, transit, parks, and water and sewer pipes. Metro and the City of Portland have been close partners in managing strong historic rates of growth while maintaining a high quality of life in the region.

I am writing today to raise a flag of concern that a series of decisions under development or pending before the City have the potential, when viewed collectively, to reduce the amount of housing that we can expect to be produced in Portland. The affordable housing crisis we currently face requires that an increasing supply of housing be developed in order to keep pace with demand. Our region is depending on the City of Portland to accommodate a significant proportion of the region's growth in population and employment.

While we understand that the City is striving to balance accommodating growth with impacts on neighborhoods and existing residents, our staff have identified some specific regulatory actions which we believe will have a chilling effect on housing supply and development. The proposals which are causing concern include:

1) The City's Mixed Use Zones proposal (funded by Metro through a Community Planning and Development Grant, the intent of which was to reduce development barriers) which reduces base zone FAR in certain locations, reducing the development capacity of these districts.
2) The downzoning of Main Street Areas to CM 1 (such as Belmont) that restricts heights to 35 feet, effectively limiting all new infill development. These districts have excellent transit service and high amenity value and therefore have strong demand for additional residential development. Corridors such as these should be appropriately designated to accept more growth due to these characteristics, not have that growth restricted. Alternatively, please consider the City of Seattle's program which helps to preserve historic buildings by allowing developers to build on top of existing single story buildings with an added height bonus when the character building is preserved.

Ord. 188177, Vol. 2.5, page 11760

3) Proposed view corridor height limitations in the Central Eastside Industrial District such as the Hawthorne Bridgehead and ODOT blocks – again this proposal reduces building heights in some cases from 275 to 40 feet in addition to FAR reductions, having a drastic impact on development capacity in a district with significant development potential and in an area that has been planned to accept more growth.
4) Proposed height limits and FAR reductions in historic districts such as the Alphabet District or Irvington will additionally impact development potential in the Central City.
5) Lastly, the City is currently developing an inclusionary zoning (IZ) program which currently anticipates FAR bonuses. We are already hearing from the development community about how the uncertainty of the IZ program is negatively impacting land transactions and development proposals. We urge the City, as the program is developed, to ensure that the financial incentives that are offered are robust enough to offset the entire amount of added costs for the affordable units in order to not have a chilling effect on development which would reduce potential supply and further the affordability challenges that we all face.

We understand how challenging it is to balance the need for growth with the legitimate concerns of existing residents. Every time Metro considers expansions to the urban growth boundary we face many of the same pressures. Our region has now designated urban reserves to accommodate some future growth – an amount of land which, if fully built out, would represent only an 11 percent increase in the region's footprint. This is an incredibly aggressive goal that requires that the region's cities do all they can to welcome growth in downtowns, transit corridors and employment areas.

In the spirit of partnership, we urge you to reexamine the regulatory policies outlined above with an eye to removing barriers to development, rather than creating new barriers.



Martha Bennett
Chief Operating Officer
Metro Regional Government

Cc: Portland City Council
Metro Council
Susan Anderson
Elissa Gertler

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July 26, 2016

VIA EMAIL (PSC@PORTLANDOREGON.GOV)

Ms. Katherine Schultz, Chair
Planning and Sustainability Commission
City of Portland
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201-5380

Re: SolTerra Testimony Requesting 4:1 FAR at 25 N Fargo Street to Prevent New Mixed Use Developments from Becoming Non-Conforming

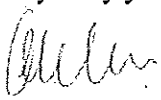
Dear Chair Schultz and Members of the Planning and Sustainability Commission:

This office represents SolTerra Architecture, Inc. ("SolTerra") which owns property located at 25 North Fargo Street (the "Woods Site"). The Woods Site is proposed to be down-zoned from RX to RH. The Woods Site is *not* included on the 4:1 FAR maps in the Miscellaneous Zoning Amendments Project, which will make SolTerra's brand new development non-conforming. We request that the Commission include this property on the 4:1 FAR maps and establish a 75-foot height limit for the site.

The Woods Site is proposed to be down-zoned from RXd to RHd, which we understand is part of the City's effort to eliminate the RX zone outside of the Central City and Gateway Plan Districts. SolTerra's proposed development, which in the last stages of building permit review, and will be constructed before the Composite Zoning Map changes become effective, will conform to the Property's current RX zoning. The development will also conform to the RH development standards if the 4:1 FAR and 75 foot height limits are imposed. SolTerra requests that if the RH zoning is imposed, the Woods Site is allowed a 4:1 FAR and 75 foot height limit.

Thank you for your consideration of this request.

Very truly yours,



Allison J. Reynolds

GOOSE HOLLOW FOOTHILLS LEAGUE
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Planning Committee

August 5th, 2016

Ms. Katherine Schultz, Chair
Portland Planning and Sustainability Commission
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201

RE: Development Standards in the Kings Hill Historic District

Dear Ms. Schultz:

At our August 2, 2016 meeting the Goose Hollow Planning Committee took up the issue of likely shifts in attractiveness for re-development in the Kings Hill Historic District, a federally approved Historic District wholly within the Goose Hollow Foothills League's neighborhood boundaries.

The Goose Hollow Planning Committee is a standing committee of the Goose Hollow Foothills League (GHFL) and has executive authority under the GHFL bylaws.

The Goose Hollow Foothills League, recognizing the social and historical importance of Kings Hill, sought to propose a national historic district there in the late 1970's but it wasn't until 1991that one was finally approved by the City of Portland, The State of Oregon, and the federal Department of the Interior. It was another ten years before the Kings Hill Historic District in Design Guidelines were adopted through the work of the City's planning staff, the Goose Hollow Foothills League and with the advice and approval of the Portland Landmarks Commission, the Oregon State Historic Preservation Office, and numerous individuals and institutions.

The Kings Hill Historic District Guidelines (2001) significantly informed the planning committee's discussion and development of its recommendations to the GHFL board and to the City of Portland. The *Guidelines* take up the subject of new construction in the district generally in *Guidelines* section A, and particularly in *Guidelines* D5 and D6 (page 62 et seq), and the committee's recommendation is in support of, and is supported by, those guidelines.

After much discussion, the committee broke down its recommendation into three separate motions in order to carefully parse out the policy impacts of each recommended action.

The committee unanimously approved a motion to recommend reduction in FAR applied to all RH zoned parcels in the Kings Hill Historic District to 2:1. The committee considered the floor areas of existing contributing resources as well as the likely impact of increased development pressures due to locally increasing land values.

The committee unanimously approved a second motion to recommend reduction in height limits applied to all parcels in the Kings Hill Historic District to the least maximum height applied to single family (R5) parcels in the district. That maximum height would easily accommodate all but two of the existing contributing resources, each of which is on a challenging sloping site. On existing, likely sites for redevelopment the 30 foot standard would permit building to the height of existing buildings but would preclude drastically out of scale with neighboring contributing resources.

The committee unanimously approved a third motion to recommend no bonus Building Height or FAR be available to exceed those recommended above in the Kings Hill Historic District. Bonus heights and FAR applied in this sensitive development environment distort the intent of base zone development standards and should not be allowed. The bonuses, encouraging robust development elsewhere, conflict with policies encouraging compatible and complementary development in the historic district.

Thank you,



Jerald M. Powell, AICP
Co-Chair, Goose Hollow Planning Committee

For the Goose Hollow Planning Committee

existing building FAR

- 0.000000 - 2.000000
- 2.000001 - 4.000000
- 4.000001 - 50.000000
- vacant parcels
- BLI underutilized parcels
- parks
- Yamhill MAX station buffer
- contributing buildings

City of Portland Buildable Lands Inventory
Historic District FAR Analysis | August 17, 2016

Feet 0 200 400

NORTH

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Old. 188177, Vol. 2.5, page 11766

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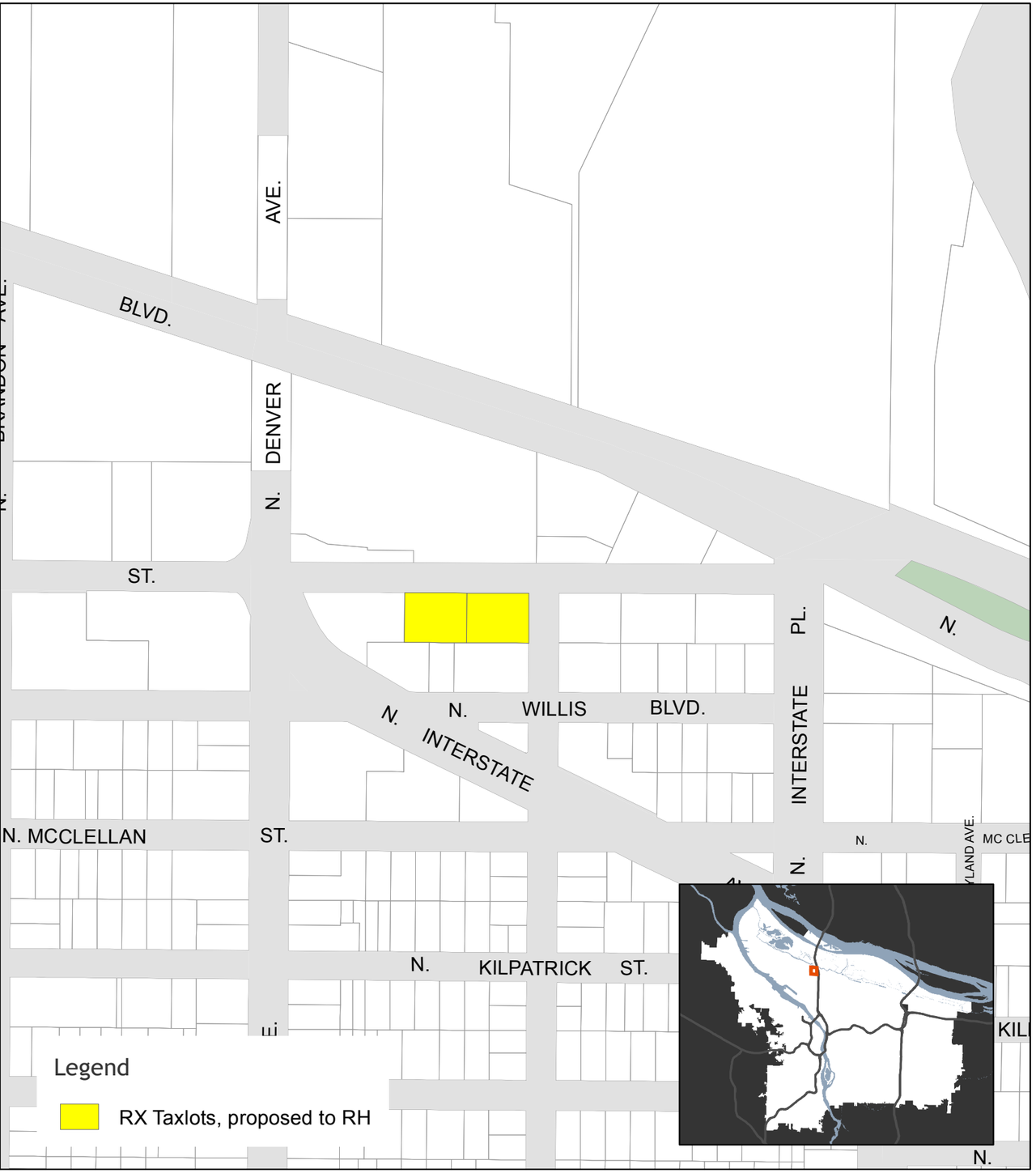
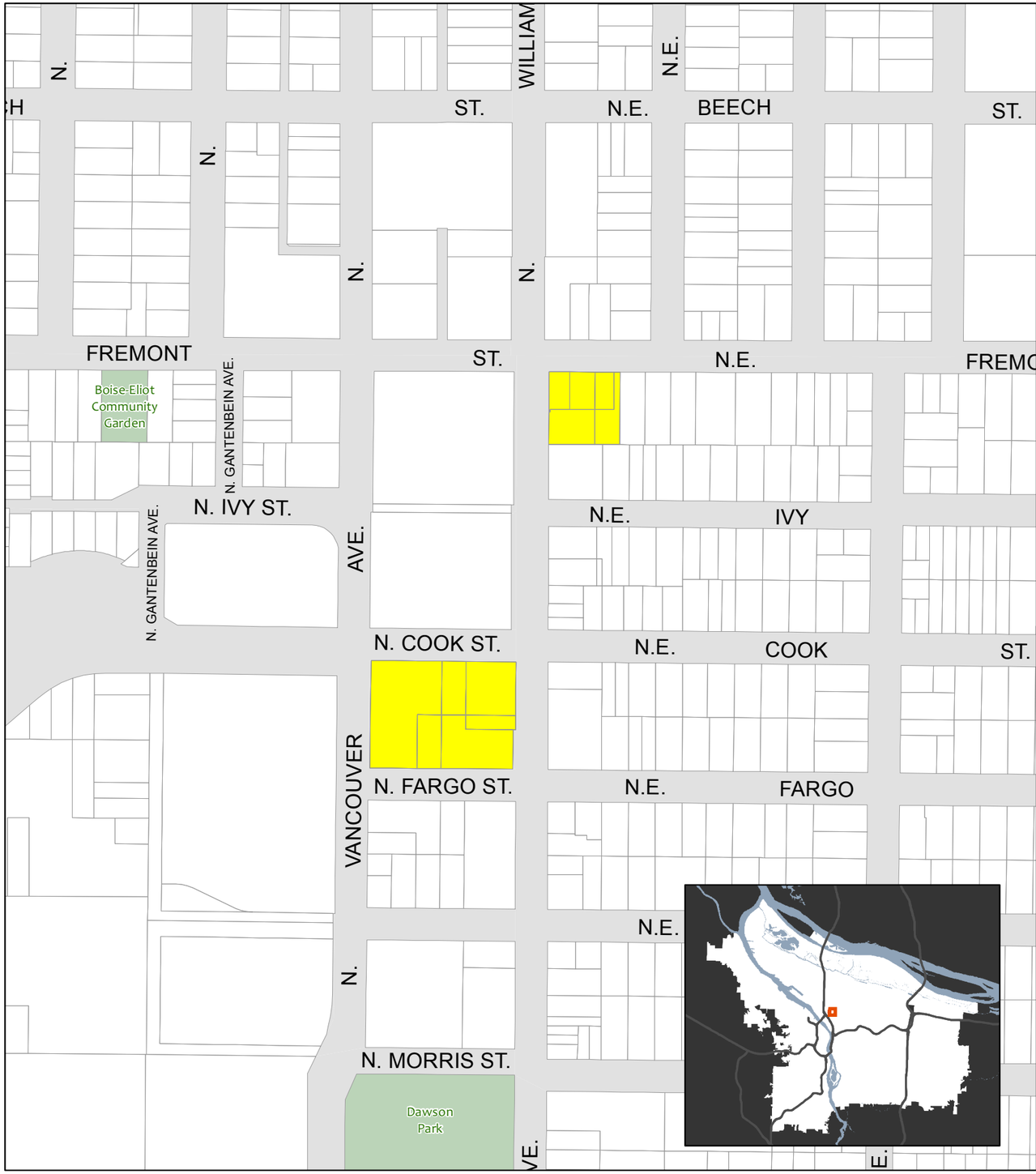
RX-zoned Tax Parcels Proposed to change to RH





August 1, 2016

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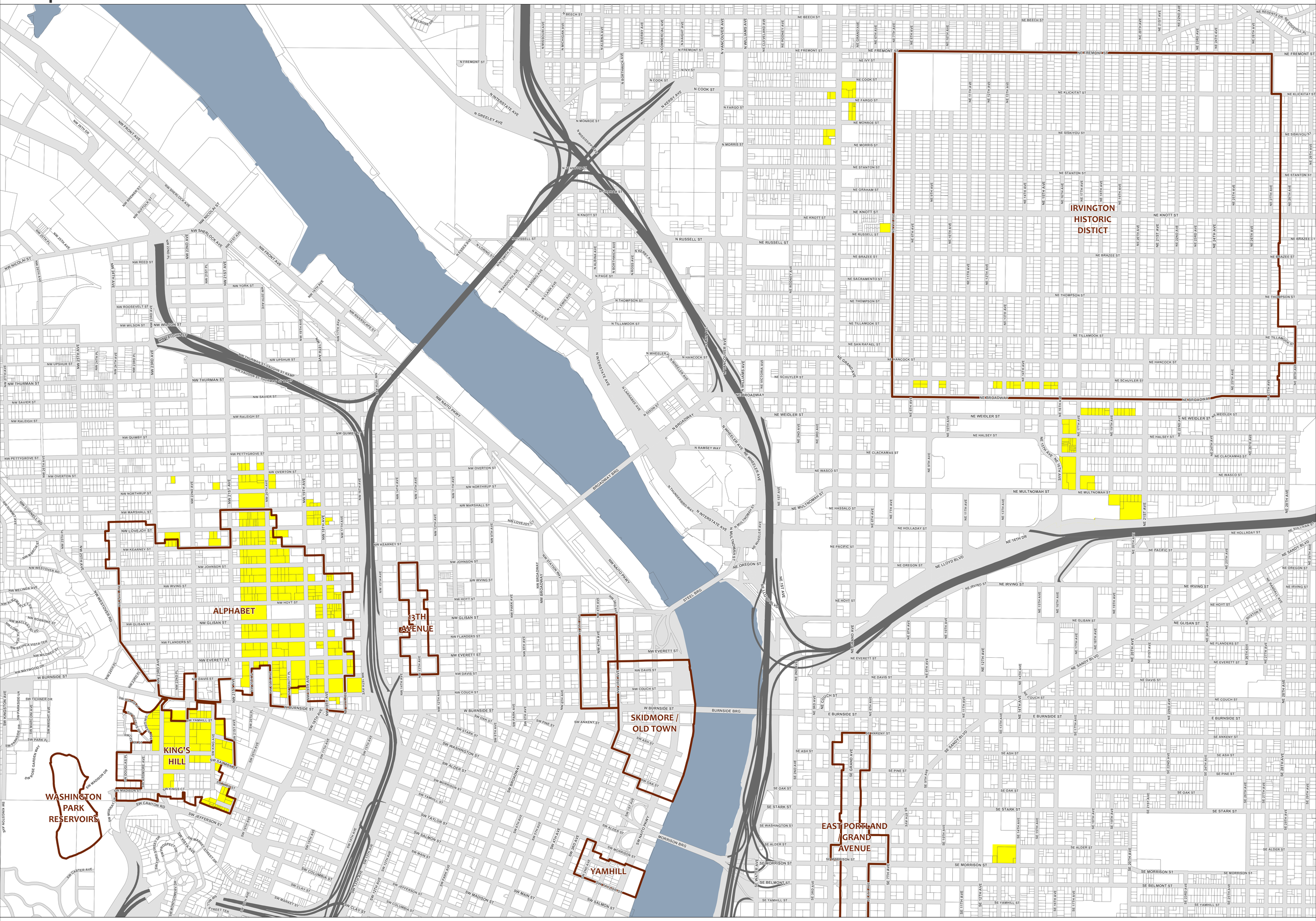
Ord. 188177, Vol. 2.5, page 11767

Proposed RH 4:1 FAR Areas within Historic Districts



July 26, 2016

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Legend

- Proposed RH with 4:1 FAR
- Historic District Boundary

NORTH

0 — 3,000 Feet

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Ord. 188177, Vol. 2.5, page 11768

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MEMO

DATE: August 16, 2016

TO: Planning and Sustainability Commission

FROM: Shannon Buono, Senior City Planner, and John Cole, Senior City Planner

CC: Tom Armstrong, Supervising Planner

SUBJECT: Zoning Map Trail Alignment

At the Planning and Sustainability Commission meeting on August 23, 2016, the Commission will hold a final work session on the Miscellaneous Zoning Project. At the July 26 PSC hearing, the Commission directed staff to review the public testimony regarding the proposed Major Public Trails zoning map alignment and provide recommendations on requested amendments. The amendment requests came from the 40-Mile Loop trail organization and several property owners. What follows is an explanation of the purpose of this update of the zoning map trail alignment, and a generalized explanation of staff's responses to the 40-Mile Loop organizations amendment requests. Specific staff recommendations for each amendment request, both property owner and 40-Mile Loop requests, can be found in the attached spreadsheets.

Purpose of Update:

The existing zoning map trail alignment has been in place since 1981. The trail alignment is implemented through the trail standards in 33.272, Public Recreational Trail. When development occurs on a site with the zoning map trail designation on it, an easement, and in some cases trail construction, is required. The zoning map trail alignment has not been updated for several years. Over time, additional trail planning and feasibility work has been done and trail easements have been acquired. In some cases, this additional work has result in a mismatch between the trail alignments on the zoning map and the actual or desired location of the trail.

For example, portions of the Springwater Corridor are currently designated on properties adjacent to Johnson Creek, but the trail has been built in the abandoned rail corridor. And, in many places the Columbia Slough trail is designated in the slough itself because at the time it was not clear on which side the trail would ultimately be located.

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To address these issues, BPS staff worked with staff from Portland Parks and Recreation and the Portland Bureau of Transportation to add missing and newly adopted regional trail alignments, remove outdated alignments, align the trail designation with a preferred trail alignment or a built trail, and to add significant connections in Southwest Portland. No new trail planning or feasibility work was done for this update. The proposed alignments reflect other, more recent, trail planning efforts.

Staff Generalized Response to 40-Mile Loop Testimony:
Staff reviewed and discussed materials submitted by the 40-Mile Loop organization. The organization's requests fall in two categories: 1. They oppose the removal of some existing designations; and 2. They request the addition of new alignments. Staff agrees with 25 of their requests, and our response to each request can be found in the attached spreadsheet.

Staff **generally agreed** with requests to keep an existing zoning map trail alignment or to add a new alignment when the requested alignment is on land in public ownership or in a public right-of-way AND the alignment corresponds to a segment of a Metro Regional Trail, or a City of Portland planned or built trail (in other words, when a public trail planning effort identified the particular alignment). For example, staff generally agrees with requests to add or not delete trail alignments in Marquam and Forest parks, on the St. Johns, Hawthorne and Tilikum Crossing bridges, and in various public rights-of-way.

Staff **generally did not agree** with requests to keep an existing alignment where more recent trail planning or trail building efforts have identified a preferred alignment. For example, staff with Portland Parks and Recreation has done extensive feasibility and public outreach work over the years to identify the most practical route for the Columbia Slough trail, and for the most part, the proposed alignment reflects that more recent work.

Staff also **did not agree** with requests to add an alignment that has no trail planning effort to substantiate the route, or to add an alignment that is not in the City of Portland.

As mentioned, staff's response to each of the 40-Mile Loop organizations specific requests can be found in the attached spreadsheet. At the beginning of their testimony, the organization provided four comments on the citywide trail in general. These are not included in the spreadsheet. Their comment and staff's response to the comment are below:

1. Willamette Greenway: In general, Industrial Zoning along the Willamette River frequently preludes a waterfront trail. However, some industrial uses are not river dependent and in these cases a waterfront greenway trail should be considered and allowed when feasible. An example is Wacker Siltronics in NW Portland. There a trail was built in the 1980's but, oddly, was never opened to the public. There are more examples on both sides of the River (such as some properties on Swan Island and Benz Springs in SW). In addition, there are river-dependent uses that are not incompatible with a riverfront greenway trail. Examples include boat moorages and landings seen in public parks including Willamette Park, Cathedral Park, and Tom McCall Waterfront Park. When land along the Willamette River is taken out of industrial use, as a condition of the required accompanying zone change, a waterfront trail should always be added. This imperative needs to be included in the City's comprehensive plan, if not on a map, then in the narrative.

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City Staff Response: *It has been the City's policy since 1981 to preserve the industrial working harbor for river-dependent and river-related industrial uses. The existing zoning map trail alignment, adopted in 1981, does not establish a riverfront trail through much of the Portland Harbor, and the proposed zoning map trail alignment is consistent with that direction, and with policies of the newly adopted Comprehensive Plan that call for the continued preservation of harbor access lands due to their unique and necessary infrastructure and site characteristics. The Siltronics site is not currently in a river-dependent use, but the site is in the middle of the river-dependent area, and the City's continuing policy is to preserve the continuity of the Portland Harbor waterfront for future river-dependent use. In addition, the proposed Willamette Greenway Trail alignment in the Portland Harbor is based on two recent greenway trail planning processes—the River Plan/North Reach trail planning process (BPS, 2010), and the North Portland Greenway trail planning process (PP&R; 2013).*

Industrial zoned property outside the Portland Harbor may be appropriate for a trail designation depending on circumstances and the best location for the trail. For example, there are existing and proposed zoning map trail alignments on riverfront industrial land in the Central Eastside Industrial District, and near the Steel Bridge.

2. Trails outside the city limits: The 40 Mile Loop questions the removal of the trail from the City-owned Springwater Corridor east of SE 23rd Avenue, the odd-looking gaps in NW Portland at the end of the Wildwood Trail, and in NE Portland on the Banfield Trail (think in City of Maywood Park). Rather than show these areas as mysterious gaps, we propose that they be included using another color and with proper notation. In our view, there is great value in showing a complete system on Portland's Comprehensive Plan and avoiding confusion about unexplained gaps.

   City Staff Response: *The trail alignment is a zoning map designation, and the City of Portland does not apply zoning outside its jurisdiction.*

3. Connectivity of trails to neighborhoods and to other significant trail systems: The 40 Mile Loop supports strong, safe connectivity of trails to neighborhoods and to other major recreational trails. Many of these linkages that have been shown on past City Comprehensive Plans are now proposed for removal. This is especially the case in N and NE Portland where removal of several linkages to the Columbia Slough and Marine Drive trail systems are proposed. We have concerns about the proposed removals. In addition, there are other needs for connectivity. For example, Brooklyn Neighborhood in SE Portland has long sought a safe link to the Willamette Greenway. (A former Mayor is said to have promised one.) We don't understand the thinking behind removing and not including additional needed connections.

   City Staff Response: *Staff agrees that trails should have safe and strong connections to neighborhoods. The proposed zoning map trail alignment includes connections to neighborhoods where those connections have been identified through a trail planning effort. For example, neighborhood*

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connections along the Sullivan's Gulch and North Portland Greenway trails have been included. More specific responses to the 40-Mile Loop organization's requests for reconsideration of the removal of specific trail alignments can be found in the attached spreadsheet.

4. Private property: The reality of completing an extensive system of major trails does include working with private property owners. Easements across private property are already in place in many areas. The 40 Mile Loop believes that an indication of a proposed trail crossing private property does not mean that the City intends to take property. It simply conveys the reality that an alignment that crosses a private parcel is considered to be the most usable and safe of all potential alignments and is recommended in the long term. The City's record in these instances is a record of fairness and extreme patience.

   City Staff Response: *When development occurs on a site that has the zoning map trail alignment on it, the zoning code trail standards in 33.272, Public Recreational Trail are triggered. If the exaction is proportional to the impact from the development, then an easement and in some cases construction of the trail is required.*

   Determining proportionality has been a discretionary exercise to date. If the proposal doesn't require a land use review, the requirements are not implemented because discretion cannot be applied outside of a land use review process. In this case, the applicant may voluntarily provide an easement for the trail.

   If the proposal requires a land use review, then the proportionality questions are addressed through that review, and in several cases, the City has been able to justify asking for the easement and building of the trail. The Central City 2035 project is proposing an objective proportionality methodology for use in the future.

   When a trail easement is granted, then Parks or PBOT work with the applicant to settle on the final alignment and design of the trail. The zoning code (33.272.030.F) requires that a public recreational trail must comply with the standard of Portland Parks and Recreation or, where located in a public right-of-way, the standards of the Portland Bureau of Transportation. The final alignment can vary within the site, but unless the City deletes the trail stars from one site and applies them to another (which requires a legislative process), the alignment cannot vary onto another site. Therefore, the City should be confident that the trail should be located within the boundaries of the site before applying the trail designation.

   The zoning code also says that the City will accept liability and the maintenance responsibilities in many, if not most, cases (33.272.070).

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Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
Westside					
2645-2651	Marquam Trail from Council Crest to SW Sherwood Drive	removal from public & private	oppose	Historic Linkage. Also needs a more accurate rendering of existing Marquam Trail on public property & public R.O.W..	Agree. Do not remove from zoning map.
NA	Marquam Trail from SW Sherwood Drive to SW 14th & Gibbs		add segment	Historic Linkage. This long and critical section of existing Marquam Trail should be added.	Agree. Add the segment to the zoning map.
2654-2656	incomplete connection between Marquam Trail in Marquam NP and Terwilliger & Duniway Park	removal from public property	oppose	Retain on map. Extend to Terwilliger Blvd. and extend via Shelter Trail to Marquam Trail in Marquam NP.	Agree. Do not remove from zoning map.
NA	Forest Park NW Saltzman Road to NW St. Helens Road	addition on public property	add segment	This a good existing route to link to St. Helens Road.	Agree. Add the segment to the zoning map.
NA	Forest Park NW Springville Road to St. Johns Bridge Ramp (NW Bridge Ave.)	addition on public property	add segment	This is another existing route to link Leif Erikson and Wildwood Trail to St. Helens Road.	Agree. Add the segment to the zoning map.
NA	Forest Park Ridge Trail from Wildwood Trail to St. Johns Bridge ramp (NW Bridge Ave.)	addition on public property	add segment	Ridge Trail constructed < 10 years ago with the intention of providing this 40 Mile Loop link to the St. Johns Bridge and Willamette Greenway.	Agree. Add the segment to the zoning map.
2819	NW Bridge Avenue	removal from public property	oppose		Agree. Do not remove from zoning map.
2820	NW Bridge Avenue	removal from public property	oppose		Agree. Do not remove from zoning map.
2817	St. Johns Bridge	removal from public property	oppose	The St. Johns Bridge is a critical link for the 40 Mile Loop and the Willamette Greenway Trails on both sides of the River.	Agree. Do not remove from zoning map.
2818	St. Johns Bridge				
2801	St. Johns Bridge				
2798	St. Johns Bridge				
2802	St. Johns Bridge				
2804	St. Johns Bridge				
numerous	St. Johns Bridge connections to Willamette Greenway on east side of River.	removal from public property	oppose	Why remove links to the Willamette Greenway on the east side of the St. Johns Bridge? Only "trouble spot" is between NW 19th Ave. & NW 20th Ave.There is ample ROW to make this connection work.	Agree. Do not remove from zoning map.
2635, 2636, 2637	NW Thurman from NW 27th to NW 15th	removal from public property	oppose	Why remove this link between Forest Park and the Willamette Greenway?	Agree. Do not remove from zoning map.
NA	From NW 15th (see above) across NW Naito Pkwy / Front Ave. to Willamette Greenway	addition on public property	add segment	Completes link between Forest Park and the Willamette Greenway.	Do not agree. There is no existing or planned trail to align with.
NA	A safe connection through Hillsdale area for bicyclists to Willamette Greenway and to downtown Portland, location TBD	additions on public and property	add segment		Do not agree. This trail connection has not yet been planned.
NA	Historic Linkage. Existing trail from SE Terwilliger to a junction with segment 2486.		add segment		Agree. Add the segment to the zoning map.
2704	Willamette Greenway immediately north of Willamette Park	removal from private property	oppose	Segment needed to mitigate a "blind corner" at south end of condos.	Do not agree. The trail alignment shown on the proposed map reflects the greenway trail alignment negotiated with the property owner and built as part of a Greenway Review for Willamette Sailing Club in 2012.
NA	Willamette Shoreline Trolley alignment from downtown Portland through Powers Marine Park (to south City Limit.)	addition on public property	add segment		Do not agree. Metro will be doing the planning for that potential trail in the future. We do not yet know where it is going to go and on which properties.
2254, 2253, 2442, 2836, 2701 and others	Trail segments on Sellwood Bridge and its west and east end connections.		??? Hard to know ???	Map should first accurately reflect the new ramps and routes connecting to trails on both sides of the River and should also allow the under-passage of a Shoreline Trolley alignment to the south City Limit on the west side.	No change necessary. The proposal includes the trail alignment on the Sellwood Bridge and adjacent City of Portland property. The trail alignment on the zoning map is not intended to show the precise location of the actual trail. It shows which parcels the trail crosses. No other specifc aligning is necessary.

Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
NA	Springwater Corridor east of SE 23rd Avenue where the trail "dips" south of the City Limit.		oppose	As suggested above, show all routes that run outside the City Limits in another color with a notation that the City has no land use jurisdiction.	Do not agree. The trail in this location would be outside the city limits. The City does not zone outside the city limits.
2837	Link between Brooklyn neighborhood and Springwater Corridor	removal	oppose	This link between the Springwater Corridor and Brooklyn neighborhood is important to retain.	Agree. Do not remove from zoning map.
NA	Existing stairway southward off the east side of the Burnside Bridge. Also extends southward to junction with designated trail (approx. SE Ash).	addition on public property	add segment	This is an important link between Burnside Bridge & eastside neighborhoods and the Eastbank Esplanade.	Do not agree. There is an existing stairway on public property. There is not need to add a zoning code standard to implement or require the trail connection.
NA	Link on SE 17th Ave. between Springwater Corridor and Milwaukie's Trolley Trail.	addition on public property	add segment	The Trolley Trail, currently under construction, will stop 1 block short of connecting to the Springwater Corridor. This connection must be shown.	Do not agree. The trail in this location would be outside the city limits. The City does not zone outside the city limits.
NA	Hawthorne Bridge and connections to Willamette Greenway on east & west sides of River.	addition on public property	add segment	Important link between east and west Willamette Greenway Trails	Agree. Add the segment to the zoning map.
NA	Tilikum Crossing and connections to Willamette Greenway on east and west sides of River.	addition on public property	add segment	Important link between east and west Willamette Greenway Trails	Agree. Add the segment to the zoning map.
North Portland Greenway					
2711b	Larrabee and North past flyover back to Interstate	removal from public property	oppose		Do not agree. The zoning map trail alignment in this location is aligned with the PP&R North Porltand Greenway Trail study that was adopted by City Council in October 2013.
2712	Lower Albina Alternatives	removal from public property	oppose		Do not agree. The zoning map trail alignment in this location is aligned with the PP&R North Porltand Greenway Trail study that was adopted by City Council in October 2013.
2713	Lower Albina Alternatives				
2715	Lower Albina Alternatives				
2821	Lower Albina Alternatives				
2822	Lower Albina Alternatives				
2823	Lower Albina Alternatives				
2824	Lower Albina Alternatives				
2825	Lower Albina Alternatives				
2826	Lower Albina Alternatives				
2718	Going Street area Loop	removal from public property		Need to connect on N Basin between N Anchor and N Emerson	Agree. Add the segment to the zoning map.
NA	N Basin from N Anchor to N Emerson	new addition to public property	add segment	Need to connect on N Basin between N Anchor and N Emerson for faster commuter cyclists and more direct walking route for pedestrians to and from Overlook Bowl	Do not agree. The zoning map trail alignment in this location is aligned with the PP&R North Porltand Greenway Trail study that was adopted by City Council in October 2013.
NA	BNSF Railroad Bridge	new addition to private property	add segment	This is analogous to the Steel Bridge Pedestrian path cantilever facility. It is needed as a connection to Walker Siltronic West Willamette Greenway and Forest Park. Also has potential to create a North Portland/St Johns Loop like Esplanade downtown	Do not agree. This alignment was studied as part of the River Plan/North Reach trail planning process. It was determined that additional feasibility study was needed before the alignment could be added to the zoning maps. City Council endorsed that recommendation in April 2010, and to date, no additional study has been done.
2719	along UPRR R.O.W. through Willamette Cove	no change	oppose	This alignment needs to follow the alignment that is in the PPR Study completed in the Summer of 2009. Willamette Cove will be cleaned up enough to support a trail through this area and the public deserves to see this beautiful eco-system up close.	No change necessary. The proposed zoning map trail alignment already follows the 2013 North Portland Greenway Trail alignment adopted by City Council.

Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
2911	Baltimore Woods through Crown Cork & Seal	new addition to private property	support with comments	Perhaps a pedestrian trail through the forested area of Baltimore Woods would be a good addition. Could keep the orthogonal trail on the property edge as shown for bicycles and skateboards (round off corners to a workable radius--great access point for skateboarders to skate park)	No change necessary. The zoning map trail alignment does not show specific paths or designs for the trail. It shows which parcels the trail will cross and which parcels are subject to the zoning code trail standards. The final alignment (whether it's one path or two paths, or designated for bikes and skateboards or peds only) is worked out with the property owner if development triggers zoning code trail requirements, and implementation of the requirements is are found to be proportional.
2613	Pier Park to Pier Park to Chimney Bridge	no change	oppose	This segment needs to be removed and realigned to show actual trail that was built around other side of softball fields	No change necessary. The trail alignment on the zoning map is not intended to show the precise location of the actual trail. It shows which parcels the trail crosses.
2415	Pier Park to Pier Park to Chimney Bridge	no change	oppose	This segment needs to be removed and realigned to show actual trail that was built around other side of softball fields	
2616	Pier Park to Pier Park to Chimney Bridge	no change	oppose	This segment needs to be removed and realigned to show actual trail that was built around other side of softball fields	
Springwater Corridor					
	3 Bridges	new addition to public property	add segment	Need to show the existing 3 bridges section of the Sprinwater between segments 2245 and 2247	Do not agree. Trails outside city limits are not under City Jurisdiction and not appropriate on City Zoning Map
2684	SE Johnson Creek Blvd	removal from public property	oppose	The existing segments of trail the run just outside of the City limits need to be shown in a different color to show overall conductivy of the system.	
NA	SE 73rd Ave	new addition to public property	add segment	Need to show the existing section of the Sprinwater between segments 2684 and 2458	
NA	I-205	new addition to public property	add segment	Need to show that trail continues to south outside City limits from 2453	
NA	SE Mt Scott Blvd	new addition to public property	add segment	Need to show that trail continues to south outside City limits from 2255	
NA	SE Vradenburg Road	new addition to public property	add segment	Need to show that trail continues to south outside City limits from 2243	
NA	Springwater	new addition to public property	add segment	Need to show that trail continues to east outside City limits from 2490	
Marine Drive Trail					
2605	Marine Dr along Golf Course	no change	support with comments	This is a unbuilt tricky part of the Marine Dr Trail. This is the original designation. Is the alignment specific enough?	No change necessary. The proposed alignment is coincident with the Parks Bureau's Marine Drive Trail, and the trail data indicates that teh trail is built in this location. In addition, the alignment on the zoning map is not intended to be to show the final specific alignment. That detail is worked out with a property owner development triggers the zoning code trail standards, and implementation is proportional.
MLK Connections					
2781	MLK Route	Remove	oppose		Do not agree. Portland Parks and Recreation and the Bureau of Transportation agree that a trail along MLK is not desireable because MLK is a truck freight route. The trail will be located elsewhere.
2783	Connection to Vancouver/Williams	Remove	oppose		
2784	remove	Remove	Question		Portland Parks and Recreation has decided that a trail in N. Whitaker and through Delta Park is more feasible than a trail adjacent to I-5.
Columbia Slough					

Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
2742	Sandy Crossing	remove	oppose	Not sure why removed	Do not agree. This segment has been deleted because it does not connect to any trail or other bike/ped facility on NE Sandy or to the south.
2738	Sandy Crossing				
2739	Sandy Crossing				
2741	Sandy Crossing				
2736	Connector to Airport Way	remove	oppose	Replaced with New Connector	Do not agree. Alignment is being moved to the west to be on public property.
2733	Remove 122nd Ave	remove	oppose		Agree. Do not remove from zoning map.
2734	Remove 122nd Ave	remove	oppose		
2735	Remove 122nd Ave	remove	oppose		
2573	Under I-205 along Streets to 82nd	no change	oppose	There are two existing trail routes designated now. This update keeps the designation entirely along the roadway and removes the trails along the slough	Do not agree. Trail segments are being removed where there is no reasonable likelyhood of them being constructed or where alternate alignments have been established.
2732	Alternate Trail Route	remove	oppose	Notice problem going under elevated 82nd	
2379	On Street Route for most of Cornfoot	no change	oppose	more two already designated routes	
2730	Along Slough Route	remove	oppose		
2731	Along Slough Route	remove	oppose		
2726	Boardmore Golf Course	new addition on Private property	oppose		Agree. Move part of the alignment to the Metro/City of Portland owned property to the north, and then reconnect to NE Cornfoot via a trail alignment across the eastern edge of the golf course.
2926	Connector to 33rd	new addition on Public property	oppose		Do not agree. The alignment is being to moved to align with the Portland Parks and Recreation designated Slough Trail. The properties along the Slough to the south are developed and impractical for trail development, therefore the trail will be to the north where a connection to NE Elrod is feasible. NE Elrod connects to portions of the Slough trail that are already built to the west.
2584	Along Elroad Rd	new addition on Public property	oppose	This is already built and is a trail parallel to narrow road	
2778	Alternate Slough Trail Route	remove	oppose		Do not agree. Trail segments are being removed where there is no reasonable likelyhood of them being constructed or where alternate alignments has been established
2768	Alternate Slough Trail Route				
2769	Alternate Slough Trail Route				
2772	Alternate Slough Trail Route				
2774	Alternate Slough Trail Route				
2775	Alternate Slough Trail Route				
2766	Alternate Slough Trail Route				
2767	Alternate Slough Trail Route				
2771	Alternate Slough Trail Route				
2770	Alternate Slough Trail Route				
2780	Alternate Slough Trail Route				
2779	Connection to East Columbia				

Segment	Location	Staff Proposal	40 ML Position	40 Mile Alternative Proposal or comment	City Staff Response
Columbia Slough Trail					
2842	Alternative Route to Remain Too	remove	support with comments	Keep this alternative until the preferred route has been constructed	Do not agree. Trail segments are being removed where there is no reasonable likelyhood of them being constructed or where alternate alignments has been established
2840	Alternative Route to Remain Too in Slough				
2841	Alternative Route to Remain Too in Slough				
2839	Alternative Route to Remain Too in Slough				
2836	Alternative Route to Remain Too in Slough				
2843	Alternative Route to Remain Too in Slough				

	Segment	Location	Property owner / Representative	Proposed Trail description	Property Owner objection or comment	City Staff Response
1	2252 ,2884, 2888-2891	Eastwood Park NOA	Sharon Goldsworthy	trail alignments crosses private Homeowners Association open space.	steep grades, environmental concerns, privacy	Do not agree. These segments are part of Metro regional trail alignment (Scouter Mtn trail) which was planned and endorsed by Metro through a public process.
2	2399	Peninsula Canal	LWVTWG	Trail alignment shown on top of levy	environmental concerns	No change necessary. The specific trail alignment within the site will be worked out with the property owner at the time of trail construction. In addition, the proposed alignment follows existing trail easements.
3	2423	Columbia Steel Casting	Martha Cox	10425 n Bloss Ave	security concerns	Do not agree. This segment is part of a Metro regional trail alignment, which was planned and endorsed by Metro after a public process.
4	2436, 2440, 2861, 2862	Lewis & Clark	Steve Abel	trail crosses campus	needs ability to exclude specific people from campus	No change necessary. Exclusion policies can be addressed outside of the zoning map.
5	2503	SW Dosch Park Lane	Richard Glick	trail shown along private street ROW	trail must be approved by individual homeowners, privacy conflicts	Do not agree. This segment is part of the Sothwest Urban Trail network established in 2000 through a PBOT public process.
6	2726	Broadmoor	Dana Krawczuk	Trail proposed along south and west side of fairways	Trail segment conflicts with ongoing golf operations, safety concerns	Agree. Move part of the alignment to the Metro/City of Portland owned property to the north, and then reconnect to NE Cornfoot via a trail alignment across the eastern edge of the golf course.
7	2852	Saltzman Rd	Dorothy Cofield	Trail segment cuts across private property	segment in error does not conform to METRO proposal	Agree. Relocate zoning map trail to align with the Metro Regional Westside trail located in the NW Saltzman ROW.
8	2871	River view abbey	Stephen Griffith	Trail segment connects across private property	alignment across property conflicts with development concepts	Agree. Trail alignment has been modified to more accuratley reflect a feasible trail.
9	2875	Rich's/Angel	Stephen Janik	Trail segment connects across private property	Alignment cuts property in two, steep slope	Do not agree. The zoning map trail alignment in this location is aligned with the PP&R Sullivan's Gulch Trail study that was adopted by City Council in July 2012.
10	2881	Weston Investment	Joe Weston	Trail segment connects across private property	existing building, railroad row width make alignment unfeasible	Do not agree. The zoning map trail alignment in this location is aligned with the PP&R Sullivan's Gulch Trail study that was adopted by City Council in July 2012.
11	2905	Anchor Park LLC	Jan Yost	Trail segment connects across private property	security and safety concerns, conflicts with existing operations	Do not agree. The zoning map trail alignment in this location is aligned with the PP&R North Porltand Greenway Trail study that was adopted by City Council in October 2013.

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

MEMO

DATE: August 16, 2016

TO: Planning and Sustainability Commission

FROM: Barry Manning, Project Manager

CC: Susan Anderson, Joe Zehnder, Eric Engstrom, Bill Cunningham, BPS

SUBJECT: Mixed Use Zones Project — Final PSC Work Session

This is a revised version of the staff memo and attachment dated August 12, 2016. It clarifies the approach in Sellwood on Topic 1 of the memo (page 2), corrects a pagination error in Zoning Code Chapter 33.130, and makes a correction to Table 825-1 on page 299.

At the Planning and Sustainability Commission meeting on August 23, 2016, the Commission will hold a final work session on the Mixed Use Zones Project. Staff's memo to PSC dated May 23, 2016 identified a number of thematic topics to address in work sessions. These topics have been addressed and changes in response to PSC directions on them have been incorporated into an Amended Proposed Zoning Map and Amended Proposed Zoning Code. The Amended Proposed Zoning Code is an attachment to this memo for your review. If Commissioners wish to propose any code amendments, staff requests the proposals be sent to Barry Manning, Bill Cunningham, and Julie Ocken by Tuesday, August 16, 2016, and staff will forward these to other Commissioners on August 22, 2016.

Below, staff has provided a table describing how the issues that PSC identified for staff to address have been resolved and references to code amendments, where applicable. Please note that the Amended Proposed Zoning Code also includes a number of minor technical and clarifying amendments requested by the Bureau of Development Services (BDS); these amendments are not called out in the table below.

Please contact me at 503-823-7965 or barry.manning@portlandoregon.gov if you have questions.

Topic	Issue	PSC Direction	Staff Approach and Code Reference
1	Low-rise Commercial Storefront zoning proposal	PSC reviewed the proposed Low-rise Commercial storefront areas are recommended zoning changes on 5/24/16 and 8/9/16 in response to testimony.	Staff amended the zoning map to change zoning from CM1 to CM2 in the following low-rise areas: • NE Alberta • SE Division • Roseway • Parkrose • Kerns • SE Hawthorne • SE Foster • SE Woodstock • Montavilla • Moreland • Sellwood, North of Tenino The following were retained in the CM1 zone: • Belmont • Multnomah Village • Sellwood, South of Tenino
2	Transportation Demand Management Proposal.	PSC held work sessions with PBOT staff to address TDM implementation details.	Staff proposes to amend the zoning code to clarify that the TDM requirements will only apply to the addition of 10 new dwelling units on a site. See section 33.266.410.B.
3	Floor Area Ratios for Base and Bonus.	PSC recommended retaining the proposed base and bonus floor area ratios for the CM1, CM2, CM3, and CE zones.	No change.
4.1.C	Height limits.	PSC recommended allowing more flexibility for height limits to accommodate high ceilings, ground floor retail and mechanized parking stackers.	Staff made the following code changes in response to PSC direction: • Retain base height limits as proposed – see Table 130-2. • Allow an additional 5 feet of height overall in the CM1, CM2, CM3 and CE zones for when the ground floor ceiling height is at least 15 feet. • See section 33.130.210.C.8.

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Topic	Issue	PSC Direction	Staff Approach and Code Reference
4.2.A	Height step down to Residentially zoned properties.	PSC recommended retraining the step downs to adjacent Residentially-zoned property.	No change.
4.2.B	Height step backs in CM2 and CM3 zones when bonus is used.	PSC recommended eliminating the step back for bonus height in the CM2 and CM3 zones.	Staff eliminated the code provision for bonus height step back.
4.2.C	CM3 zone height step-back over 55' on narrow streets.	PSC supported the staff recommendation to eliminate the height step back on narrow streets in the CM3 zone, as these developments are subject to design review.	Staff eliminated the code provision for height step back on narrow streets.
4.3.A	Façade Articulation requirement.	PSC recommended changing the façade articulation requirement to allow extensions into ROW to count toward meeting the standard.	Staff amended the code to allow projections into the ROW to count toward meeting articulation requirement. See 33.130.222C.2.
5.1.A	Zoning allowances for Quick Vehicle Servicing uses and drive through facilities.	PSC recommended retaining the proposed allowances: • Allow in CE; • Prohibit new in CM1, CM2, and CM3.	No substantive change.
5.1.B	Zoning code allowances to make existing Quick Vehicle Servicing uses and drive through facilities allowed.	PSC supported the staff recommendation to change the proposed code to make existing Quick Vehicle Servicing uses and drive through facilities allowed.	Staff amended the proposed code to reflect this difference in approach. See sections: 33.130.100.B.2.d; 33.130.260.C.1
5.1.C	Zoning code allowances for "click and collect" facilities for grocers and large retailers.	PSC supported the staff proposal to differentiate "click and collect" facilities from drive through facilities.	Staff amended the proposed code to reflect this difference in approach. See changes in Definitions – 33.910
5.1.D	Prohibitions on Quick Vehicle Servicing uses and drive through facilities in the Centers Main Street Overlay zone.	PSC supported staff proposal to maintain prohibitions on Quick Vehicle Servicing uses and drive through facilities in the Centers Main Street Overlay zone. On 8/9/16 PSC reviewed and supported proposed amendments to Centers Main Street overlay zone boundaries	No change to code. Staff amended the Proposed Zoning map to reflect this direction.

Topic	Issue	PSC Direction	Staff Approach and Code Reference
		related to this issue in the following areas: Cully, Roseway, and Midway.	
5.2.A	Buffering standards to allow drive thru and exterior work activities closer to Residential zones (25'); mitigate impacts with landscaping.	PSC supported the staff proposal to revise the code to not allow drive through facilities within 25 feet of a residentially zoned property and to remove the prohibition on locations across the street from residential zones.	Staff amended the code to reflect PSC direction on this issue. See code sections: 33.130.260.D. and 33.130.245.D.
6.1	CE Zoning change requests	PSC supported the staff recommendation for a limited number of CE zoning map amendments. These were discussed on 6/28/16. The PSC agreed with staff recommendation to not make further zoning changes to CE in Centers, and to not make additional zoning amendments to CE more broadly in support of Policy 4.24. The PSC directed staff to amend the zoning on 1N1E36B 100 and 1N1E25CC 19300 (Hollywood West Fred Meyer) to CM2, and to retain the CM2 zone on 1N2E19DA 11500, 1N2E19DA 11501, 1N2E19DA 11502, 1N2E19DA 11503 (Cully Albertsons).	Staff amended the Proposed Zoning map to reflect PSC direction from the work session on August 9, 2016. Regarding the Fred Meyer site, staff also proposed to rezone the following adjacent taxlots to CM2 to create a consistent zoning pattern: 1N1E36BB 200, 1N1E25CD 13600, 1N1E25CD 12900, 1N1E36BB 8800.
6.2.A	Development standards in CE zone.	PSC recommended retaining the proposed development standards for building orientation and windows in the CE zone.	No code change.
6.2.B	Size threshold for alternative setbacks for large retail uses.	PSC recommended retaining the proposed 60,000 square foot threshold for this alternative setbacks for large retail uses provision.	No code change.
7.1.A	Required residential open area size.	PSC expressed concern about the proposed 48 square foot per unit requirement, particularly on small lots and in dense urban situations. PSC recommended	Staff amended the code to create a two-tiered approach to the open area standards:

Topic	Issue	PSC Direction	Staff Approach and Code Reference
		staff explore a two-tiered system and consider a 36 square foot per unit standard in some situations.	• the 48 square foot per unit standard is retained for lots over 20,000 square feet; • the standard is reduced to 36 square feet per unit for lots 20,000 square feet or less in size. See section 33.130.228.B.1.
7.1.B	10' setback on outer Civic Corridors.	Some PSC members expressed concern about the requirement for a 10 foot setback on Civic Corridors in Eastern and Western pattern areas, due to its potential to create a landscape barrier from buildings, and the lack of specificity in the standards for treatments within the setback. PSC asked staff to consider options including changes to standards to provide more certainty about outcomes.	Staff recommends retaining the proposal for a 10-foot setback along the mapped Civic Corridors, for the following reasons: • Providing opportunities for green elements in required setbacks helps implement Comp Policies related to increasing green elements along Civic Corridors and encouraging development to respond to the vegetated character of the Eastern and Western pattern areas. • The setback also provides opportunities for additional pedestrian/activity space and separation from the high levels of traffic along these major streets to provide a better environment for building users, especially residents. • Except for residential uses, this setback would be subject to standards that require at least 50 percent of the area to be hard surfaced for use by pedestrians, and street orientation standards that require commercial spaces to have pedestrian connections to transit streets and ground-floor windows. • The combination of these street frontage requirements should be sufficient to ensure that the

Topic	Issue	PSC Direction	Staff Approach and Code Reference
			setback does not serve as a barrier between buildings and corridor sidewalks, while providing flexibility for a range of design approaches. If the PSC wishes to pursue a different approach, staff suggests considering the following options: 1. **Require trees in the setback,** planted linearly along the setback, including within areas hard surfaced for pedestrians (apply L1 tree spacing standard). This could result in outcomes similar to the PCC frontage along SE 82nd – trees in the setback combining with street trees to create a double row of trees flanking the sidewalk. However, this prescriptive requirement may make it more difficult to pursue a range of potentially positive uses of setback areas, such as outdoor seating areas. 2. **Reduce the required setback** along the mapped Civic Corridors to 5 feet. This would reduce the separation between sidewalks and buildings, but would provide less space for landscaping/greening and pedestrian/activity areas and less buffering for building users. 3. **Eliminate the required setback** and rely on base zone standards for these Civic Corridors. This option would not as proactively implement Comp Plan policy for Civic Corridors and respond to pattern area characteristics.
7.1.C	LEED requirement in Planned Development Bonus.	PSC expressed concern about including references to a proprietary energy efficiency standard in the code and	Staff amended the commentary for 33.270.200 to eliminate the reference.

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Topic	Issue	PSC Direction	Staff Approach and Code Reference
		recommended removing it from code and commentary.	
7.1.D	Sandy Boulevard step-down height transitions.	PSC expressed concern about this step-down, and interest in revisiting the step down standards at a future date.	No code change.
7.1.E	Operating Hours in the CM1 zone; change threshold size (15,000 sf) and broaden the application of limitations from surrounding single-dwelling zones to include MFR multi-dwelling.	PSC requested that staff address issues of concern on this topic brought up in testimony. PSC discussed this issue on 8/2/16 and in the mapping work session on 8/9/16. Staff proposed, and PSC supported, applying this new zone on a limited number of sites initially, but not on sites where surrounding zoning is multi-dwelling.	Staff developed a new/additional small scale Commercial Residential (CR) zone to address this issue. The CR zone would be applied in limited situations where a current nonconforming use exists in the context of a residential area or where an existing small neighborhood commercial zone exists in a similar residential context. The issue and proposed map was discussed by PSC on 8/2/16 and 8/9/16. The CR zone would allow 30' height; FAR of 1:1; and limited commercial uses and size allowances. Residential density is limited to 1 unit per 2,500 square feet of site area when commercial uses are not on site. See Table 130-1.
7.1.F	Require Commercial uses in the CM1 zone.	PSC requested that staff address issues of concern on this topic brought up in testimony.	Staff proposed a new CR zone to facilitate commercial uses and limit impacts to surrounding residential areas. See Item 7.1.E, above. Staff did not include a requirement for Commercial use on site because of difficulty of enforcement and the possibility of unintended consequences.
7.1.G	Ground floor window height issue.	PSC requested that staff respond to testimony from community members concerned about the placement, height and	Staff revised code to address issues addressed in testimony, and incorporated changes to ensure windows relate to pedestrian viewing areas.

Topic	Issue	PSC Direction	Staff Approach and Code Reference
		measurement of ground floor windows.	See section 33.130.230.C.
7.1.H	Rooftop mechanical and stairwell enclosures allowances.	PSC raised concerns that required step backs combined with open space requirements will make meeting the exceptions of 15' setbacks for stair enclosures difficult to achieve.	Staff amended the code to remove step-backs as directed by PSC which addresses the issue. PSC directed staff to make changes to open area requirements – see Topic 7.1.A. No changes to majority of Height exceptions (33.130.210.C).
7.1.I	Auto-Accommodating Development (33.910)	PSC supported staff's proposal to retain "Auto Accommodating." This term is used in the zoning code to describe uses, situations and developments that are designed for both vehicle and pedestrian access (limited setback from street, entrances close to sidewalk, windows etc.). Using "Auto-Oriented" suggests that pedestrian oriented features are less important.	No code change.
7.2.A	Ground Floor Windows – require 50% overall.	PSC supported the staff recommendation to retain the proposed ground floor window standard percentages: 40% generally; 60% in the Centers Main Street overlay zone.	No code change.
7.2.B	Limit Ground Floor Residential uses and require separate entrances for each ground-level residential unit.	PSC supported the staff recommendation to retain the proposed approach and standards.	No code change.
7.2.C	TDR radius – apply a two-mile radius standard.	PSC supported the staff recommendation to amend the standard to a two-mile radius.	Staff amended the proposed code to address this issue. See section 33.130.205.C.5.
7.2.D	Apply minimum FARs to all Commercial/Mixed Use Zones.	PSC supported the staff recommendation to retain the proposed standards which apply minimum FAR only in the	No code change.

Topic	Issue	PSC Direction	Staff Approach and Code Reference
		Centers Main Street overlay zone area.	
7.3.A	Relationship between MUZ and Title 11, Trees.	PSC supported the staff recommendation to work with the Urban Forestry Commission to review and discuss the MUZ, and future proposed changes to Title 11	No code change.
7.4.A	Height measurement standards for Commercial/Mixed-Use zones.	PSC requested that staff address BDS concerns about the height measurement approach for Commercial/Mixed Use zones.	Staff met with BDS staff to clarify their concerns and has amended the code/moved the location of the measurement approach to conform with existing codes. See section 33.930.050.A.3.
7.4.B	Setback requirements for residential windows.	PSC supported the staff recommendation to retain the proposed 5-foot window setback.	No code change.
7.4.C	Ground floor windows: clarify qualifying areas; add minimum 24" depth of display area; clarify parking structures; application on sloped sites.	PSC requested that staff address BDS concerns about ground floor windows, including clarifying qualifying areas; adding minimum 24" depth of display area; clarifying application to parking structures and on sloped sites.	Staff met with BDS staff to clarify their concerns and has amended the code to address issues where appropriate. See sections: 33.130.230.B through E.
7.4.D	Consider eliminating specific plan districts, or incorporate plan district provisions into base zone. Drop specific references to allowed and prohibited materials in plan districts.	PSC requested that staff address BDS concerns about plan districts and code references about materials.	Staff met with BDS staff to clarify their concerns and has amended the code to address issues where appropriate. See sections: 33.520.110.B and 33.545.120.C.4.
7.5.A	Agriculture uses.	PSC supported the staff recommendation to revise the code to allow Limited Agriculture use in CM3 and CE zone up to the size limits	Staff amended the code to allow limited Agriculture use in CM3 and CE zones. See section 33.130.100.B.12.

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Topic	Issue	PSC Direction	Staff Approach and Code Reference
		allowed for industrial uses: CM3: 1:1 FAR; CE: 40,000 SF.	
New Item: 8	Additional use and development standards in the CM1 zone in the Centers Main Street overlay zone.	The Centers Main Street overlay zone ('m' overlay) provides additional use and development standards in the CM1 zone to implement the Low-rise Commercial Storefront proposal. Staff is proposing to: • Address an issue PSC heard in testimony that some uses would not be allowed by the CM1 zone in the Low-rise Commercial Storefront areas. • Adjust the allowed FAR in the CM1 zone in the 'm' overlay zone from 2:1 to 2.5:1 to better align with the base FAR allowances in CM2 zone (2.5:1), and better facilitate FAR transfer from historic resources.	Staff proposed amendments to the Additional Use and Development Standards in the CM1 Zone in the 'm' overlay zone. These changes would only affect properties that remain designated CM1 as part of the original Low-rise Commercial Storefront proposal (Multnomah, Belmont, SE 13th/Sellwood, south of Tenino). The proposed amendments: • Allow limited Manufacturing and Production and Wholesale Sales uses to the same level as allowed by the CM2 zone. • Allow the same FAR as the base CM2 zone (2.5:1), which may facilitate historic TDR. See section: 33.415.410.D and 33.415.410.E.
New Item: 9	Revisions and Clarification to Design Review Procedure types		Staff has proposed to amend Chapter 33.825 to clarify the Design Review procedure types appropriate for Mixed Use Zones. In general, the procedure type for development subject to design review in the Commercial/Mixed Use Zones is proposed to be a Type II procedure, unless the another review type is specified in the table. This clarification is necessary, because areas where the design overlay zone are being added as part of MUZ are proposed to be Type II procedures, but are not in specific plan districts, overlay zones or other areas where a procedure is specified.

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Topic	Issue	PSC Direction	Staff Approach and Code Reference
			The procedure type for development using the Planned Development Bonus is a Type III. References to the existing Main Street Node and Main Street Corridor overlay zones are being removed as these overlays are being repealed and replaced by plan districts. See 33.825.025

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33.130 Commercial/Mixed Use Zones

Commentary on draft Chapter 33.130 code amendments is in summary form. For more detail on the concepts and research related to the draft code amendments, see the *Mixed Use Zones Project Code Concepts Report* and its appendices.

Note: This is a substantial rewrite of an existing code chapter. For readability, ~~strikethrough~~ and underline is not used. The use of shading indicates blocks of code text with no substantive changes.

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33.130 Commercial/Mixed Use Zones

130

Sections:

General

33.130.010 Purpose
33.130.020 List of the Commercial/Mixed Use Zones
33.130.030 Characteristics of the Zones
33.130.040 Other Zoning Regulations
33.130.050 Neighborhood Contact

Use Regulations

33.130.100 Primary Uses
33.130.110 Accessory Uses
33.130.130 Nuisance-Related Impacts

Development Standards

33.130.200 Lot Size
33.130.205 Floor Area Ratio
33.130.210 Height
33.130.212 Floor Area and Height Bonus Options
33.130.215 Setbacks
33.130.220 Building Coverage
33.130.222 Building Length and Façade Articulation
33.130.225 Landscaped Areas
33.130.227 Trees
33.130.228 Required Outdoor Areas
33.130.230 Ground Floor Windows
33.130.235 Screening
33.130.240 Pedestrian Standards
33.130.242 Transit Street Main Entrance
33.130.245 Exterior Display, Storage, and Work Activities
33.130.250 General Requirements for Residential and Mixed-Use Developments
33.130.255 Trucks and Equipment
33.130.260 Drive-Through Facilities
33.130.265 Detached Accessory Structures
33.130.270 Fences
33.130.275 Demolitions
33.130.285 Nonconforming Development
33.130.290 Parking, Loading, and Transportation Demand Management
33.130.292 Street and Pedestrian Connections
33.130.295 Signs
33.130.305 Superblock Requirements
33.130.310 Recycling Areas

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Commentary

33.130.010 Purpose

The purpose statement for the Commercial/Mixed Use Zones is recast to capture their role in meeting Comprehensive Plan goals and policies, which include allowing commercial and mixed use development as key components of complete neighborhoods, as well as related goals for place making and creating innovative, high quality development.

33.130.020 List of the Commercial/Mixed Use Zones

The number of zones is reduced from eight to six: CR, CM1, CM2, CM3, CE, and CX. The CM1 is small scale (35'), replacing CN1/2 and CO1; the CM2 is medium scale (45'), replacing CS, CM, CO2, and in some locations CG; the CM3 is large scale (65'), replacing CX and EX as applied outside of the Central City and Gateway; the CE is medium scale (45'), with more auto-oriented and employment allowances. The CX zones continues to be applied primarily in the Central City and Gateway plan districts. The CR zone is applied primarily to small retail uses on properties located in the midst of residential areas (these properties were often previously non-conforming commercial uses with residential zoning).

33.130.030 Characteristics of the Zones

The new Comprehensive Plan changes the Comprehensive Plan designation-to-zoning relationship from a nearly one-to-one relationship to a one-to-many relationship. Several new mixed use Comprehensive Plan Map designations will be associated with more than one zone (see table below), so more guidance is needed for when it is appropriate to apply one zone versus another. This is particularly true for quasi-judicial zone changes in conformance with the Comprehensive Plan Map designation. To help inform decisions regarding the appropriate mapping of zones, the Characteristics of the Zones paragraphs now include more detail about the types of places and situations in which they are appropriate to be used. These paragraphs will be used in conjunction with the approval criteria for base zone changes.

New Comprehensive Plan Designation	Corresponding Zones
Mixed-Use Dispersed	CR, CM1, CE
Mixed-Use Neighborhood	CM1, CM2, CE
Mixed-Use Civic Corridor	CM1, CM2, CM3, CE
Mixed-Use Urban Center	CM1, CM2, CM3
Central Commercial	CX

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General

33.130.010 Purpose

The commercial/mixed use zones are intended for commercial and mixed use areas of the City as designated on the Comprehensive Plan map. These zones implement the vision, guiding principles, and goals and policies of the Comprehensive Plan, and encourage economic prosperity, human health, environmental health, equity, and resilience. These zones are primarily distinguished by the uses allowed and the intensity of development allowed. The zones allow a mix of commercial activities, housing, and employment uses that reflect the different types of centers and corridors described in the Urban Design chapter of the Comprehensive Plan, and also accommodate smaller, dispersed commercial and mixed use areas to provide opportunities for services in areas between the centers and corridors.

The commercial/mixed use zones are intended to serve local neighborhood areas, larger districts, as well as broader citywide or regional markets. The regulations promote uses and development that support healthy complete neighborhoods—places where people of all ages and abilities have safe and convenient access to the goods and services they need in their daily life, and where people have the opportunity to live active lifestyles. The zones encourage quality and innovative design, and facilitate creation of great places and great streets.

The development standards are designed to allow development flexibility, within parameters, that supports the intended characteristics of the specific zone. In addition, the regulations provide guidance to property owners, developers, and neighbors about the limits of what is allowed.

33.130.020 List of the Commercial/Mixed Use Zones

The full and short names of the commercial/mixed use zones and their map symbols are listed below. When this Title refers to the commercial/mixed use zones, it is referring to the zones listed here.

Full Name	Short Name / Map Symbol
Commercial Residential	CR
Commercial/Mixed Use 1	CM1
Commercial/Mixed Use 2	CM2
Commercial/Mixed Use 3	CM3
Commercial Employment	CE
Central Commercial	CX

33.130.030 Characteristics of the Zones

A. Commercial Residential zone. The Commercial Residential (CR) zone is a low-intensity zone for small and isolated sites in residential neighborhoods. The zone is intended to be applied in limited situations on local streets and neighborhood collectors in areas that are predominately residential in character. The zone encourages the provision of small scale retail and service uses for surrounding residential areas. Uses are restricted in size to promote a local orientation, and to limit adverse impacts on surrounding residential areas. Where commercial uses are not present, residential density is limited to provide compatibility with surrounding residential areas. Development is intended to be pedestrian-oriented and building height is intended to be compatible with the scale of surrounding residentially zoned areas.

Commentary

33.130.030 Characteristics of the Zones (continued)

See previous commentary.

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B. Commercial/Mixed Use 1 zone. The Commercial/Mixed Use 1 (CM1) zone is a small-scale zone intended for sites in dispersed mixed use nodes within lower density residential areas, as well as on neighborhood corridors and at the edges of neighborhood centers, town centers and regional centers. The zone is also appropriate in core commercial areas of centers in locations where older commercial storefront buildings of 1 to 2 stories are predominant. This zone allows a mix of commercial and residential uses. The size of commercial uses are limited to minimize impacts on surrounding residential areas. Buildings in this zone will generally be up to three stories tall. Development is intended to be pedestrian-oriented and compatible with the scale and characteristics of adjacent residentially zoned areas or low-rise commercial areas.

C. Commercial/Mixed Use 2 zone. The Commercial/Mixed Use 2 (CM2) zone is a medium-scale zone intended for sites in a variety of centers, along corridors, and in other mixed use areas that have frequent transit service. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zones will generally be up to four stories tall unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, provide a strong relationship between buildings and sidewalks, and complement the scale of surrounding residentially zoned areas.

D. Commercial/Mixed Use 3 zone. The Commercial/Mixed Use 3 (CM3) zone is a large-scale zone intended for sites in high-capacity transit station areas, in town centers, along streetcar alignments, along civic corridors, and in locations close to the Central City. It is intended to be an intensely urban zone and is not appropriate for sites where adjacent properties have single-dwelling residential zoning. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zone will generally be up to six stories tall unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, with buildings that contribute to an urban environment with a strong street edge of buildings. The scale of development is intended to be larger than what is allowed in lower intensity commercial/mixed use and residential zones. Design review is typically required in this zone.

E. Commercial Employment zone. The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors with a Neighborhood Collector or higher traffic classification, especially along civic corridors that are also Major Truck Streets or Priority Truck Streets. This zone is generally not appropriate in designated centers, except on a site that is currently developed in an auto-oriented manner and urban scale development is not economically feasible. The zone allows a mix of commercial uses, including auto-accommodating development and drive-through facilities, as well as some light manufacturing and distribution uses that have few off-site impacts. The emphasis of this zone is on commercial and employment uses, but residential uses are also allowed. Buildings in this zone will generally be up to four stories tall. This zone is intended to allow for development with auto-accommodating configurations, while also including pedestrian-oriented design features that support transit and pedestrian access.

33.130.040 Other Zoning Regulations
No change.

33.130.050 Neighborhood Contact
A significant amount of new housing, commercial and other development is anticipated in the mixed use zones. Because of the allowed scale and magnitude of many new developments, community members have raised concerns about the need for better notification of new development in the C/MU zones and the desirability of providing opportunities for dialogue between developers and the community. Many plan districts and most multi-dwelling zone residential developments require neighborhood contact, but this is lacking in C/MU zones. This provision adds the requirement to larger development projects in this zone. BPS staff have received comments relating to concerns about the effectiveness of the existing contact requirement process (33.700.025) from internal and external stakeholders. BPS may pursue an update of this provision as part of implementation of the Comprehensive Plan Update.

Draft code language is similar to existing language in Chapter 33.120. It utilizes the same dwelling unit threshold (5 units) as applies in the multi-dwelling zones, but also includes a 10,000 square foot threshold (new net building area) to include larger non-residential projects.

E. Central Commercial zone. The Central Commercial (CX) zone is intended to provide for commercial and mixed use development within Portland's most urban and intense areas, specifically the Central City and the Gateway Regional Center. A broad range of uses are allowed to reflect Portland's role as a commercial, cultural, residential, and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

33.130.040 Other Zoning Regulations

The regulations in this chapter state the allowed uses and the development standards for the base zones. Sites with overlay zones, plan districts, or designated historical landmarks are subject to additional regulations. The Official Zoning Maps indicate which sites are subject to the additional regulations. Specific uses or development types may also be subject to regulations in the 200s series of chapters.

33.130.050 Neighborhood Contact

A. Purpose. Neighborhood contact is required for larger projects in the commercial/mixed use zones because of the impacts that large projects can have on the surrounding community. The neighborhood contact requirement provides an opportunity for community input on the design of these projects by providing a setting for the applicant and neighborhood residents to discuss a proposal in an informal manner. By sharing information and concerns early, all involved have the opportunity to identify ways to improve a proposal and to resolve conflicts.

B. Neighborhood contact requirement. Proposals meeting the following conditions are subject to the neighborhood contact requirement as specified in Section 33.700.025, Neighborhood Contact. All of the steps in 33.700.025 must be completed before a building permit is requested:

1. The proposed development has not been subject to a land use review; and
2. The proposed development will add at least 10,000 square feet of net building area on the site, or will create five or more new dwelling units. Dwelling units are created:
   a. As part of new development;
   b. By adding net building area to existing development that increases the number of dwelling units; or
   c. By conversion of existing net building area from non-residential to residential uses.

Commentary

33.130.100.A. Allowed uses

The approach with the new zones is, to the extent possible, to retain and match the use allowances of the zones being replaced. There are some notable exceptions, for instance quick vehicle servicing – allowed in some CN2 situations - is not allowed in CM1, and the CM1 zone allows a broad array of uses beyond office in places where it replaces CO1.

33.130.100.B. Limited uses

Similar to allowed uses, the approach with the new zones was, to the extent possible, to retain and match the use limitations of the zones being replaced. Adjustments were made in some cases to respond to zones that had differing limitations, but which are now being combined into new zones (such as CN1 and CN2, to be combined into CM1).

Commercial size limitations in the CR and CM1 zones correspond in part to current limitations in the CN1 zone (such as the 5,000 square foot Retail Sales and Service limit), but in the CM1 zone provide allowances for larger sites on major streets (Neighborhood Collector streets or higher classification). These allowances for somewhat larger Commercial uses accommodate the fact that the CN2 zone (which did not have size limits) is being folded into the new CM1 zone. Overall, the CR and CM1 Commercial size limitations are intended to allow some Commercial uses in the dispersed locations where these zones are typically located, while encouraging larger uses to be located in centers and corridors where polices call for focusing commercial services.

The CR zone is typically applied to locations that are surrounded by single-dwelling residential zoning and has limitations on hours of operation to limit conflicts. This also responds to community concerns related to the rezoning of non-conforming commercial uses on some dispersed sites to CR zoning, which had sometimes operated under limitations on hours of operation as part of mitigation requirements related to their nonconforming status within residential zones.

In the CM1, CM2, and CM3 zones, new Quick Vehicle Servicing uses are not allowed. Quick Vehicle Servicing that existed as of the effective date of the new code are considered allowed uses and can be rebuilt unless the use is discontinued for more than a three-year period.

Use Regulations

33.130.100 Primary Uses

A. Allowed uses. Uses allowed in the commercial/mixed use zones are listed in Table 130-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed development will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters.

B. Limited uses. Uses allowed that are subject to limitations are listed in Table 130-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 130-1.

1. Group Living. This regulation applies to all parts of Table 130-1 that have a [1].

   a. General regulations. All Group Living uses, except for alternative or post incarceration facilities, are allowed by right subject to the regulations of Chapter 33.239, Group Living.

   b. Alternative or post incarceration facilities. Group Living uses that consist of alternative or post incarceration facilities are conditional uses. They are also subject to the regulations of Chapter 33.239, Group Living.

2. Commercial limitations. These regulations apply to all parts of Table 130-1 that have a [2].

   a. In the CR and CM1 zones, each individual Retail Sales and Service and Office use is limited to 5,000 square feet of net building area, except that in the CM1 zone on sites that are over 40,000 square feet in size and are located on a Neighborhood Collector or higher classification traffic street, each individual Retail Sales and Service or Office use is limited to 40,000 square feet of net building area; and

   c. In the CR zone, in addition to the size limitation specified in B.2.a., the hours when Retail Sales And Service uses can be open to the public are limited to 6:00 AM to 11:00 PM.

   d. In the CM1, CM2, and CM3 zones, Quick Vehicle Servicing uses that existed on [insert effective date] are allowed. New Quick Vehicle Servicing uses are prohibited. If a Quick Vehicle Servicing use that existed on [insert effective date] is discontinued for 3 continuous years, reestablishment of the use is prohibited. If the Quick Vehicle Servicing use ceases operations, even if the structure or materials related to the use remain, the use as been discontinued. If the Quick Vehicle Servicing use changes to another use without obtaining all building, land use, and development permits that would have been required at the time of the change, the use has been discontinued.

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33.130.100.B. Limited uses (continued)

The industrial size limitations include some expanded allowances for smaller industrial uses in CM2, CM3 and CE zones, responding in part to Portland's need for employment land. In the case of current EX zoned properties, which outside the Central City will become CM3, industrial uses will be more limited in size than what is currently allowed; although the CM3 zone will allow larger industrial uses [up to 1 to 1 FAR] than the other commercial/mixed use zones.

No changes to the other limitations on this page.

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3. Industrial use and size limitations. These regulations apply to all parts of Table 130-1 that have a [3]. Utility Scale Energy Production and Industrial Service are conditional uses. In addition, all industrial uses are limited in size as follows. Amounts in excess of the limits are prohibited:

   a. In the CM1 zone, each individual Industrial use is limited to 5,000 square feet of net building area;

   b. In the CM2 and CX zones, each individual Industrial use is limited to 15,000 square feet of net building area;

   c. In the CM3 zone, Industrial uses are limited to a total FAR of 1 to 1 per site; and

   d. In the CE zone, each individual Industrial use is limited to 40,000 square feet of net building area.

4. Self-Service Storage limitation. This regulation applies to all parts of Table 130-1 that have a [4]. The limitations are stated with the special regulations for these uses in Chapter 33.284, Self-Service Storage.

5. Exterior development limitation. This regulation applies to all parts of Table 130-1 that have a [5]. Exterior display or storage of industrial equipment, such as tools, equipment, vehicles, products, materials, or other objects that are part of or used for the business operation is prohibited.

6. Community Services. This regulation applies to all parts of Table 130-1 that have a [6]. Most Community Service uses are allowed by right. Short term housing and mass shelters may be allowed by right if they meet certain standards, or may be a conditional use. See Chapter 33.285, Short Term Housing and Mass Shelters.

7. Radio Frequency Transmission Facilities. This regulation applies to all parts of Table 130-1 that have a [7]. Some Radio Frequency Transmission Facilities are allowed by right. See Chapter 33.274.

8. Basic Utilities. This regulation applies to all parts of Table 130-1 that have note [8].

   a. Public safety facilities that include Radio Frequency Transmission Facilities are a conditional use. The approval criteria are in Section 33.815.223. All other Basic Utilities are allowed.

   b. Small Scale Energy Production that provides energy for on-site or off-site use are considered accessory to the primary use on the site. However, it is only considered accessory if they generate energy from biological materials or byproducts from the site itself, or conditions on the site itself; plus not more than 10 tons per week of biological material or byproducts from other sites. Installations that sell power they generate — at retail (net metered) or wholesale — are included.

   c. All other Basic Utilities are allowed.

33.130.100.B. Limited uses (continued)
See earlier commentary.

Note 9: This provides limited allowances for Commercial Parking in the CM2 and CM3 zones. Commercial Parking includes "shared parking," such as when the parking area is designated for use by the customers or tenants of multiple nearby business or residential buildings. Shared parking was identified by many community members as a parking approach that should be included in mixed used centers and corridors to help meet parking demand. This regulation generally requires that new Commercial Parking must generally be in parking structures to provide for efficient use of land. This also includes new allowances for parking originally approved as accessory parking to be used as Commercial Parking, when this parking is in excess of minimum parking requirements and within the maximum parking ratios of the associated uses (see Chapter 33.266 for minimum and maximum parking ratios).

Notes 10 and 11. No substantive change from previous regulations.

Note 12. This provides a new allowance for indoor Agriculture, including marijuana grow operations, treating these uses in a similar way to Industrial uses (including Manufacturing and Production), with which they share similar characteristics. Agriculture that takes places entirely indoors is allowed, subject to the same size limitations that apply to Industrial uses (maximum FAR of 1 to 1 per site in the CM3 zone, and up to 40,000 square feet per use in the CE zone). Indoor Agriculture in excess of these limits is prohibited, as is the case with Industrial uses.

9. Commercial Parking. This regulation applies to all parts of Table 130-1 that have a [9]. Commercial Parking is a conditional use in the CX zone except when superseded by plan district regulations. In the CM2 and CM3 zones, Commercial Parking is allowed as follows:

   a. Commercial Parking is allowed by right in structured parking.

   b. Commercial Parking is allowed by right on a surface parking lot legally constructed on or before [insert date code goes into effect].

   c. Commercial Parking is allowed by right on a surface parking lot legally constructed after [insert effective date] when all of the following are met:

      (1) The surface parking lot was constructed as accessory parking for other primary uses on the site;

      (2) The total number of parking spaces on the site does not exceed the maximum number of parking spaces allowed for the other primary uses on the site; and

      (3) Only non-required parking spaces are used as Commercial Parking.

10. Agriculture in the CR and CM1 zones. This regulation applies to all parts of Table 130-1 that have a [10]. If the use and site do not meet the regulations of Chapter 33.237, Food Production and Distribution, Agriculture is prohibited.

11. Agriculture in the CM2 and CX zones. This regulation applies to all parts of Table 130-1 that have a [11]. Agriculture is a conditional use. Where the use and site meet the regulations of Chapter 33.237, Food Production and Distribution, the applicant may choose whether it is allowed as a Market Garden, which does not require a conditional use.

12. Agriculture in the CM3 and CE zones. This regulation applies to all parts of Table 130-1 that have a [12]. Agriculture that is outdoors is a conditional use. Agriculture that is entirely indoors is allowed up to the following limits. Indoor Agriculture in excess of the following limits is prohibited. Where the use and site meet the regulations of Chapter 33.237, Food Production and Distribution, the applicant may choose whether it is allowed as a Market Garden, which does not require a conditional use:

   a. In the CM3 zone, indoor Agriculture is limited to a total FAR of 1 to 1 per site; and

   b. In the CE zone, each indoor Agriculture use is limited to 40,000 square feet of net building area.

Commentary

33.130.100.C. Conditional uses
No change to text.

33.130.100.D. Prohibited uses
No change to text.

33.130.110 Accessory Uses
No change.

33.130.130 Nuisance-Related Impacts
No change.

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C. Conditional uses. Uses that are allowed if approved through the conditional use review process are listed in Table 130-1 with a "CU". These uses are allowed provided they comply with the conditional use approval criteria for that use, the development standards, and other regulations of this Title. Uses listed with a "CU" that also have a footnote number in the table are subject to the regulations cited in the footnote. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The conditional use review process and approval criteria are stated in Chapter 33.815, Conditional Uses.

D. Prohibited uses. Uses listed in Table 130-1 with an "N" are prohibited. Existing uses in categories listed as prohibited may be subject to the regulations of Chapter 33.258, Nonconforming Uses and Development.

33.130.110 Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory uses and all development standards.

33.130.130 Nuisance-Related Impacts

A. Off-site impacts. All nonresidential uses including their accessory uses must comply with the standards of Chapter 33.262, Off-Site Impacts.

B. Other nuisances. Other nuisances are regulated by Title 29, Property and Maintenance Regulations.

Table 130-1 (Commercial/Mixed Use Zone Primary Uses)

As noted previously, the approach with the new zones is, to the extent possible, to retain and match the use allowances of the new zones to the respective types of zones being replaced. The following tables provide a comparison between the new zones (shaded) and comparable existing zones regarding the status of some of the use categories.

Comparison of small-scale zones

	CR	CM1	CN1	CN2	CO1
Commercial					
Retail Sales And Service	L	L	L	Y	N
Office	L	L	L	Y	Y
Quick Vehicle Servicing	N	L	N	L	N
Vehicle Repair	N	N	N	N	N
Commercial Parking	N	N	N	N	N
Self-Service Storage	N	N	N	N	N
Residential	Y	Y	Y	Y	Y
Industrial	N	L	L	L	N

Comparison of medium-scale zones

	CM2	CE	CO2	CM	CS	CG
Commercial						
Retail Sales And Service	Y	Y	L	L	Y	Y
Office	Y	Y	Y	L	Y	Y
Quick Vehicle Servicing	L	Y	N	N	N	Y
Vehicle Repair	Y	Y	N	N	Y	Y
Commercial Parking	L	Y	N	N	Y	CU
Self-Service Storage	N	Y	N	N	N	L
Residential	Y	Y	Y	Y	Y	Y
Industrial	L	L	N	L	L	L

Comparison of large-scale zones

	CM3	EX	CX
Commercial			
Retail Sales And Service	Y	Y	Y
Office	Y	Y	Y
Quick Vehicle Servicing	L	N	L
Vehicle Repair	Y	Y	L
Commercial Parking	L	CU	CU
Self-Service Storage	L	L	L
Residential	Y	Y	Y
Industrial	L	Y	L

Table Notes:

Y = Yes, allowed; N = No, not allowed;
L = Limited; CU = Conditional Use

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Table 130-1
Commercial/Mixed Use Zone Primary Uses

Use Categories	CR	CM1	CM2	CM3	CE	CX
Residential Categories						
Household Living	Y	Y	Y	Y	Y	Y
Group Living	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]
Commercial Categories						
Retail Sales And Service	L [2]	L [2]	Y	Y	Y	Y
Office	L [2]	L [2]	Y	Y	Y	Y
Quick Vehicle Servicing	N	L [2]	L [2]	L [2]	Y	N
Vehicle Repair	N	N	Y	Y	Y	L [5]
Commercial Parking	N	N	L [9]	L [9]	Y	CU [9]
Self-Service Storage	N	N	N	L [4]	Y	L [4]
Commercial Outdoor Recreation	N	N	Y	Y	Y	Y
Major Event Entertainment	N	N	CU	CU	CU	Y
Industrial Categories						
Manufacturing and Production	N	L/CU [3,5]	L/CU [3,5]	L/CU [3,5]	L/CU [3,5]	L/CU [3,5]
Warehouse and Freight Movement	N	N	N	L [3,5]	L [3,5]	N
Wholesale Sales	N	N	L [3,5]	L [3,5]	L [3,5]	L [3,5]
Industrial Service	N	N	CU [3,5]	CU [3,5]	CU [3,5]	CU [3,5]
Railroad Yards	N	N	N	N	N	N
Waste-Related	N	N	N	N	N	N
Institutional Categories						
Basic Utilities	Y/CU [8]	Y/CU [8]	Y/CU [8]	Y/CU [8]	Y/CU [8]	Y/CU [8]
Community Service	L/CU [6]	L/CU [6]	L/CU [6]	L/CU [6]	L/CU [6]	L/CU [6]
Parks and Open Areas	Y	Y	Y	Y	Y	Y
Schools	Y	Y	Y	Y	Y	Y
Colleges	N	Y	Y	Y	Y	Y
Medical Centers	N	Y	Y	Y	Y	Y
Religious Institutions	Y	Y	Y	Y	Y	Y
Daycare	Y	Y	Y	Y	Y	Y
Other Categories						
Agriculture	L [10]	L [10]	L/CU [11]	L/CU [12]	L/CU [12]	L/CU [11]
Aviation and Surface Passenger Terminals	N	N	N	N	CU	CU
Detention Facilities	N	N	N	CU	CU	CU
Mining	N	N	N	N	N	N
Radio Frequency Transmission Facilities	N	L/CU [7]	L/CU [7]	L/CU [7]	L/CU [7]	L/CU [7]
Rail Lines and Utility Corridors	N	CU	CU	CU	CU	CU

Y = Yes, Allowed
L = Allowed, But Special Limitations
CU = Conditional Use Review Required
N = No, Prohibited

Notes:

- The use categories are described in Chapter 33.920.
- Regulations that correspond to the bracketed numbers [ ] are stated in 33.130.100.B.
- Specific uses and developments may also be subject to regulations in the 200s series of chapters.

Commentary

33.130.200 Lot Size
No change.

33.130.205 Floor Area Ratio
The approach to floor area ratios in the new zones is a significant change from current practice. The new zones set new FAR standards for each zone. All uses, including residential, are counted in floor area, which is a change from current practice which excludes residential from the calculation. The base allowed FARs of the new zones are as follows (see page 30 for a comparison of the allowed FARs of the new and existing zones):

CR:	1.0:1	CM3:	3.0:1
CM1:	1.5:1	CE:	2.5:1
CM2:	2.5:1	CX:	4.0:1

The new FAR approach would allow structured parking to not be included in maximum FAR calculations, up to a maximum FAR of 0.5 to 1, to reduce disincentives to accommodating parking in structures versus surface parking (which does not count as floor area) and to facilitate higher-density projects that are required to include parking. Adjustments to the maximum FARs are prohibited in order to prioritize bonuses as the means to increasing FAR. Bonus FAR is available when development includes specified community benefits (described in 33.130.212, Floor Area and Height Bonus Options).

33.130.205.C. Transfer of floor area from Historic Resources.
The new approach of including residential in FAR calculations provides an opportunity to add FAR to development through bonuses (33.130.212) and also provides an opportunity for FAR to be transferred from historic resources to receiving C/MU zoned sites. The latter is possible currently, but is often moot because residential uses are allowed beyond the FAR limits, which limits the attractiveness and need for a transfer. Also, allowances for transfers of FAR from giving sites are being extended beyond the current applicability to individual landmarks to also be applicable to contributing resources in Historic and Conservation districts. The new code's treatment of FAR calculations should increase the utility of density transfers. Each zone has a different maximum density transfer to receiving sites, and has been calibrating in conjunction with the bonuses in section 33.130.212, which provides the greatest additional development allowances to projects that include affordable housing.

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Development Standards

33.130.200 Lot Size

There is no required minimum lot size for development of land in commercial/mixed use zones. Creation of new lots is subject to the regulations of Chapter 33.613, Lots in Commercial/Mixed Use Zones.

33.130.205 Floor Area Ratio

A. Purpose. Floor area ratios (FARs) regulate the amount of use (the intensity) allowed on a site. FARs provide a means to match the potential amount of uses with the desired character of the area and the provision of public services. FARs also work with the height, setback, and building coverage standards to control the overall bulk of development.

B. FAR standard. The maximum floor area ratios are stated in Table 130-2 and apply to all uses and development. Additional floor area may be allowed through bonus options, as described in Section 33.130.212, or transferred from historic resources per Subsection C. Except in the CR zone, floor area for structured parking, up to a maximum FAR of 0.5 to 1, is not calculated as part of the FAR for the site. Adjustments to the maximum floor area ratios are prohibited.

C. Transfer of floor area from historic resources. Floor area ratios may be transferred from a site that contains a historic resource, as follows:

1. Sending sites. Sites eligible to transfer floor area must contain:
   a. A Historic or Conservation landmark; or
   b. A contributing resource in a Historic District or a Conservation District.
2. Maximum increase in FAR. In the CM1, CM2, CM3, and CE zones, the total FAR on the receiving site may not exceed the maximum FAR with bonuses identified on Table 130-3. This total FAR includes FAR transferred from historic resources, and any additional FAR allowed at the receiving site from bonus options, or from other transfers. In addition, an increase on the receiving site of more than the following due to a historic resource transfer is prohibited:
   a. 0.5 to 1 in the CM1 zone;
   b. 0.75 to 1 in the CM2 zone;
   c. 1 to 1 in the CM3 zone;
   d. 0.5 to 1 in the CE zone.

33.130.205.C. Transfer of floor area from Historic Resources (continued).
The new code continues the previous code's limiting of transfers of floor area to within a two-mile distance (or within the same recognized neighborhood). The new code does not allow transfer of floor area into Historic or Conservation districts in order to avoid providing additional building scale that may not be appropriate in the context of the established scale of these districts. These transfer of floor area regulations do not apply within the Central City plan district, which has its own regulatory provisions for transfer of floor area.

33.130.210 Height
The purpose statement has been modified to reflect the new structure of commercial/mixed use zones and to reflect new requirements limiting height adjacent to residential zones and along narrower streets, as well as allowances that provide additional flexibility for building height in certain situations.

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3. Maximum increase in FAR in the CX zone. An increase in FAR on the receiving site of more than 3 to 1 is prohibited. The total increased FAR includes FAR transferred from historic resources, and additional FAR allowed at the receiving site from bonus provisions, or from other transfers;

4. Development standards. The building on the receiving site must meet the development standards of the base zone, overlay zone, and plan district except floor area ratio, which is regulated by paragraphs C.2 and C.3 above;

5. Receiving site. The receiving site must be within the same recognized neighborhood as the sending site, or within two miles of the transfer site, and must not be within a Historic or Conservation District.

6. The property owner must execute a covenant with the City that is attached to and recorded with the deed of both the site transferring and the site receiving the density. The covenant must reflect the respective increase and decrease of potential density. The covenant for the receiving site must meet the requirements of Section 33.700.060, Covenants with the City. The covenant for the historic resource transferring the density must meet the requirements of 33.445.610.D, Covenant.

33.130.210 Height

A. Purpose. The height limits are intended to control the overall scale of buildings. The height limits in the CR and CM1 zones allow buildings that are in scale with low rise residential areas. The height limits in the CM2 and CE zones allow for a greater building height at a scale that can accommodate the growth intended for centers and corridors, while relating to the low- to mid-rise scale of neighborhood residential areas. The CM3 zone allows the tallest buildings outside the Central City and Gateway plan districts, consistent with its intended role in accommodating higher-density development in areas well served by transit and other services. The CX zone allows the tallest buildings in the commercial/mixed use zones, consistent with its intended role in accommodating high-density development in the Central City and the Gateway plan districts.

In some situations, step downs in maximum height provide a transition in scale to adjacent lower-scale residential areas, and preserve opportunities for light, air and privacy. Exceptions to height limit standards accommodate minor projections that do not significantly increase the visual scale of buildings; provide flexibility in the height of parapets and railings to facilitate rooftop outdoor spaces and equipment screening; and accommodate ground-floor spaces with high ceilings to encourage ground-floor commercial uses, mechanical parking, and other uses that benefit from high ceilings.

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33.130.210.B. Height standard
The height standards are stated in Table 130-2.

Step-down height. These regulation responds to community interest in providing transitions in scale between higher-density mixed use areas and lower-density residential areas. It uses an approach used in some plan district and Zoning Code overlay areas, which require building height step-downs to the allowed height of lower-scale residential zoning and landscaped buffers. Instead of previous approaches, which link the decreased height to the maximum height of adjacent residential zone, this regulation generalizes the decreased height to 35 feet for all single-dwelling zones, and 45 feet for the R3, R2, and R1 multi-dwelling zones (see also code and commentary for 33.130.215.B.1.b).



Example of a mixed use building stepping down in height to adjacent residential zoning.

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B. Height standard.

1. Base height. The base height standards for all structures, except detached accessory structures, are stated in Table 130-2. The height standards for detached accessory structures are stated in 33.130.265, Detached Accessory Structures.

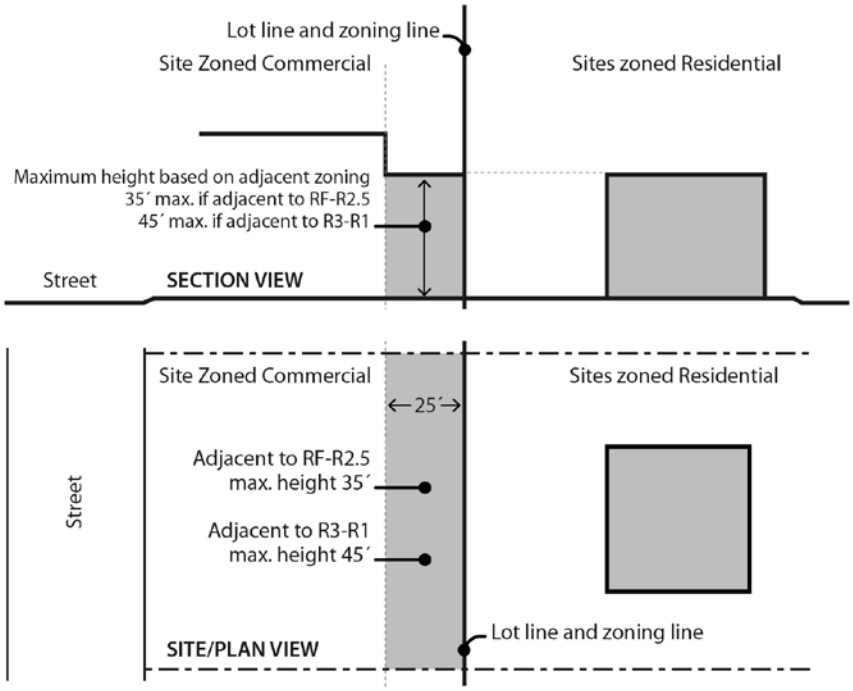
2. Step-down height. In the following situations, the base height is reduced, or stepped-down. Stepped-down height is not required in the CR zone:

   a. Step-down adjacent to residential zones. The following step-down height limits apply within 25 feet of sites zoned residential. Sites with property lines that abut residential zones for less than a 5-foot length are exempt from these standards:

      (1) On the portion of a site within 25 feet of a site zoned RF through R2.5, the step-down height limit is 35 feet. See Figure 130-1.

      (2) On the portion of a site within 25 feet of a site zoned R3 - R1, the step-down height limit is 45 feet. See Figure 130-1.

Figure 130-1
Step-Down Height Adjacent to Residential Zones



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33.130.210.C.2. Height standards – Step-down height (continued)
See previous commentary.

33.130.210.C. Exceptions
Most current exceptions to the maximum height standards are continued without substantive change to existing regulations or to amendments proposed as part of the Accessory Structures Zoning Code Update. New exceptions include the following:

Paragraph 2. Allowances for parapets to exceed building height limits responds to community interest (as well as input from designers and developers) in promoting a more varied roofline along mixed-use corridors. The current regulatory approach of including such features within the building height limits, such as the 45' maximum building height allowed in many areas with commercial zoning, results in many projects built up to this maximum height with little variation. The parapet exemption also facilitates the use of parapets to screen rooftop equipment.



Historic example of parapets providing roofline variety.

The exemption for roof top deck railings to exceed maximum heights is intended to facilitate roof top outdoor spaces, including decks adjacent to upper-level building areas fronting onto roof area resulting from height step downs adjacent to residential zones and narrower streets. The 3.5 foot dimension corresponds to building code minimum railing height requirements.

Paragraph 3. Exceptions for privacy walls to exceed maximum heights are intended to facilitate roof top outdoor spaces, especially decks adjacent to upper-level building areas with height step downs adjacent to residential zones and narrower streets. Privacy wall exceeding height limits are not allowed within 4 feet of roof edges in order to limit their visual impact. This regulation has been adapted from Main Street Corridor Overlay standards applicable to SE Division Street.

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b. Step-down across a local service street from an RF through R1 zone. In the CM2, CM3, CX, and CE zones the following step-down height limits apply. The limits do not apply to portions of buildings within 100 feet of a transit street:

(1) On the portion of the site within 15 feet of a lot line that is across a local service street from a site zoned RF through R2.5, the step-down height limit is 35 feet. See figure 130-2.

(2) On the portion of the site within 15 feet of a lot line that is across a local service street from a size zoned R3 through R1, the step-down height limit is 45 feet. See Figure 130-2.

3. Bonus height. The base height limits can be increased through options described in Section 33.130.212. When a bonus option allowed by 33.130.212 is used to increase the base height, the step-down height limits do not increase.

C. Exceptions. Exceptions to the base height, step-down height, and bonus height limits are stated below:

1. Projections allowed. Chimneys, vents, flag poles, satellite receiving dishes, and other similar items that are attached to a building and have a width, depth, or diameter of 5 feet or less may extend 10 feet above the height limits, or 5 feet above the highest point of the roof, whichever is greater. Items that are greater than 5 feet in width, depth, or diameter are not allowed to project above the base, step-down, or bonus height limits.

2. Parapets and railings. In the CM1, CM2, CM3, CE and CX zones, parapets and rooftop railings may extend 3.5 feet above the height limits.

3. Walls and fences. In the CM1, CM2, CM3, CE and CX zones, walls or fences located between individual rooftop decks may extend 6 feet above the height limits if the visual screen is set back at least 4 feet from the edges of the roof.

4. Rooftop equipment. In the CM1, CM2, CM3, CE and CX zones, rooftop mechanical equipment and stairwell enclosures that provide rooftop access may extend above the height limits as follows, provided that the equipment and enclosures are set back at least 15 feet from all roof edges on street facing facades:

a. Elevator mechanical equipment may extend up to 16 feet above the height limits; and

b. Other mechanical equipment and stairwell enclosures that cumulatively cover no more than 10 percent of the roof area may extend up to 10 feet above the height limits.

33.130.210.D. Exceptions (continued)

No substantive changes to paragraphs 5 – 7.

Paragraph 8 (High ceilings). Allowances for an additional 5 feet of building height are intended to help accommodate ground-level commercial spaces with high ceilings, which are important for providing quality spaces for many types of retail and community uses. This allowance responds to concerns raised by some developers and designers that current height limits are too constraining, resulting in sub-optimal commercial spaces. The height allowance also facilities mechanical/stacked parking systems, which allow for space-efficient accommodation of vehicle parking, but require high floor-to-ceiling spaces that were constrained by previous building height limits. By improving the ability to accommodate ground-floor commercial spaces, this allowance also responds to community interest in having ground-floor commercial uses as part of development in centers and corridors.

5. Antennas and mounting devices, utility power poles, and public safety facilities are exempt from the height limits.

6. Small wind turbines are subject to the standards of Chapter 33.299.

7. Roof mounted solar panels are not included in height calculations and may exceed the maximum height limits if the following are met:

   a. For flat roofs or the horizontal portion of mansard roofs, the solar panel may extend up to 5 feet above the top of the highest point of the roof; and

   b. For pitched, shed, hipped, or gambrel roofs, the solar panel must be mounted no more than 12 inches from the surface of the roof at any point, and may not extend above the ridgeline of the roof. The 12 inches is measured from the upper side of the solar panel.

8. High ceilings. In the CM1, CM2, CM3, CE and CX zones outside the Central City plan district, base height, step-down height, and bonus height may be increased by 5 feet when at least 75 percent of the ground floor has at least 15 feet between the floor and the bottom of the structure above. The bottom of the structure above includes supporting beams.

Table 130-2 Summary of Development Standards in Commercial/Mixed Use Zones

See commentary for specific development standard sections. The tables below compare the FAR and height limits of the new zones (shaded) with existing comparable zones.

Comparison of small-scale zones

	CR	CM1	CN1	CN2	CO1
Height - Base (feet)	30'	35'	30'	30'	30'
Height - Bonus	n/a	35'	n/a	n/a	n/a
FAR – Base	1:1	1.5:1	.75:1[+]	.75:1[+]	.75:1[+]
FAR - Bonus	n/a	2.5:1	n/a	n/a	n/a

Comparison of medium-scale zones

	CM2	CE	CO2	CM	CS	CG
Height - Base (feet)	45'	45'	45'	45'	45'	45'
Height - Bonus	55'*	45'	n/a	n/a	n/a	n/a
FAR – Base	2.5:1	2.5:1	2:1[+]	1:1[+]	3:1[+]	3:1[+]
FAR - Bonus	4:1	3:1	n/a	n/a	n/a	n/a

Comparison of large-scale zones

	CM3	EX	CX
Height - Base (feet)	65'	65'	75'
Height - Bonus	75'	n/a	n/a
FAR - Base	3:1	3:1	4:1[+]
FAR - Bonus	5:1	n/a	n/a

Table Notes:

[+] Residential floor area is not regulated by FAR, and is allowed to height and setback limits of the zone.

* 55' bonus height in CM2 applies to some areas with the design review (d) overlay.

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Table 130-2
Summary of Development Standards in Commercial/Mixed Use Zones

Standards	CR	CM1	CM2	CM3	CE	CX
Maximum FAR (see 33.130.205, and 33.130.212)	1 to 1 [1]	1.5 to 1	2.5 to 1	3 to 1	2.5 to 1	4 to 1
Base Height (see 33.130.210.B.1)	30 ft.	35 ft.	45 ft.	65 ft.	45 ft.	75 ft.
Step-down Height (see 33.130.210.B.2)						
- Within 25 ft. of lot line abutting RF – R2.5 Zones	NA	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
- Within 25 ft. of lot line abutting R3, R2, R1 Zones	NA	NA	45 ft.	45 ft.	45 ft.	45 ft.
- Within 15 ft. of lot line across a local service street from RF – R2.5 Zones	NA	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
- Within 15 ft. of lot line across a local service street from R3, R2, R1 Zones	NA	NA	45 ft.	45 ft.	45 ft.	45 ft.
- Bonus Height (see 33.130.212)	NA	See Table 130-3	See Table 130-3	See Table 130-3	See Table 130-3	See Table 130-3
Min. Building Setbacks (see 33.130.215.B)						
- Street Lot Line	none	none	none	none	none	none
- Street Lot Line abutting selected Civic Corridors	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
- Street Lot Line across a local street from an RF - R1 Zone	none	none	5 or 10 ft.	5 or 10 ft.	5 or 10 ft.	5 or 10 ft.
Min. Building Setbacks (see 33.130.215.B)						
- Lot Line Abutting OS, RX, C, E, or I Zoned Lot	none	none	none	none	none	none
- Lot Line Abutting RF - RH Zoned Lot	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
Max. Building Setbacks (see 33.130.215.C)						
- Street Lot Line	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
- Street Lot Line Abutting Selected Civic Corridors	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.
Max. Building Coverage (% of site area)						
- Inner Pattern Area	85%	85%	100%	100%	85%	100%
- Eastern, Western, and River Pattern Areas (see 33.130.220)	75%	75%	85%	85%	75%	100%
Min. Landscaped Area (% of site area) (see 33.130.225)	15%	15%	15%	15%	15%	none
Landscape Buffer Abutting an RF - RH Zoned Lot (see 33.130.215.B)	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3
Required Residential Outdoor Area (see 33.130.228)	Yes	Yes	Yes	Yes	Yes	No
Ground Floor Window Standards (see 33.130.230)	Yes	Yes	Yes	Yes	Yes	Yes

Notes:

[1] On sites that do not have a Retail Sales And Service or Office use, maximum density for Household Living is 1 unit per 2,500 square feet of site area.

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Commentary

Example Illustration:
Some building form and setback development standards

To help clarify the roles of various key development standards, this provides an illustrative summary of some of the types of development standards that together shape the form and location of development in the commercial/mixed use zones. It is illustrative only and is not intended to indicate specific development allowances.

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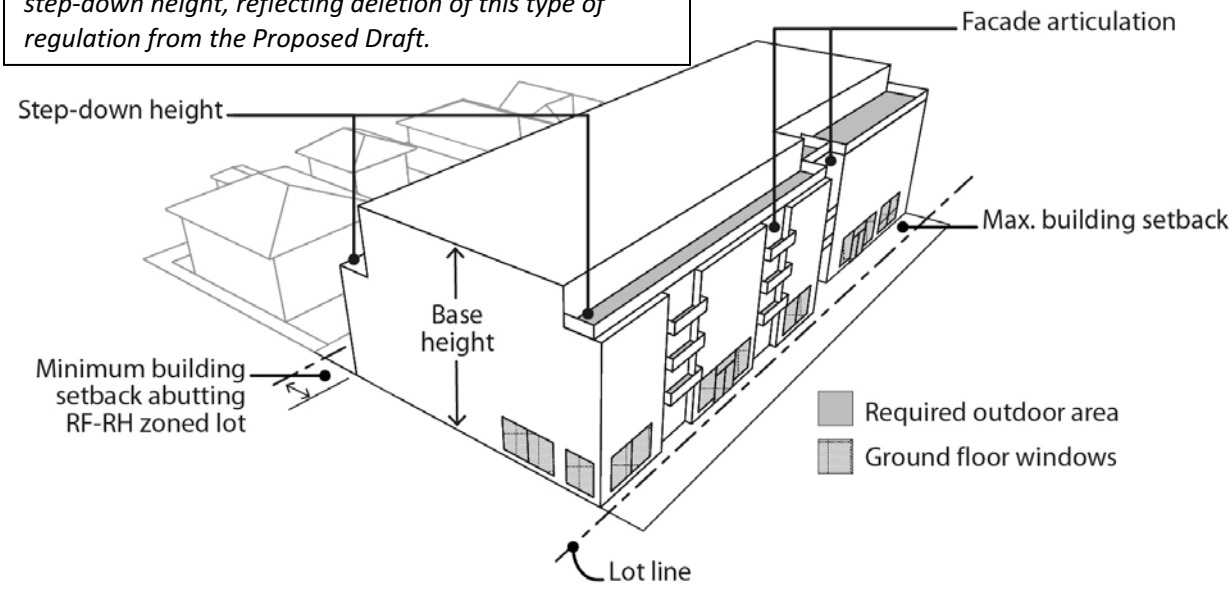
Example Illustration:
Some building form and setback development standards

Note: This illustration to be modified to remove front step-down height, reflecting deletion of this type of regulation from the Proposed Draft.



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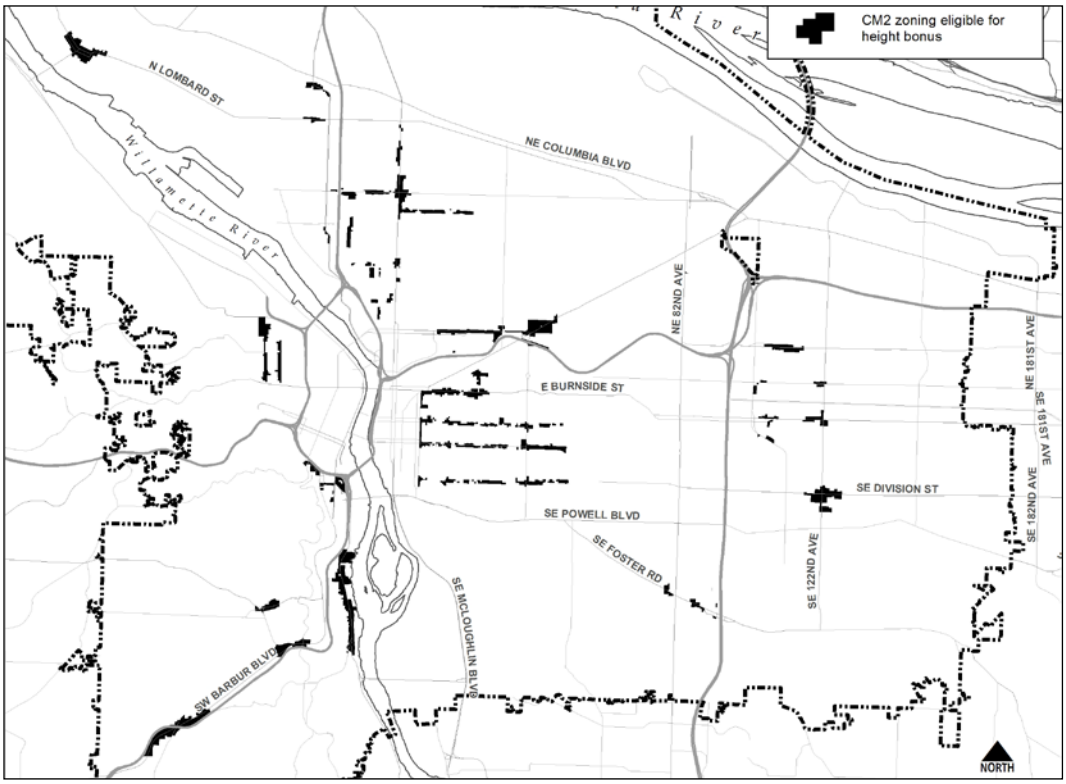
33.130.212.B General floor area and height bonus option regulations

There are two primary bonus-eligible elements: Affordable Housing and Affordable Commercial Space. The affordable housing bonus is given the greater priority and can earn the maximum amount of FAR and additional height. The total amount of bonus, together with any transfer of development rights from historic resources, cannot exceed the overall maximum per zone indicated in Table 130-3. In addition, for large sites over two acres, a Planned Development bonus is available when a project provides a combination of affordable housing, publicly accessible park or plaza, energy efficient buildings, and is approved through a Planned Development Review. The bonuses will not be available within Historic or Conservation districts in order to avoid providing additional building scale that may not be appropriate in the context of the established scale of these districts. See Section VII for more details related to the bonuses, including a summary of administrative issues.

Paragraph 5. The additional bonus height in the CM2 zone (up to 55 feet, compared to the usual maximum height of 45 feet) will only be allowed in areas that have the Design Review Overlay and that have Comprehensive Plan Map designations of Mixed Use – Urban Center or Mixed Use – Civic Corridor (these will primarily include properties in designated Town Centers and along corridors close to the Central City).

Map of areas eligible for CM2 height bonus (assumes expansion of the d-overlay to areas with Mixed Use – Urban Center designation, and may be subject to plan district regulations).



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33.130.212 Floor Area and Height Bonus Options

A. Purpose. The bonus options allow additional floor area and an increase in height as an incentive for development that provides a public or community benefit. The bonus can be gained in exchange for providing affordable housing or affordable commercial space in conjunction with new development.

B. General floor area and height bonus option regulations.

1. Unless specified below, the bonus options in this section are allowed only in the CM1, CM2, CM3, and CE zones, and in the CX zone outside the Central City and Gateway plan districts. Sites located within Historic or Conservation districts are not eligible to use bonus options.

2. The bonus options refer to an administrative agency or qualified administrator. The administrative and reporting requirements of each bonus must be met to the satisfaction of the named agency or administrator. The named agencies are authorized to publish administrative rules with clear and objective administrative requirements.

3. More than one bonus option may be used up to the overall maximums stated in Table 130-3. Adjustments to the maximum FAR and height obtainable through bonuses are prohibited.

4. The increment of additional floor area ratio allowed per bonus is stated in Table 130-3 and described in Subsections C though E.

5. The increment of additional height allowed per bonus is stated in Table 130-3, except as follows:

   a. Additional height is not allowed where the step-down height limits of 33.130.210.B.2 apply.

   b. In the CM2 zone, increasing maximum height through a bonus is allowed only on sites that:

      (1) Are within the Design Overlay Zone; and

      (2) Have a Comprehensive Plan Map designation of Mixed Use – Urban Center or Mixed Use – Civic Corridor.

33.130.212.C. Affordable housing bonus

Proposals that include affordable housing may increase maximum height and FAR as stated in Table 130-3 if at least 25 percent of the increased floor area is housing affordable to those earning no more than 80 percent of the area median family income.

The affordability target and amount of floor area that must be used for affordable housing reflect analysis undertaken to determine their market feasibility, and has been developed in conjunction with the Central City affordable housing bonus program currently under development, and discussions with the Portland Housing Bureau. Additional detail regarding bonus option requirements will be part of administrative rules, which will include details regarding items such as the term of required affordability, potential allowances for payment into an affordable housing fund in lieu of providing affordable housing on site, administrative and reporting requirements, any tenanting requirements, and enforcement. See Section V (Implementation Tools) for more information on administrative rules for this bonus and next steps that will be necessary before it can be implemented.

The applicability of this and the other bonuses to existing plan districts that have their own systems of floor areas allowances and bonuses, such as the Hollywood and Northwest plan districts, will be subject to future consideration.

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Table 130-3 Summary of Bonus FAR and Height						
		CM1	**CM2**	**CM3**	**CE**	**CX**
Overall Maximums Per Zone						
Maximum FAR with bonus		2.5 to 1	4 to 1	5 to 1	3 to 1	6 to 1
Maximum height with bonus		35 ft.	55 ft. [1] 75 ft. [2]	75 ft. 120 ft. [2]	45 ft.	85 ft. 120 ft. [2]
Increment of Additional FAR and Height Per Bonus						
Affordable Housing (see 33.130.212.C)	FAR Height	1 to 1 none	1.5 to 1 10 ft.	2 to 1 10 ft.	none none	2 to 1 10 ft.
Affordable Commercial Space (see 33.130.212.D)	FAR Height	0.5 to 1 none	0.75 to 1 10 ft.	1 to 1 10 ft.	0.5 to 1 none	1 to 1 10 ft.
Planned Development (see 33.130.212.E)	FAR Height	none none	1.5 to 1 up to 30 ft.	2 to 1 up to 55 ft.	1.5 to 1 up to 30 ft.	2 to 1 up to 45 ft.

[1] Bonus height in the CM2 zone is only allowed on sites that are within the Design Overlay Zone and that have a Comprehensive Plan Map designation of Mixed Use–Urban Center or Mixed Use–Civic Corridor.

[2] This larger overall maximum is only allowed through the Planned Development bonus option and required Planned Development Review.

C. Affordable housing bonus. Proposals that include affordable housing may increase maximum height and FAR as stated in Table 130-3 if all of the following are met:

1. Proposals using this bonus must include at least 25 percent of the increased floor area as housing affordable to those earning no more than 80 percent of the area median family income;

2. The applicant must provide a letter from the Portland Housing Bureau certifying that the development will meet the standards of this subsection and any administrative requirements have been met;

3. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that dwelling units created using this bonus will remain affordable to households meeting the income restrictions and meet the reporting requirements of the Portland Housing Bureau or qualified administrator.

33.130.212.D. Affordable commercial space bonus

Affordable commercial space was identified in the new Comprehensive Plan as an important part of centers and corridors, responding to community interest in minimizing commercial displacement and providing opportunities for a variety of neighborhood businesses and services. The details of the implementation of this bonus will be subject to further discussions with the Portland Development Commission and others. Additional detail on bonus option requirements will be included in administrative rules, including requirements for the term of affordability (preliminary concept is that the affordability period will be for a minimum of 15 years), required levels of affordability, any tenanting requirements, and other administrative and enforcement details. See Section V (Implementation Tools) for more information on administrative rules for this bonus and next steps that will be necessary before it can be implemented.

33.130.212.E. Planned Development Bonus

The concept for this bonus option responds to community input received during the Comprehensive Plan Update process and during Mixed Use Zones Project events. Many community members were open to allowing development on large sites to be larger in scale than the four-story scale usually allowed in most areas with commercial/mixed use zoning, especially if there is enough space for a transition in scale to lower-density areas and proposals were subject to design review. It also responds to community interest in linking the provision of additional development potential to the provision of public benefits, especially affordable housing. The Planned Development bonus allows for additional FAR and height (in excess of the other bonus provisions) in exchange for the provision affordable housing, public open space, energy efficient buildings, and a public review process that includes Planned Development Review and design review. See Chapter 33.270 and Chapter 33.854 code and commentary for more information.

D. Affordable commercial space bonus. Proposals that provide affordable commercial space may increase maximum height and FAR if all of the following are meet. Floor area may be increased by 2 square feet for each square foot of affordable commercial space provided, up to the maximum stated in Table 130-3:

1. A long term leasing agreement with Portland Development Commission must be executed. The leasing agreement must ensure that the commercial space will be rented for 25 percent less than prevailing market rates;

2. The applicant must submit with the development application a letter from the Portland Development Commission certifying that commercial leasing agreements are in place to meet the standards of this subsection, and that any administrative requirements have been met; and

3. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that floor area built as a result of this bonus will meet the leasing and reporting requirements of the Portland Development Commission or qualified administrator.

E. Planned Development bonus. Proposals that provide a combination of affordable housing, a publicly accessible plaza or park, and energy efficient buildings may increase maximum height and FAR as stated in Table 130-3 if approved through a Planned Development Review and Design review (see Chapter 33.270 and Chapter 33.854). The site must be at least two acres in size to be eligible for this bonus.

Building Setbacks

33.130.215.B.1.a. Required setbacks from a street lot line.

In most situations along transit street frontages, no minimum building setbacks will be required from street lot lines, as is currently the case. A minimum 10-foot setback will be required along Civic Corridors (which are typically wide multi-lane arterial streets) in the Eastern and Western pattern areas (see Map 130-1). These Civic Corridors include streets such as SW Barbur Boulevard, 122nd Avenue, and outer SE Division Street. The intent of this setback is to provide opportunities for landscaping and extensions of the pedestrian space of sidewalks, helping to provide a buffer between buildings and the heavy traffic of these corridors.



Example of a front setback along a wide Civic Corridor, providing additional space for pedestrians and trees.

See next commentary page for notes on subparagraph 33.130.215.B.1.b

33.130.215 Setbacks

A. Purpose. The required building setbacks promote streetscapes that are consistent with the desired character of the different commercial/mixed use zones. The setbacks promote buildings close to the sidewalk to reinforce a pedestrian orientation and built-up streetscape. The setback requirements for areas that abut residential zones promote commercial/mixed use development that will maintain light, air, and the potential for privacy for adjacent residential zones.

The front setback requirements for Civic Corridors in Eastern and Western pattern areas provide opportunities for additional pedestrian space and separation from the vehicle traffic along these major streets to create an environment for building users and pedestrians that is less impacted by close proximity to traffic, and provide opportunities for front landscaping reflective of the vegetated characteristics of these neighborhood pattern areas.

The minimum building setbacks along local service streets adjacent to residential zones work together with requirements for step downs in building height (33.130.210.B.2.b.) to ensure that there is a transition in street frontage characteristics to lower scale residential zones. In these situations, the building setback regulations promote street frontages with landscaping and residential uses to provide a transition and a cohesive street environment with similar street frontage characteristics on both sides of the street, and limit exterior display and storage to minimize impacts to nearby residentially-zoned areas.

B. Minimum building setbacks. Minimum required building setbacks are listed below and summarized in Table 130-2. Unless otherwise specified in this section, the minimum required setbacks apply to all buildings and structures on a site. Setbacks for exterior development are stated in 33.130.245, and setbacks for parking areas are stated in Chapter 33.266, Parking, Loading and Transportation and Parking Demand Management.

1. Required setbacks from a street lot line. Unless as specified below, there is no minimum required setback from a street lot line:

   a. The minimum setback required from a street lot line adjacent to a Civic Corridor shown on Map 130-1 is 10 feet.

   b. The following minimum setbacks are required from a street lot line on the portion of the site that is across a local service street from an RF through R1 zone. The setbacks do not apply in the CR or CM1 zones, or on or within 100 feet of a transit street:

      (1) Buildings that are entirely in a residential use, and portions of buildings with dwelling units on the ground floor, must be setback 5 feet from a street lot line facing an RF through R1 zone. The setback must be landscaped to at least the L1 standard. Vehicle access is not allowed through the setback unless the local service street facing the residential zone is the only frontage for the site. Up to one third of the setback area can be hard surfaced for pedestrian or bicycle access. Exterior display and storage is not allowed within the setback.

33.130.215.B.1.b Required setbacks from a street lot line (continued)

In situations in which street lot lines are across a local service street from most residential zones, these standards provide a transition in scale and street frontage characteristics from commercial/mixed use zoning to lower-scale residential zoning, particularly in locations that are not on primary corridor frontages. The concept limits development within 10' of these secondary street frontages to residential uses as a component of this transition. Residential buildings can be as close as 5' to the street lot line, while other types of buildings would need to be setback at least 10'. This standard functions in conjunction with step-down height limits (see 33.130.210.B.2.b) to provide transitions in building heights, setbacks, and uses to residential zones.

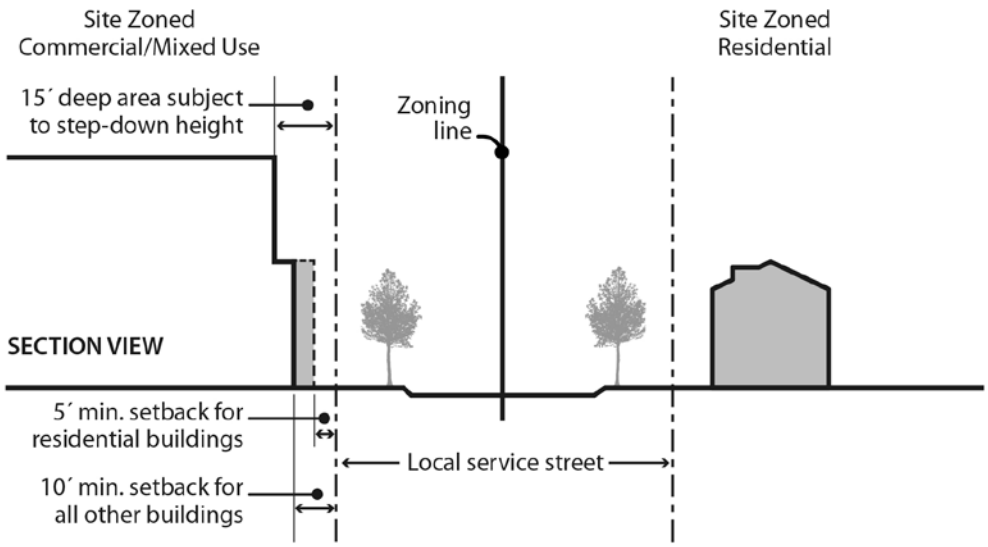
This approach is based in part on residential buffer requirements that are part of Community Design Standards (Chapter 33.218) that apply within the Design Overlay zone, and similar requirements that apply in some plan districts. The CM1 zone would be exempted from these requirements due to its small scale and often dispersed locations within residential areas.

(2) All other buildings must be setback 10 feet from a street lot line facing an RF through R1 zone. The setback must be landscaped to at least the L1 standard. Vehicle access is not allowed through the setback unless the local service street facing the residential zone is the only frontage for the site. Up to one third of the setback area can be hard surfaced for pedestrian or bicycle access. Exterior display and storage is not allowed within the setback. See Figure 130-2.

c. See 33.130.250.D for the required garage entrance setback for a garage that is accessory to a house, attached house, manufactured home, or duplex.

d. Structured parking that does not allow exiting in a forward motion must be set back 18 feet from the street lot line. See 33.266.130.C.

Figure 130-2
Building Setbacks and Step-Down Height Across a Local Service Street from Residential Zones



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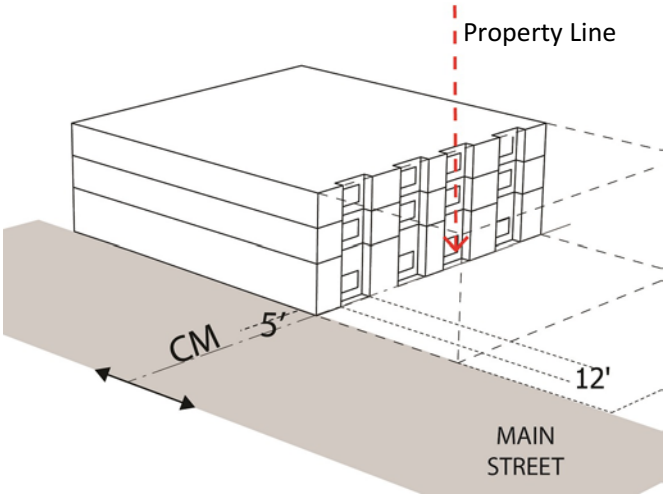
Commentary

33.130.215.B.2. Required setbacks from a lot line that is not a street lot line

Subparagraph b. A 10-foot setback will generally be required for buildings adjacent to residentially-zoned lots. This setback must include landscape screening and will work in conjunction with building height step downs to provide a transition between more intense development in the commercial/mixed use zones and adjacent residential zoning. The new approach, including the 10-foot setback, replaces the current approach of different setbacks based on the height of the building wall. The new regulations continue an allowance for no building setback in the case of buildings that are 15-feet high or less.

Subparagraph c. This section includes a requirement for residential windows to be set back a minimum of 5 feet from property lines that are not along streets. This requirement responds to the fact that the commercial/mixed use zones allow development to be built up to the property lines of adjoining properties with similar zoning. This is not a problem when buildings are built shoulder-to-shoulder, with windows facing the street or to mid-block open areas. It can be more of a problem for the livability of residential units if their primary windows are located close to interior property lines, up to which future neighboring buildings can be built. The building code allows window openings as close as 3 feet from property lines, which, since future buildings can be built up to these property lines, means that residential units can end up having only a 3-foot gap as their primary access to natural light and air. This concept will require that a minimum 5-foot setback be provided adjacent to interior property lines in order to provide better access to light and air. It will not apply to the walls of corner residential units that have windows along street frontages or that face rear setbacks or other dedicated open space.



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2. Required setbacks from a lot line that is not a street lot line:

   a. There is no minimum setback required from a lot line that abuts an OS, RX, C, E or I zone. And, no setback is required from an internal lot line that is also a zoning line on sites with split zoning.

   b. The required minimum setback from a lot line that abuts an RF through RH zone is 10 feet. The required setback area must be landscaped to the L3 standard. Areas paved for pedestrian or bicycle use can be located in the required building setback area, but may not extend closer than 5 feet to a lot line abutting an RF through RH zone. Buildings that are 15 feet or less in height are exempt from the required setback, however any setback provided that is 5 feet or greater in depth must be landscaped to at least the L3 standard for a distance of up to 10 feet from the lot line. This means that if the building is setback 3 feet, no landscaping is required, but if the building is setback 15 feet, then the first 10 feet measured from the lot line must be landscaped.

   c. Windows in the walls of dwelling units must be setback a minimum of 5 feet from a lot line that abuts a C, E, or I zoned lot. Windows of dwelling units that also have other windows facing a street lot line or facing a dedicated open space that is at least 10 feet in depth, such as a required setback or required outdoor area, are exempt from this standard. The setback area must be a minimum width of 12 feet or the width of the residential window, whichever is greater.

33.130.215.B. Minimum building setbacks (continued)

Projections into minimum building setbacks. Substantive changes from existing regulations in this section are:

1. Decks (higher than 2-1/2 feet above ground), uncovered balconies, and bays and bay windows will not be allowed to extend into the required 10-foot setback adjacent to a lot line abutting an RF – RH zoned lot in order to limit privacy impacts. Eliminating these allowances for setback extensions also responds to the fact that the depth of required setbacks abutting residential zones is being reduced in some situations.
2. The un-shaded text in Subparagraph B.3.b.(3), regarding extensions into street setbacks, was deleted in RICAP 7 due to the lack of street setback requirements. It is now being brought back because of code amendments that will require minimum street setbacks in some situations (such as minimum setbacks along Civic Corridors in the Eastern and Western pattern areas).

3. Extensions into required building setbacks and buffering requirements of Table 130-2.

   a. The following features of a building may extend into a required building setback up to 20 percent of the depth of the setback. However, except for building eaves and stormwater planters, they may not extend closer than 5 feet to a lot line abutting an RF – RH zoned lot.

      (1) Eaves, chimneys, fireplace inserts and vents, mechanical equipment, fire escapes, water collection cisterns and stormwater planters;

      (2) Stairways and wheelchair ramps that do not meet the standard of Subparagraph B.3.b below; and

      (3) Bays and bay windows may extend into a street setback, but not a required setback abutting an RF – RH zoned lot, and also must meet the following requirements:

      - Each bay and bay window may be up to 12 feet long, but the total area of all bays and bay windows on a building façade cannot be more than 30 percent of the area of the façade;
      - At least 30 percent of the area of the bay which faces the street lot line requiring the setback must be glazing or glass block;
      - Bays and bay windows must cantilever beyond the foundation of the building; and
      - The bay may not include any doors.

   b. The following minor features of a building are allowed to fully extend into required building setbacks, but may not extend closer than 5 feet to a lot line abutting an RF – RH zoned lot.

      (1) Uncovered decks, stairways, and wheelchair ramps with surfaces that are no more than 2-1/2 feet above the ground;

      (2) On lots that slope down from the street, vehicular and pedestrian entry bridges with surfaces that are no more than 2-1/2 feet above the average sidewalk elevation; and

      (3) Canopies, marquees, awnings, and similar features may fully extend into a street setback.

4. Detached accessory structures. For sites entirely in residential use, detached accessory structures are subject to the multi-dwelling zone standards of Section 33.120.280. The setback standards for detached accessory structures are stated in 33.130.265 below. Fences are addressed in 33.130.270 below.

33.130.215.C. Maximum building setbacks

The maximum building setbacks that currently apply in the CS zone and along transit streets for some other zones will be applied to all zones in most situations, except in CE zones that are not located in Pedestrian Districts. The code amendments simplify applicability of the maximum setback standard to conform to the existing CS standard (50 percent of the length of the street-facing facades of buildings).

In some situations in several commercial zones, current regulations require 100 percent of building frontages to be within 10' of a front property line. The code amendments will provide a more flexible approach for maximum building setbacks. The intent is to provide flexibility for a variety of desirable street frontage characteristics, while cultivating a street environment that is inviting to pedestrians. Community members have expressed interest in encouraging buildings with ground-floor windows and entrances close to sidewalks, while also providing opportunities for elements such as plazas, landscaping and other green elements along portions of street frontage.



The maximum setback standards encourage buildings located close to sidewalks, while providing flexibility for portions of street frontage to include features such as pocket plazas or plantings.

This subsection also includes a maximum building setback of 20 feet along certain Civic Corridors in the Eastern and Western pattern areas (see Map 130-1). This greater maximum setback relates to the minimum building setback of 10 feet that will apply along these corridors.

C. Maximum building setbacks. Except as stated in Subsection E., the maximum building setback standards are stated below.

1. Maximum setback standards. Unless otherwise specified, the maximum a building can be set back from a street lot line is 10 feet, except on Civic Corridors shown on Map 130-1, where the maximum set back is 20 feet. At least 50 percent of the length of the ground level street-facing façade of the building must meet the maximum setback standard.

2. Applying the standard.

   a. Where an existing building is being altered, the standards apply to the ground level, street-facing façade of the entire building. See Figures 130-3 and 130-4.

   b. Where there is more than one building on the site, the standards of this paragraph apply to the combined ground level, street-facing facades of all of the buildings. See Figures 130-5 and 130-6.

   c. In the CR, CM1, CM2, CM3, and CX zones, and in the CE zone within a Pedestrian District, if the site has street lot lines on three or more streets, the maximum setback standard only applies to two of the streets. When this occurs, the standard must be applied to the streets with the highest transit street classifications. If the site is a through lot, the maximum setback standard only applies to the street with the highest transit street classification. If multiple streets have the same highest transit street classification, the applicant may choose which street or streets to apply the standard.

   d. In the CE zone outside of pedestrian districts, the maximum setback standard only applies to transit streets unless the site does not have a street lot line on a transit street. If the site does not have a street lot line on a transit street, then the maximum setback standard applies to one street, and if there is more than one street, the applicant may choose which street to apply the standard. If the site has street lot lines on three or more transit streets, the maximum setback standard applies only to two of the streets. When this occurs, the standard must be applied to the streets with the highest transit classification. If multiple transit streets have the same highest street classification, the applicant may choose which streets to apply the standard.

   e. For buildings where all of the floor area is in residential use, the street-facing façade of an open porch that meets the following standards is included as part of the ground level, street-facing façade of the building:

      (1) For houses, attached houses, manufactured homes and duplexes, the porch must be at least 25 square feet in area. For multi-dwelling structures, the porch must be at least 9 feet wide and 7 feet deep;

      (2) The porch must have at least one entrance facing the street; and

33.130.215.C. Maximum building setbacks (continued)

Regarding the Exception paragraph, no change is proposed to existing regulations or to amendments proposed by the Accessory Structures Zoning Code Update (which is adding primary structures under 500 square feet to this exception, which previously exempted only detached accessory structures).

33.130.215.D. Area between a building and a street lot line.

General standard. This is an existing regulation, but has been moved from the Pedestrian Standards section (33.130.240) to the Setbacks section, as it address requirements for setback areas between a building and a street.

Improvements within transit street maximum building setbacks. This new regulation will require that at least 50 percent of setback areas are improved for pedestrian use along transit streets in order to foster a pedestrian-oriented environment. It responds to community interest that building setbacks, including landscape features, not create significant barriers between buildings and sidewalks, particularly along transit streets. Purely residential buildings are exempt from this requirement to allow for landscape features that can contribute to residential privacy.

Figure 130-3 (former 130-1)
No change.

(3) The porch must have a roof that is no more than 12 feet above the floor of the porch and at least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with a trellis or other open material if no more than 70 percent of the area of the material is open.

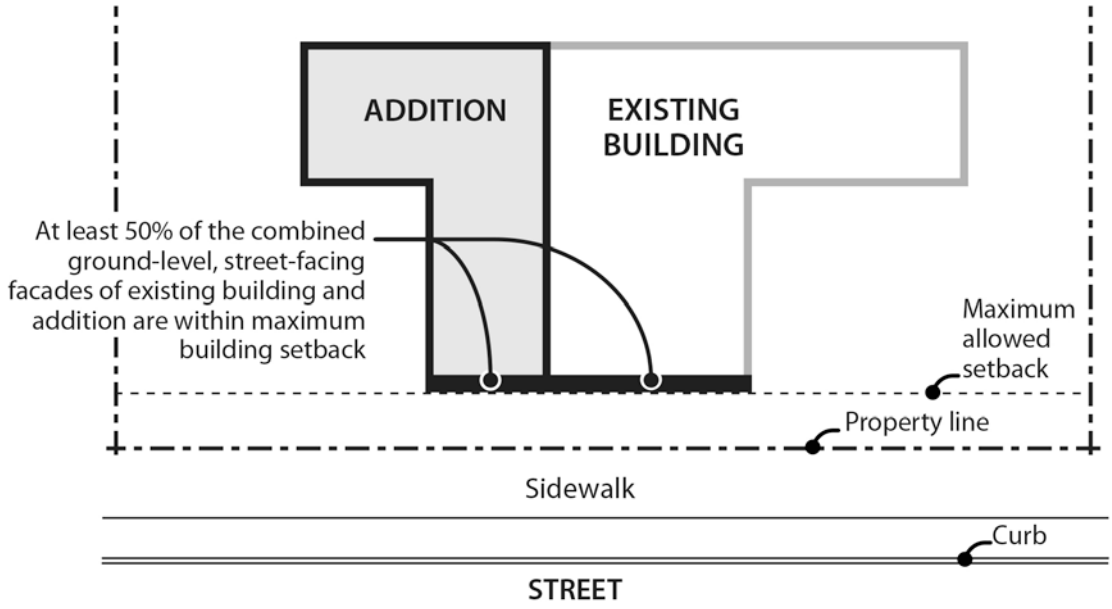
3. Exception. The maximum building setbacks do not apply to primary structures under 500 square feet in floor area, or to detached accessory structures. The street-facing facades of detached accessory structures do not count towards meeting maximum setback standards. See Figure 130-5.

D. Improvements in the setback area between a building and a street lot line.

1. General standard. The land between any building and a street lot line must be landscaped to at least the L1 level and/or hard-surfaced for use by pedestrians. This area may be counted towards any minimum landscaped area requirements. Vegetated stormwater management facilities used to meet Bureau of Environmental Services stormwater management requirements, and residential outdoor areas, such as play areas and garden plots, as well as vehicle areas and exterior display, storage, and work activities, if allowed, are exempt from this standard. Bicycle parking may be located in the area between a building and a street lot line when the area is hard surfaced.

2. Improvements within transit street maximum building setbacks. Along transit streets, at least 50 percent of the setback area between the street lot line and the portion of the building that complies with the maximum building setback must be hard surfaced for use by pedestrians. Residential buildings are exempt from this standard.

Figure 130-3
Alteration to Existing Building in Conformance with Maximum Setback Standard



Commentary

Figure 130-4 (former 130-2)
No change.

Figure 130-5 (former 130-3)
No change.

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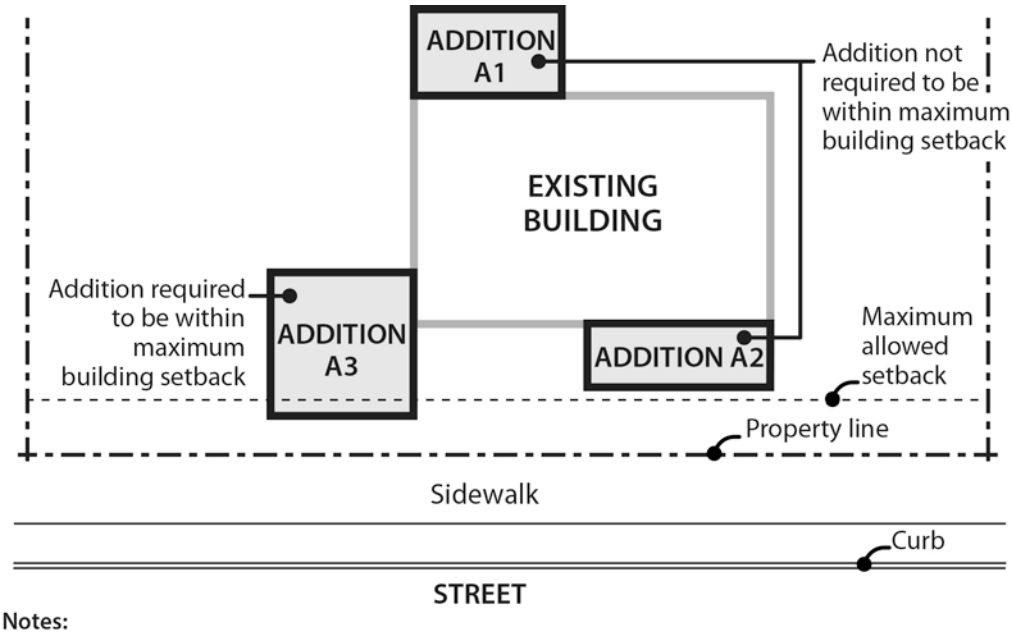
Figure 130-4
Alterations to Existing Building



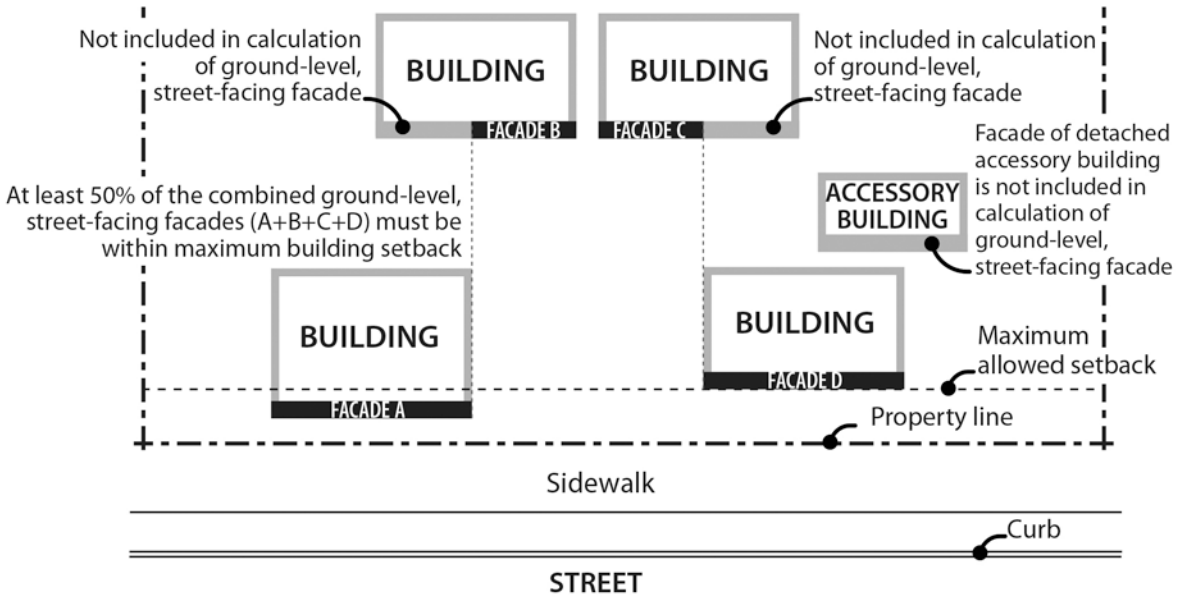
Notes:

Addition A1. Not subject to maximum setback standard because addition has no street-facing facade.

Addition A2. Brings building closer to conformance with maximum setback standard because it does not increase the length of the street-facing facade, and it brings building closer to maximum building setback line.

Addition A3. Because addition increases length of street facing facade, 100% of addition facade must be within maximum setback until maximum setback standard for entire building is met.

Figure 130-5
Calculating Maximum Building Setback When More Than One Building On Site

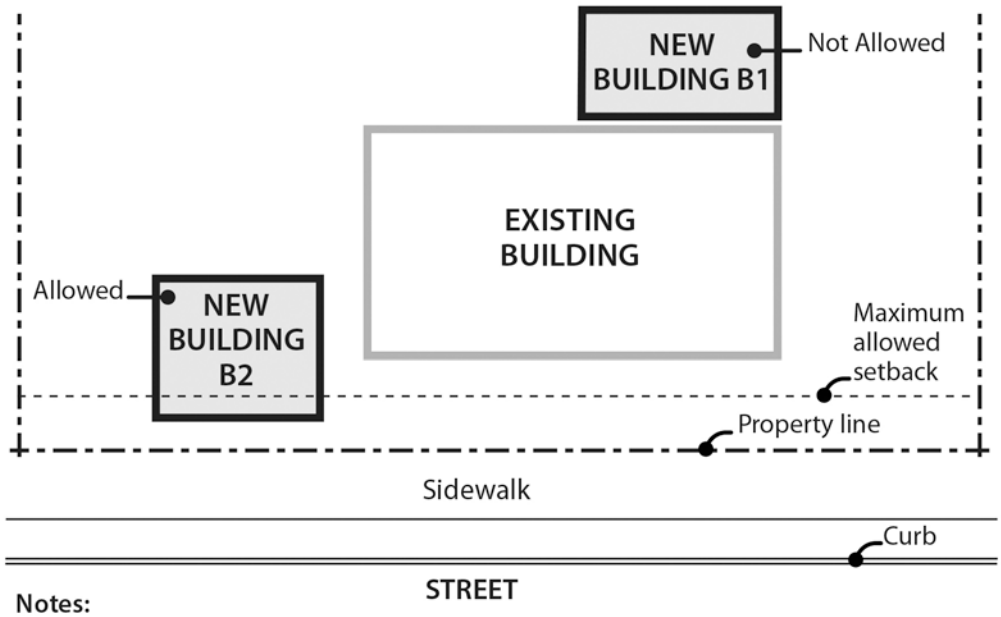


Ord. 188177, Vol. 2.5, page 11843

Figure 130-6 (former 130-4)
No change.

33.130.215.E. Alternative maximum building setback for large retailers
The only substantial change to this section is a reduction in the qualifying threshold from a building with 100,000 square feet down to 60,000 square feet. This change is intended to allow this provision to be used by a broader range of development anchored by supermarkets and other similarly-sized retailers, for which site design flexibility on large sites can be important to their feasibility. This flexibility is intended to increase possibilities for retail development in areas such as East Portland, which can benefit from greater local access to commercial services.

Figure 130-6
New Buildings on Sites with Buildings That Do Not Meet the Maximum Building Setback



Notes:
New Building B1. Not allowed because it moves site further out of conformance with maximum setback standard.
New Building B2. Because building increases length of combined street-facing facade on the site, 100% of building facade must be within maximum setback until maximum setback standard for site is met.

E. Alternative maximum building setback for large retailers.

1. Purpose. The intent of the regulations is to allow deeper street setbacks for very large retail stores locating along transit streets or in Pedestrian Districts in exchange for a pedestrian and transit-friendly main street type of development. These large retail sites can still be transit-supportive and pedestrian-friendly by placing smaller buildings close to the street and by creating an internal circulation system that is similar to streets in order to separate the parking area into blocks. The intent is to encourage development that will, over time, form a pedestrian-friendly main street along the perimeter of the parking blocks and provide connectivity within the site and to adjacent streets and uses.

2. Regulation. Sites that have at least one building with at least 60,000 square feet of floor area in Retail Sales and Service use are exempt from the maximum setback requirement of Table 130-2 and the vehicle area frontage limitations of 33.266.130.C.3 if all of the requirements of this paragraph are met. For sites with frontage on more than one transit street or more than one street in a Pedestrian District, this exemption may be used only along one transit street frontage or frontage along a street in a Pedestrian District.

   a. Other buildings on the site have ground level walls within the maximum setback for at least 25 percent of the frontage on a transit street or street in a Pedestrian District. These buildings must be constructed before or at the same time as the large retail store;

33.130.215.F. (continued)
No change to the regulations on this page.

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b. Internal circulation system. An internal circulation system that meets the following standards must be provided:

(1) Internal accessways that are similar to streets must divide the site into parking areas that are no greater than 55,000 square feet;

(2) These accessways must connect to the transit street, or street in a Pedestrian District, at least every 250 feet;

(3) Each internal accessway must have at least one auto travel lane, curbs, and unobstructed sidewalks on both sides and one of the following must be met:

- The sidewalks must be at least 10 feet wide and planted with trees a maximum of 30 feet on center. Trees must be planted in the center of unpaved tree wells at least 18 square feet, with a minimum dimension of 3 feet. The unpaved area may be covered with a tree grate. Tree wells must be adjacent to the curb, and must be located so there is at least 6 feet of unobstructed sidewalk; or
- The sidewalks must be at least 6 feet wide. There must be a planting strip at least 4 feet wide. The planting strip must be between the curb and the sidewalk, and be landscaped to at least the L1 standard, except that trees cannot be grouped.

(4) Along each internal accessway that intersects a transit street, parking must be provided between both sidewalks and the auto travel lanes except for within 75 feet of the transit street intersection, measured from the street lot line, where parking is not allowed;

(5) Curb extensions that are at least the full depth of the parking must be provided, as shown in Figure 130-7, at the intersections of internal accessways that have parking; and

(6) The internal accessways are excluded from the portion of the parking and loading area used to calculate required interior landscaping.

c. Connections between sites. This standard applies to all commercial, office, or institutional development that is adjacent to sites either developed for Commercial or Institutional use, or zoned C, E, or I. The system must connect the buildings on the site to these adjacent sites.

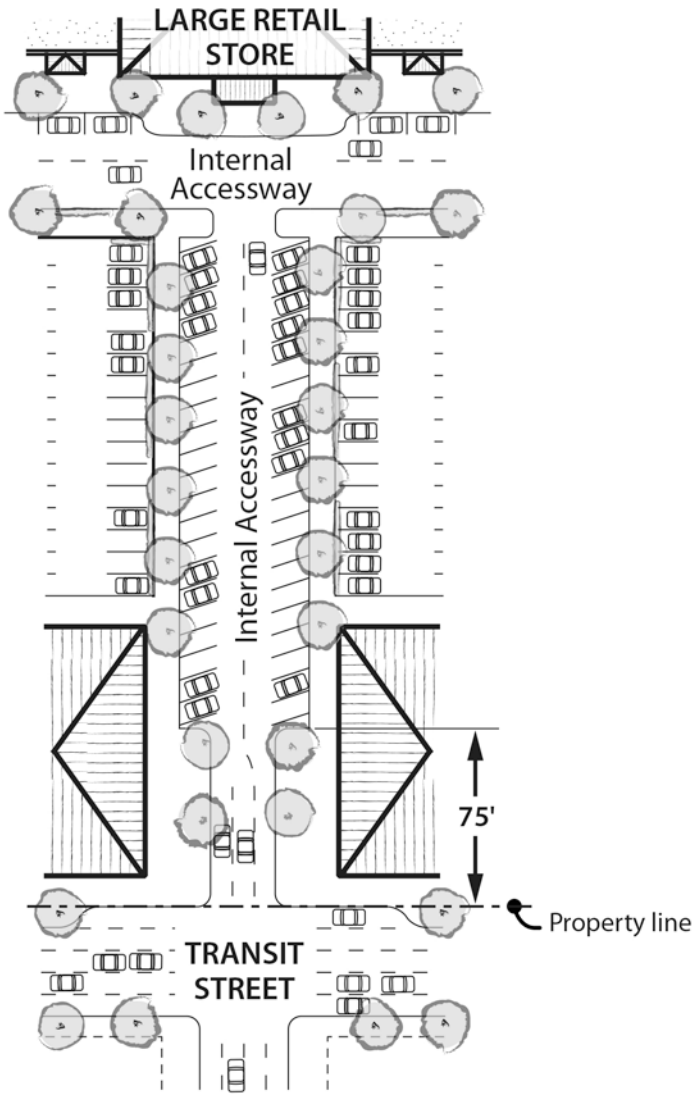
Ord. 188177, Vol. 2.5, page 11847

Commentary

Figure 130-7 (former 130-5)
No change.

Ord. 188177, Vol. 2.5, page 11848

Figure 130-7
Internal Circulation System



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33.130.220 Building Coverage

The building coverage standards provide differing requirements based on zone and pattern area location (see Table 130-2 and Map 130-2). Lower building coverage is allowed in areas outside the Inner pattern area to reflect their less intensely developed and more landscaped characteristics.

33.130.222 Building Length and Façade Articulation

These new standards reflect community concerns about large buildings with monolithic massing that appear out of scale with the fine-grain patterns of many neighborhood commercial areas. The proposed standards are intended to promote buildings that fit better into the scale of neighborhood commercial corridors, but without dictating the architectural approach or style of new buildings. These standards require that the mass of large buildings be divided into smaller components.

B. Maximum building length. This requirement is derived from a standard that applies in some of the multi-dwelling zones. The maximum building length standard of 200 feet corresponds to traditional Portland block patterns. Outside of Portland's core, blocks can be 460 feet or greater in length, which has sometimes resulted in lengthy buildings whose scale has been of concern to community members. This building length limitation only applies within 20 feet of a street lot line, so that building volumes may be attached beyond this distance. This standard requires that the resulting building volumes, when located on the same site, be separated by a minimum of 20 feet in order to create a clear break in the building massing, which is also wide enough to potentially serve as a usable open space.

33.130.220 Building Coverage

A. Purpose. The building coverage standards limit the footprint of buildings and work with the FAR, height, and setback standards to control the overall scale of development. The standards promote development consistent with the desired character of the zone. The standards allow a high degree of lot coverage in the Inner Neighborhoods pattern area to reflect the urban development patterns and continuous building frontages of the area. The standards for Eastern and Western pattern areas work in conjunction with landscaping requirements to respond to the less intensely developed characteristics of these areas.

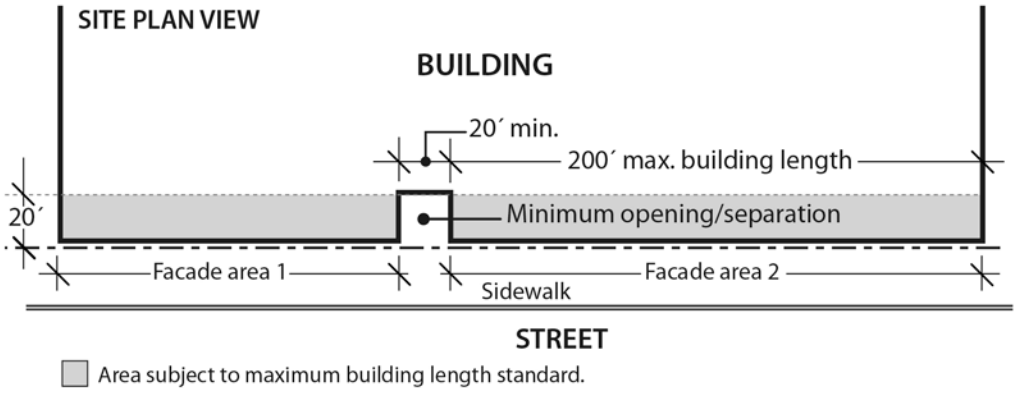
B. Building coverage standards. The maximum building coverage standards are stated in Table 130-2, and the standards apply based on pattern area geography. Map 130-2 identifies the pattern areas. Maximum building coverage applies to all buildings and covered structures.

33.130.222 Building Length and Façade Articulation

A. Purpose. These standards, along with the height and setback standards, limit the bulk of buildings close to the street. These standards help ensure that large buildings will be divided into smaller components that relate to the scale and patterns of Portland's commercial/mixed-use areas and add visual interest and variety to the street environment.

B. Maximum building length. In the CR, CM1, CM2, CM3, and CE zones, the maximum building length for the portion of a building located within 20 feet of a street lot line is 200 feet. The portions of buildings subject to this standard must be separated by a minimum of 20 feet when located on the same site. See Figure 130-8.

Figure 130-8
Maximum Building Length



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33.130.222 Building Length and Façade Articulation (continued)

C. Façade articulation. This standard requires large building wall planes to be divided into smaller components. Recessed areas of façade that include projecting features such as balconies can count toward meeting this requirement. This approach would allow stepping back the upper levels of facades (such as the fourth story of a building in the CM2 zone) as one option for meeting this standard.

Portions of building façade that are entirely separated from each other, such as by a courtyard, are considered to be separate façade areas for the purpose of determining the size of each façade area.

Ord. 188177, Vol. 2.5, page 11852

C. Façade articulation.

1. Where the standard applies. This standard applies in the CM2, CM3 and CE zones as follows:

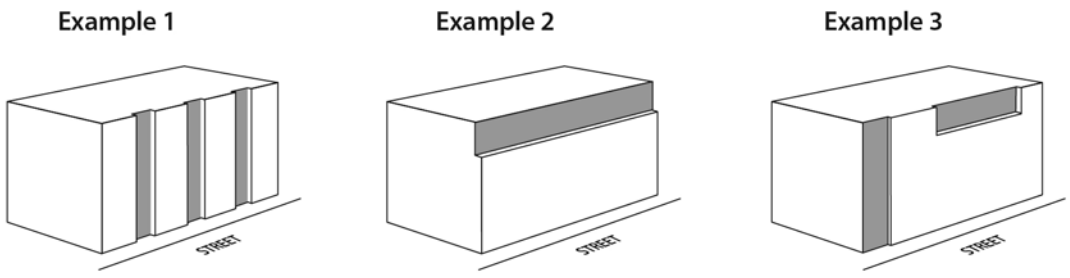
   a. In the CM2 and CE zones, the standard applies to buildings more than 35 feet high that have façade areas of more than 3,500 square feet within 20 feet of a street property line.

   b. In the CM3 zone, the standard applies to buildings more than 45 feet high that have façade areas of more than 4,500 square feet within 20 feet of a street property line.

   c. Portions of building facades that are vertically separated by a gap of 10 feet in width or more extending at least 20 feet in depth from the street property line are considered to be separate facades areas for the purposes of the façade area measurements. See Figure 130-8.

2. The standard. At least 25 percent of the façade within 20 feet of a street lot line must be divided into façade planes that are off-set by at least 2 feet in depth from the rest of the façade. Façade area used to meet the façade articulation standard may be recessed behind, or project out from, the primary façade plane. See Figure 130-9.

Figure 130-9
Façade Articulation



33.130.225 Landscaped Areas

The primary departure from existing landscape area regulations is a requirement for landscaping or alternative green options for commercial/mixed use zones that allow high lot coverage and do not currently have landscaping requirements (CM2 and CM3 in the Inner Pattern Area, whose comparable existing zones [CS, CM, CX, and EX] do not generally require landscaping).

This regulation responds to comments received regarding the need for green elements as part of development within centers and corridors in the Inner Pattern Area. Also, draft Comprehensive Plan policies call for integrating green/vegetated elements into the urban environment and reducing urban height island effects.

The proposed regulations apply a 15 percent landscaping requirement (as currently applies in most commercial/mixed use zones) to the CM2 and CM3 zones, but provide alternative options to meeting this requirement that preserve the ability to undertake development with high lot coverage (up to 100 percent). Some of these options are also intended to accommodate improvements to older buildings and the continuation of existing urban development patterns in older commercial districts that have high levels of building coverage.



Example of a range of landscaping approaches integrated into urban development, including ecoroofs, raised landscaped areas, and stormwater planters.

33.130.225 Landscaped Areas

A. Purpose. Landscaping is required in some zones because it is attractive and it helps to soften the effects of built and paved areas. Landscaping also helps cool the air temperature, intercept rainfall and reduce stormwater runoff by providing unpaved permeable surface. Landscaping can also provide food for people and habitat for birds and other wildlife. As an alternative to conventional landscaping, a range of urban green options are provided in the CM2 and CM3 zones in the Inner Neighborhoods pattern area to reflect this area's more urban development patterns and historic storefront commercial characteristics. Landscaping is required for all commercial/mixed use-zoned lands abutting R zoned lands and as screening for parking lots (see Chapter 33.216) to provide buffering and promote livability.

B. Minimum landscaped area. The minimum amount of required landscaped area is stated in Table 130-2. Any required landscaping, such as for required setbacks or parking lots, applies towards meeting the minimum amount of required landscaped area. Sites developed with a house, attached house or duplex are exempt from the required minimum landscaped area standard. The required landscape area must meet one of the following:

1. Unless allowed by Paragraph B.2., required landscaped areas must:

   a. Be at ground level, except when in raised planters that are used to meet minimum Bureau of Environmental Services stormwater management requirements; and

   b. Comply with at least the L1 standard described in Chapter 33.248, Landscaping and Screening, or be a vegetated stormwater management facility that meets minimum Bureau of Environmental Services stormwater management requirements. However, up to one-third of the required landscaped area may be improved for active or passive recreational use, or for use by pedestrians. Examples of active or passive recreational use include walkways, play areas, plazas, picnic areas, garden plots, and unenclosed recreational facilities.

2. Urban green alternative landscaped area. In the CM2 and CM3 zones in the Inner pattern area shown on Map 130-2, one or more of the following may be used to meet the required landscape area:

   a. Ecoroof. An ecoroof area may apply toward meeting the required landscaped area standard at a ratio of 4 square feet of ecoroof area for every 1 square foot of required landscaped area. The ecoroof area must be approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual.

   b. Large trees. The minimum required landscaped area may be reduced to 10 percent of site area when the site includes an area with minimum dimensions of 30 feet by 30 feet planted with at least one large-canopy tree. An existing large-canopy tree can be used to meet this requirement, subject to the Tree Protection Specifications of Title 11 (Section 11.60.030). Large canopy trees are defined in Section 33.248.030, Plant Materials. At least 50 percent of the ground area within this space must planted with ground cover plants and the remainder may be hard-surfaced for use by pedestrians.

33.130.227 Trees

No change.

33.130.228 Required Outdoor Areas

Currently, no outdoor space is required for residential development in the commercial/mixed use zones. These standards would use the same 48 square feet per unit requirement that applies in multi-dwelling residential zones (R3, R2, and R1 zones). A lesser amount of outdoor space (36 square feet per unit) is required for small sites (20,000 square feet or less) in response to the greater difficulty of accommodating outdoor spaces on small sites. This new requirement responds to the fact that residential development has become a predominant type of development in the commercial/mixed use zones and would implement Comprehensive Plan policy direction on fostering housing that promotes healthy, active living and that provides access to outdoor space.

The primary difference between these standards and similar requirements in the multi-dwelling zones is an allowance for indoor common areas (such as community rooms, exercise rooms and other indoor recreation facilities) to be used as an option to meet the residential outdoor space requirements. Required residential outdoor areas can be provided in the form of private outdoor spaces, shared outdoor areas, indoor community or recreation spaces, or combinations of these.





Examples of residential outdoor areas in the form of individual balconies (left) and shared outdoor space (right).

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c. Raised landscaped areas. Landscaped areas raised above ground level may be used to meet the minimum landscaped area standard when landscaped to at least the L1 standard and soil depth is a minimum of 30 inches.

d. Pervious pavement. Up to 50 percent of the required landscaped area may be improved for pedestrian use, such as walkways and plazas, if the area is surfaced with pervious pavement approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual. If this provision is used, no impervious surfaces can be counted toward meeting the minimum landscaped area standard.

33.130.227 Trees

Requirements for street trees and for on-site tree preservation, protection, and overall tree density are specified in Title 11. See Chapter 11.50, Trees in Development Situations.

33.130.228 Required Outdoor Areas

A. Purpose. The required outdoor areas standards ensure opportunities for residents to have on-site access to outdoor space for recreation, relaxation, natural area, or growing food. Required outdoor areas are an important aspect for addressing the livability of a property with residential units by providing residents with opportunities for outdoor activities, some options for outdoor privacy, and a healthy environment. These standards also allow for outdoor area requirements to be met by indoor community facilities that provide opportunities for recreation or gathering.

B. Requirements.

1. Amount required:

   a. On sites that are up to 20,000 square feet in total area, at least 36 square feet of outdoor area is required for each dwelling unit on the site;

   b. For sites that are more than 20,000 square feet in total area, at least 48 square feet of outdoor area is required for each dwelling unit on the site.

2. Size, location and configuration. Required outdoor area may be provided as individual, private outdoor areas, such as patios or balconies, or as common, shared areas, such as outdoor courtyards and play areas, or indoor recreational facilities or community rooms. There also may be a combination of individual and common areas.

   a. Individual unit areas. Where a separate outdoor area is provided for each individual unit, it must be designed so that a 4-foot by 6-foot dimension will fit entirely within it. The outdoor area must be directly accessible to the unit. Balconies that extend over street right-of-way count towards meeting this standard. Areas used for pedestrian circulation to more than one dwelling unit do not count towards meeting the required outdoor area. If the area is at ground level it may extend up to 5 feet into a required front setback, and may extend into required side and rear setbacks as long as the area is not closer than 5 feet to a lot line abutting an RF through RH zoned lot.

33.130.228 Required Outdoor Areas (continued)

See previous commentary.

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b. Common areas. There are two types of common area:

(1) Outdoor common area. Where outdoor areas are common, shared areas, each area must be designed so that it is at least 500 square feet in area and so that a 20-foot x 20-foot square will fit entirely within it.

(2) Indoor common area. Where an indoor common area is provided, it must be an indoor recreational facility or an indoor tenant community room. Indoor common areas that are not recreational facilities or community rooms, such as lobbies, hallways, laundry facilities, storage rooms, and vehicle or bicycle facilities, cannot be used to meet this requirement.

c. Combination of individual and common areas. Where a combination of individual unit and common areas is provided, each individual area must meet Subparagraph B.2.a and each common area must meet B.2.b above, and together must provide a total amount of space equivalent to the combined amount of outdoor area required for each dwelling unit.

3. Surfacing materials. Required outdoor areas must be surfaced with lawn, pavers, decking, or sport court paving which allows the area to be used for active or passive recreational use.

4. User amenities. User amenities, such as tables, benches, trees, shrubs, planter boxes, garden plots, drinking fountains, spas, or pools, may be placed in the outdoor area. Common, shared outdoor areas may also be developed with amenities such as play areas, plazas, roof-top patios, picnic areas, and open recreational facilities.

Commentary

33.130.230 Ground Floor Windows

Significant changes to ground floor window requirements include the following:

- Increase in the window coverage requirement on the primary ground level frontage from the current 25 percent to 40 percent.
- Increase in the secondary frontage window coverage requirement from 12-1/2 percent to 25 percent.
- Change in the window coverage measurement methodology. Current measurement of ground level wall area includes all wall area up to 9 feet above grade. The new measurement is based on wall area from 2 feet to 10 feet above grade.
- Change from the current exemption for parking structures. New regulations would require parking structures to meet ground floor window coverage requirements on at least one frontage.
- The walls of residential units are no longer exempt from ground floor window coverage requirements. Instead, ground floor residential units are provided several options for meeting ground floor window requirements (see subsection D).
- Change to the Exception for Public Art option, limiting the use of this provision to one half of the ground floor window coverage requirements.

Ground floor window requirements have been an important design-related regulatory standard in Portland's commercial zones, continuing traditions of storefront commercial development and contributing to an engaging, pedestrian-oriented street environment. The current minimum ground-floor window coverage requirement of 25 percent, however, sometimes results in sub-optimal window coverage, and includes exemptions for residences and parking garages that can compromise the street environment.

The increased ground-floor window coverage requirements (and related concepts for entrances) respond to interest from a wide-range of community members in focusing on improving the design of the ground-level frontages of buildings. This is where buildings are most directly experienced by pedestrians and can be important for maintaining the continuity of business districts. Regulations for a higher level of ground floor window coverage (60 percent) is applied to the core commercial areas of centers, as part of the proposed Centers Main Street Overlay, to reinforce the roles of these locations as pedestrian-oriented places that are a focus of commercial and community activity (see Chapter 33.415).

Ord. 188177, Vol. 2.5, page 11860

33.130.230 Ground Floor Windows

A. Purpose. In the commercial/mixed use zones, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

B. Ground floor window standard.

1. General standard.

   a. Windows must cover at least 40 percent of the ground floor wall area of street-facing facades that are 20 feet or closer to a street lot line or a publicly-accessible plaza. For the purposes of this standard, ground floor wall areas include all exterior wall areas from 2 feet to 10 feet above the finished grade, and include structured parking entrances and openings. See Figure 130-10.

   b. If the lot has more than one street frontage, then the ground floor window standard in Subparagraph B.1.a. applies to the façade that faces the highest transit street classification. All other ground level street-facing facades that are 20 feet or closer to the street lot line must have windows that cover 25 percent of the ground level wall area. The walls of structured parking along these facades may be set back at least 5 feet and landscaped to the L2 standard instead of providing 25 percent windows. If two or more streets have the same highest transit street classification, then the applicant may choose on which of those street to meet the higher standard. Transit street classifications are identified in the Transportation Element of the Comprehensive Plan.

2. Exemptions:

   a. Houses, attached houses, manufactured homes, and duplexes are exempt from this Section; and

   b. Ground floor street-facing walls of dwelling units are exempt from Paragraph B.1., but the walls must meet one of the standards in Subsection D.

C. Qualifying window features. Required ground floor window areas must be windows that allow views into working areas, lobbies, residential units or residential building common areas; glazing in pedestrian entrances; or display windows that are at least 24 inches deep set into a wall. Windows into storage, vehicle or bicycle parking, mechanical equipment, or garbage and recycling areas, and display cases attached to outside walls do not qualify. Except for the windows of residential units and clerestory windows located above doors or other windows, the bottom of qualifying windows must be no more than 4 feet above the adjacent exterior grade.

Ord. 188177, Vol. 2.5, page 11861

Commentary

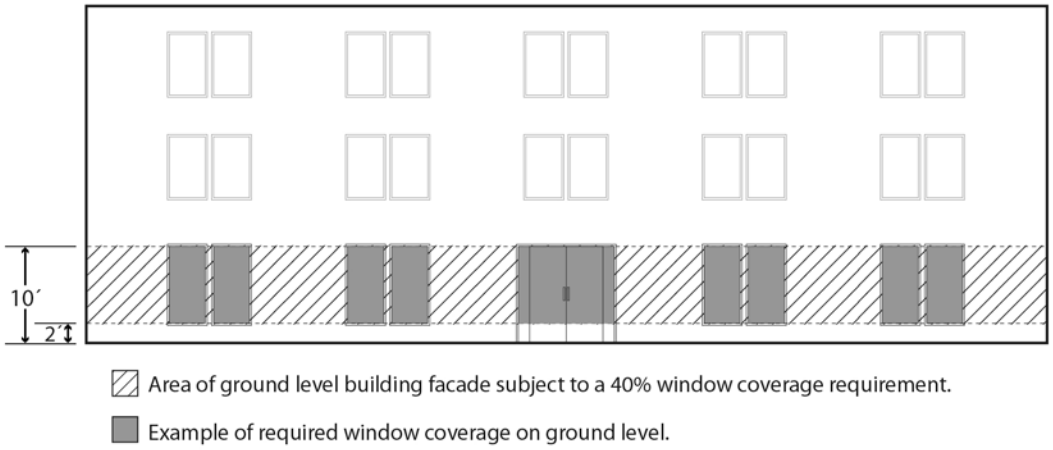
33.130.230 Ground Floor Windows (continued)

Portions of buildings with ground floor residential units will be required to meet one of three options:

- Design to accommodate future conversion to commercial or other active ground floor uses, with storefront-type windows and barrier-free entrances.
- Ground floor residential units set back from street lot lines.
- Ground floor residential units raised above grade.

This regulatory approach responds to concerns about residential development in centers and corridors when residential units are built at ground level close to sidewalks. Besides loss of commercial opportunities, this creates privacy issues for the residents of ground floor units close to sidewalks. This concept proposes a series of options that projects with ground floor residences could choose to follow, one option of which is for designing the spaces to be adaptable to commercial uses with 40 percent window coverage; and the other two options of which are for more residentially-oriented design, with units either setback from the street or raised above grade. These options will be required for development with ground-floor residential units along any street frontage. Besides ground-floor window coverage requirements, residential development in the commercial/mixed use zones will need to meet requirements (existing) for 15 percent overall window coverage for street-facing facades.

Figure 130-10
Ground Floor Windows



D. Ground floor window and frontage standards for dwelling units. The ground floor wall area of street-facing facades of dwelling units that are 20 feet or closer to a street lot line must meet at least one of the following standards:

1. Flexible ground floor design. The ground floor window standard of Subparagraph B.1.a. must be met, and the ground level of the building must be designed and constructed as follows:

   a. The distance from the finished floor to the bottom of the ceiling structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;

   b. The area meeting this standard must be at least 25 feet deep, measured from the street-facing façade; and

   c. Each unit must include a front entrance that is located at the level of the finished grade and can be accessed without steps.

2. Front setback.

   a. The portions of the building with residential dwelling units on the ground-floor must be set back at least 5 feet from the street lot line. The setback must be landscaped to at least the L1 level and/or hard-surfaced for use by pedestrians; and

33.130.230 Ground Floor Windows (continued)

See previous commentary on ground floor window requirements for ground floor residential.

E. Exception for Public Art. This existing subsection has been changed to limit the use of this provision to one half of the ground floor window coverage requirements in order to retain the intent of requiring windows to strengthen connections between buildings and sidewalks on a portion of ground floor frontages.

Ord. 188177, Vol. 2.5, page 11864

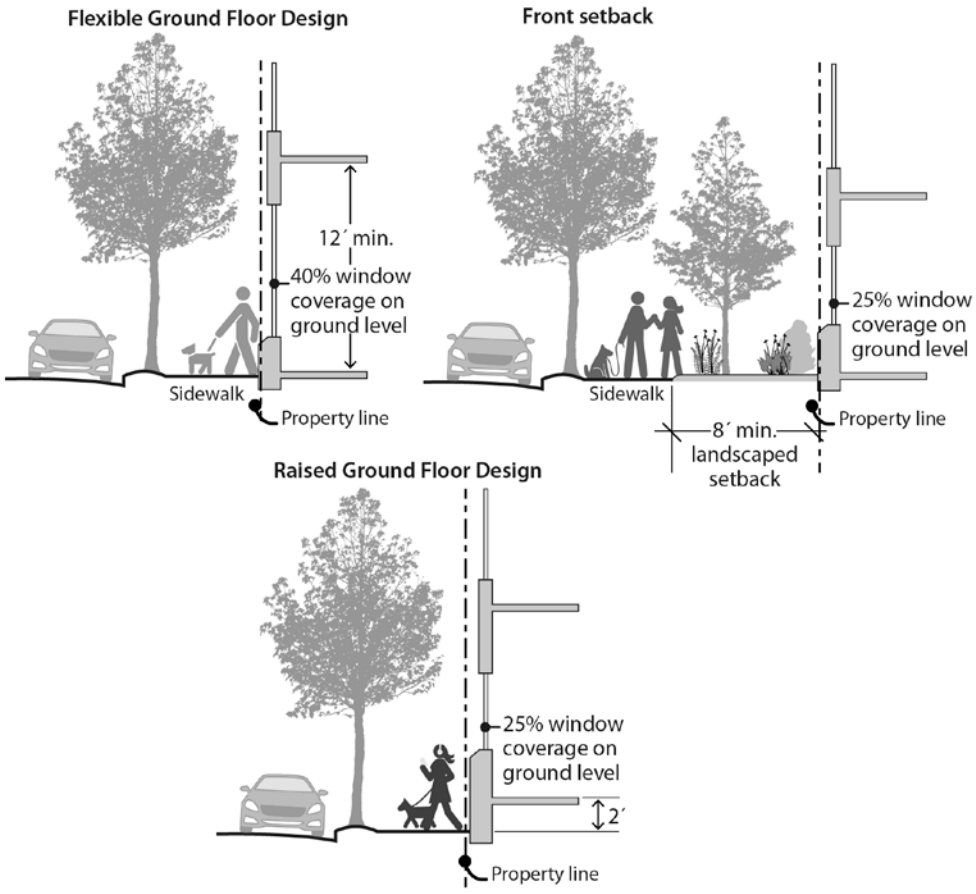
b. Windows must cover at least 25 percent of the ground level wall area of the portion of the building with residential dwelling units on the ground-floor.

3. Raised ground floor.

a. The portion of the building with residential dwelling units on the ground-floor must have the finished floor of each residential unit at least 2 feet above the grade of the closest adjoining sidewalk.

b. Window must cover at least 25 percent of the ground level wall area of the portion of the building with residential dwelling units on the ground-floor.

Figure 130-11
Ground Floor Window Options for Ground Floor Residential



E. Exception for Public Art. Outside the Central City , public art may be used to meet up to one half of the required window coverage of the ground floor window provision. Covenants for the public art will be required, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the public art. To qualify for this exception, documentation of approval by the Regional Arts and Culture Council must be provided prior to approval of the building permit.

33.130.235 Screening

No change.

Ord. 188177, Vol. 2.5, page 11866

33.130.235 Screening

A. Purpose. The screening standards address specific unsightly features which detract from the appearance of commercial/mixed use areas.

B. Garbage and recycling collection areas. All exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt. Screening must comply with at least the L3 or F2 standards of Chapter 33.248, Landscaping and Screening.

C. Mechanical equipment. Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation. Screening must comply with at least the L2 or F2 standards of Chapter 33.248, Landscaping and Screening, and be tall enough to screen the equipment. Mechanical equipment placed on roofs must be screened in one of the following ways, if the equipment is within 50 feet of an R zone:

1. A parapet along facades facing the R zone that is as tall as the tallest part of the equipment;
2. A screen around the equipment that is as tall as the tallest part of the equipment; or
3. The equipment is set back from roof edges facing the R zone 3 feet for each foot of height of the equipment.

D. Other screening requirements. The screening requirements for parking, exterior storage, and exterior display areas are stated with the regulations for those types of development.

Ord. 188177, Vol. 2.5, page 11867

Commentary

33.130.240 Pedestrian Standards

No substantive changes to sections on this page, except for an allowance for buildings separated from a street by other buildings to not have a direct connection to the street. Such buildings would still need to meet requirements for internal connections between buildings within a site.

Ord. 188177, Vol. 2.5, page 11868

33.130.240 Pedestrian Standards

A. Purpose. The pedestrian standards encourage a safe, attractive, and usable pedestrian circulation system in all developments. They ensure a direct pedestrian connection between abutting streets and buildings on the site, and between buildings and other activities within the site. In addition, they provide for connections between adjacent sites, where feasible.

B. The standards. The standards of this Section apply to all development except houses, attached houses, and duplexes. An on-site pedestrian circulation system must be provided. The system must meet all standards of this Subsection.

1. Connections. Pedestrian connections are required as specified below:

a. Connection between streets and entrances.

(1) Sites with one street frontage.

- Generally. There must be a connection between one main entrance of each building on the site and the adjacent street. The connection may not be more than 20 feet longer or 120 percent of the straight line distance, whichever is less. Buildings separated from the street by other buildings are exempt from this standard.
- Household Living. Sites where all of the floor area is in Household Living uses are only required to provide a connection to one main entrance on the site. The connection may not be more than 20 feet longer or 120 percent of the straight line distance, whichever is less.
- Tree preservation. If a tree that is at least 12 inches in diameter is proposed for preservation, and the location of the tree or its root protection zone would prevent the standard of this paragraph from being met, the connection may be up to 200 percent of the straight line distance.

(2) Sites with more than one street frontage. Where the site has more than one street frontage, the following must be met:

- The standard of Subparagraph B.1.a(1) must be met to connect the main entrance of each building on the site to the closest sidewalk or roadway if there are no sidewalks. Sites where all of the floor area is in Household Living uses are only required to provide a connection meeting the standard of Subparagraph B.1.a(1) to one main entrance on the site;
- An additional connection, which does not have to be a straight line connection, is required between each of the other streets and a pedestrian entrance. However, if at least 50 percent of a street facing façade is within 10 feet of the street, no connection is required to that street.

Ord. 188177, Vol. 2.5, page 11869

33.130.240 Pedestrian Standards (continued)

Internal connections. Language has been added to this paragraph to allow public sidewalks to be used to meet requirements for internal connections for sidewalk-oriented buildings. This is intended to accommodate buildings located close to sidewalks, such as townhouse or storefront-type type buildings with main entrances close to public sidewalks and insufficient setbacks to provide pedestrian connections that are separate from public sidewalks.

Large site pedestrian connectivity. This new paragraph calls for pedestrian connections no further apart than 330 feet, in alignment with regional pedestrian connectivity standards.

Materials. The requirement for the pedestrian circulation system is being amended to allow for narrower, 3-foot wide connections for portions of the system providing access to only a few (up to 4) residential units. This corresponds to a similar provision in the Multi-Dwelling Zones (Chapter 33.120) that is intended to allow for less impervious surfaces in situations that are not expected to have large amounts of pedestrian activity. Also based on a Multi-Dwelling Zones regulation intended to allow for less impervious surfaces, a new provision has been added (subparagraph d) that allows a "shared street" configuration in which pedestrian and vehicle circulation takes place within the same space, when the circulation space is surfaced with paving blocks or bricks to signify the role of the space as a place for pedestrians. This allowance is limited to purely residential projects and to auto travel lanes that access no more than 16 units in order to limit pedestrian-vehicle conflicts.

No changes to other paragraphs.

b. Internal connections. The system must connect all main entrances on the site, and provide connections to other areas of the site used by building occupants, including parking areas, bicycle parking, recreational areas, common outdoor areas, and any pedestrian amenities. Pedestrian connections to public sidewalks may substitute for internal connections for main entrances that are within 10 feet of a public sidewalk.

c. Large site pedestrian connectivity. Sites that are 5 acres or more in size must provide pedestrian connections through the site that are no further apart than 330 feet as measured from the centerline of each connection. Pedestrian connections must provide connectivity to all streets that abut the site. Portions of sites that are in the Environmental Protection overlay zone, the Environmental Conservation overlay zone, have existing large buildings that prevent this standard from being met, or have slopes with an average slope of 20 percent or greater are exempt from this standard.

2. Materials.

a. The circulation system must be hard-surfaced, and be at least 6 feet wide. On sites where all of the floor area is in Household Living, segments of the circulation system that provide access to no more than 4 units may be 3 feet wide.

b. Except as allowed in Subparagraph B.2.d., where the system crosses driveways, parking areas, and loading areas, the system must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement. Elevation changes and speed bumps must be at least 4 inches high.

c. Except as allowed in Subparagraph B.2.d., where the system is parallel and adjacent to an auto travel lane, the system must be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised path is used it must be at least 4 inches high and the ends of the raised portions must be equipped with curb ramps. Bollard spacing must be no further apart than 5 feet on center.

d. On sites where all the floor area is in a Household Living use, the pedestrian circulation system may be located within an auto travel lane if the auto travel lane provides access to 16 or fewer parking spaces and the entire auto travel lane is surfaced with paving blocks or bricks.

3. Lighting. The on-site pedestrian circulation system must be lighted to a level where the system can be used at night by the employees, residents, and customers.

Commentary

33.130.242 Transit Street Main Entrance

A significant change to this section is expansion of transit street main entrance requirements to multi-dwelling structures, in addition to its current applicability to non-residential uses. New requirements call for one main entrance to a multi-dwelling structure to meet transit street main entrance requirements. It also provides an additional option for multi-dwelling structures to have the required main entrance front a courtyard and be within 50 feet of the transit street (as an alternative to the current requirement for 25 feet). This courtyard option allows a continuation of a common type of Portland courtyard apartment building that features main entrances accessed from courtyards, instead of fronting directly onto public sidewalks.

D. Distance between entrances. This new standard requires a minimum of one entrance for every 200' of building frontage. While more frequent entrances than this would provide more active street frontages (and is currently required of multi-tenant buildings close to sidewalks), this standard is intended to accommodate the very broad range of development types built in the commercial/mixed-use zones. Some development types which can be important contributions to mixed-use corridors do not lend themselves to multiple entrances. These include supermarkets and other large format retail (which could incorporate smaller retail spaces to meet the standard), as well as office buildings and other employment-related development. The requirement for one entrance per 200' will be more than is currently required and will be particularly impactful along the lengthy blocks common along corridors in Eastern and Western parts of Portland and in some inner neighborhoods.

Ord. 188177, Vol. 2.5, page 11872

33.130.242 Transit Street Main Entrance

A. Purpose. Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

B. Applicability.

1. Generally. All sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, or residential use in a multi-dwelling structure, must meet the following standards. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets;

2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of 33.130.250.C, Residential Main Entrance, instead of the requirements of this section.

C. Location. For a building with portions within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor located within 20 feet of a transit street, and one main entrance to a multi-dwelling structure must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent transit street grade. The main entrance must:

1. Be within 25 feet of the transit street;

2. Allow pedestrians to both enter and exit the building; and

3. Meet one of the following:

   a. Face the transit street;

   b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-12; or

   c. If it is an entrance to a multi-dwelling structure:

      (1) Face a courtyard at least 15 feet in width that is adjacent to the transit street and that is landscaped to at least the L1 level, or hard-surfaced for use by pedestrians; and

      (2) Be within 50 feet of the transit street.

D. Distance between entrances. For portions of a building subject to the maximum building setback, a minimum of one entrance is required for every 200 feet of building length.

33.130.242 Transit Street Main Entrance (continued)

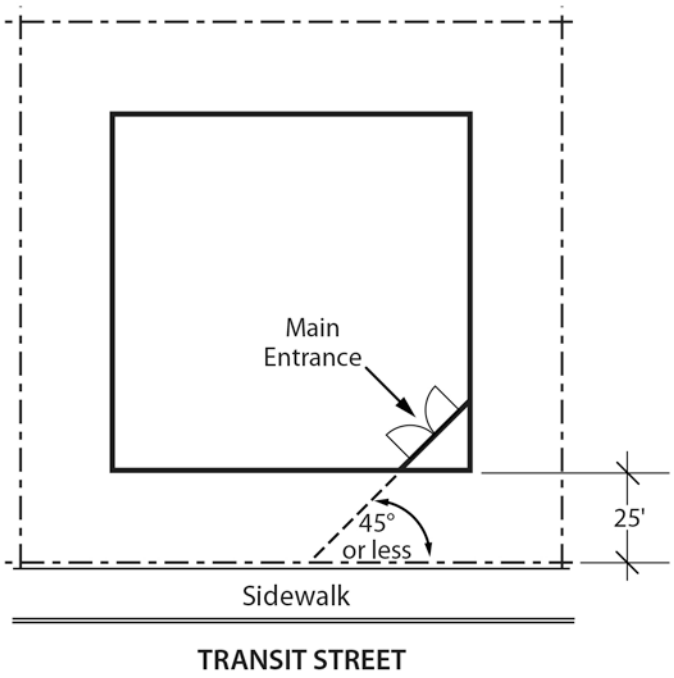
E. Unlocked during regular business hours. Language is added to indicate that this requirement only applies to nonresidential uses.

Figure 130-12 (former 130-6)
No change.

Ord. 188177, Vol. 2.5, page 11874

E. Unlocked during regular business hours. Each main entrance to nonresidential uses that meets the standards of Subsection C and D must be unlocked during regular business hours.

Figure 130-12
Transit Street Main Entrance



Commentary

33.130.245 Exterior Display, Storage, and Work Activities

This section is being changed to expanded allowances for the exterior display of goods in most commercial/mixed use zones. Exterior display of goods is currently limited in most commercial/mixed used zones. Most zones previously allowed only display of plants and produce, while the CG allowed exterior display of goods only if set behind landscaping. Flexibility for exterior display of merchandise can help contribute to vibrant pedestrian environments and support the vitality of businesses. Exterior merchandising such as vendor stalls and kiosks can also provide low-cost business opportunities, which can be particularly helpful for enabling lower-income people to establish retail businesses (much as food carts have reduced barriers for establishing food-related businesses). This concept primarily concerns exterior display on private property and any exterior display would need to preserve required clear areas on sidewalks for pedestrian passage. Along with expansion of allowances for the exterior display of goods, this section now includes requirements for five-foot deep landscaped screening along lot lines adjacent to residential zones.



Exterior display of merchandise (historic example).

The exterior work activities subsection is being amended to prohibit auto-oriented exterior work activities within 25 feet of lot lines abutting or across a local service street from a residential zone. This is derived from Buffer (b) Overlay provisions that apply in mapped areas adjacent to residentially-zoned areas, but would apply this prohibition whenever commercial/mixed use zoning is adjacent to residential zoning. Staff anticipates that this amendment, together with requirements in this and other Chapter 33.130 sections (such as requirements for screening landscaping and prohibition of drive-through facilities adjacent to residential zoning [see 33.130.260]), will replace the Buffer Overlay where it is mapped in the commercial/mixed use zones.

No substantial changes to other subsections, other than minor text edits in paragraph E (Other exterior activities), for which reference to plant nurseries has been deleted in conjunction with adding "propagation and sale of plants" to paragraph D.

Ord. 188177, Vol. 2.5, page 11876

33.130.245 Exterior Display, Storage, and Work Activities

A. Purpose. The standards of this section are intended to assure that exterior display, storage, and work activities:

- Will be consistent with the desired character of the zone;
- Will not be a detriment to the overall appearance of a commercial/mixed use area;
- Will not have adverse impacts on adjacent properties, especially those zoned residential; and
- Will not have an adverse impact on the environment.

B. Exterior display.

1. CR zone. Exterior display of goods is not allowed.

2. CM1, CM2, CM3, and CX zones. Exterior display of goods is allowed except for the display of motor vehicles, recreational vehicles, motor vehicle parts and supplies, building materials, and the display of goods associated with an industrial use.

2. CE zone. Exterior display of goods is allowed except for the display of goods associated with industrial uses. Exterior display areas for motor vehicles and trailers must be set back at least 5 feet from street lot lines and be landscaped to at least the L1 standard.

3. Exterior display landscape screening abutting R zones. Exterior display areas must be set back at least 5 feet from lot lines abutting R zones and be landscaped to at least the L3 standard.

C. Exterior storage.

1. Exterior storage is not allowed in the CR, CM1, CM2, CM3, and CX zones.

2. Exterior storage is allowed in the CE zone if the storage area complies with the standards of this paragraph. Exterior storage is limited to 20 percent of the site area for all uses except lumber yards and other building material stores. All exterior storage areas must be set back 5 feet from nonstreet lot lines and 10 feet from street lot lines, with the setback area landscaped to at least the L3 standard.

D. Exterior work activities. Exterior work activities are prohibited in the commercial/mixed use zones except for the propagation and sale of plants, sales of motor vehicle fuels, and car washes, which are allowed. Exterior work activities related to sales of motor vehicle fuels and car washes are not allowed within 25 feet of a lot line that abuts a residential zone.

E. Other exterior activities. The following exterior activities are allowed in the commercial/mixed use zones: outdoor eating areas, entertainment and recreation activities that are commonly performed outside, and outdoor markets and vendor stalls.

F. Paving. All exterior display and storage areas, except for plant nurseries, must be paved.

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development

No substantive changes to sections on this page, except that the order of the section paragraphs have been changed for clarity.

Ord. 188177, Vol. 2.5, page 11878

33.130.250 General Requirements for Residential and Mixed-Use Developments

A. Generally. Except as specified in this section, all development—residential, mixed-use, and nonresidential—must meet the other development standards for the zone such as height, setbacks, and building coverage.

B. Street-facing facades.

1. Purpose. This standard:
   - Together with the main entrance and garage standards, ensures that there is a visual connection between the living area of the residence and the street;
   - Enhances public safety by allowing people to survey their neighborhood from inside their residences; and
   - Provides a more pleasant pedestrian environment by preventing large expanses of blank facades along streets.
2. Where this standard applies. The standard of this subsection applies to the street-facing facades of buildings in commercial/mixed use zones where any of the floor area is in Residential uses. Where a proposal is for an alteration or addition to existing development, the applicant may choose to apply the standard either to the portion being altered or added, or to the entire street-facing facade. Development on flag lots or on lots that slope up or down from the street with an average slope of 20 percent or more are exempt from this standard.
3. The standard. At least 15 percent of the area of each façade that faces a street lot line must be windows or main entrance doors. Windows used to meet this standard must allow views from the building to the street. Glass block does not meet this standard. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. To count toward meeting this standard a door must be at the main entrance and facing the street lot line.
4. For structures subject to ground floor window requirements, windows used to meet ground floor window requirements may also be used to meet the requirements of this subsection.

C. Residential main entrance.

1. Purpose. These standards:
   - Together with the window and garage standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
   - Enhance public safety for residents and visitors and provide opportunities for community interaction;
   - Ensure that the pedestrian entrance is visible or clearly identifiable from the street by its orientation or articulation; and
   - Ensure that pedestrians can easily find the main entrance, and so establish how to enter the residence;

Ord. 188177, Vol. 2.5, page 11879

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No substantive changes to sections on this page, except that the order of the section paragraphs have been changed for clarity.

Ord. 188177, Vol. 2.5, page 11880

- Ensure a connection to the public realm for development of lots fronting both private and public streets by making the pedestrian entrance visible or clearly identifiable from the public street.

2. Where these standards apply.

   a. The standards of this subsection apply to houses, attached houses, manufactured homes, and duplexes in the commercial/mixed use zones.

   b. Where a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added.

   c. On sites with frontage on both a private street and a public street, the standards apply to the site frontage on the public street. On all other sites with more than one street lot line, the applicant may choose on which frontage to meet the standards.

   d. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.

3. Location. At least one main entrance for each structure must:

   a. Be within 8 feet of the longest street-facing wall of the structure; and

   b. Either:

      (1) Face the street, See Figure 130-13;

      (2) Be at an angle of up to 45 degrees from the street; or

      (3) Open onto a porch. See Figure 130-14. The porch must:

      - Be at least 25 square feet in area;
      - Have at least one entrance facing the street; and
      - Have a roof that is:
        - No more than 12 feet above the floor of the porch; and
        - At least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with lattice or other open material if no more than 70 percent of the area of the material is open.

4. Duplexes on corner lots. Where a duplex is on a corner lot, the requirements of Paragraph C.3, above, must be met for both dwelling units. Both main entrances may face the same street.

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No changes to figures on this page.

Ord. 188177, Vol. 2.5, page 11882

Figure 130-13
Main Entrance Facing the Street

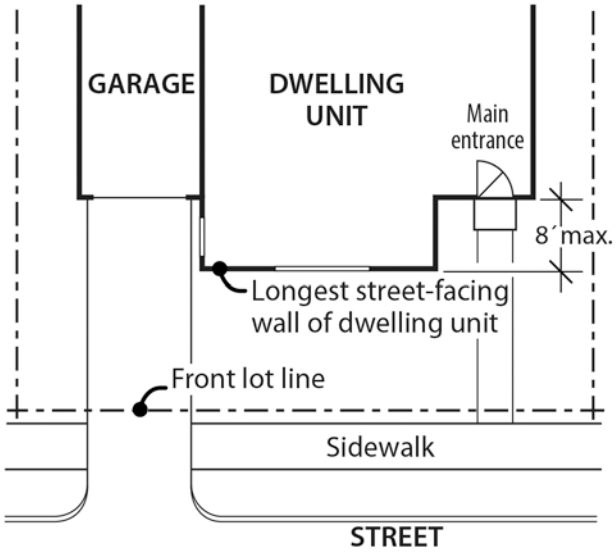
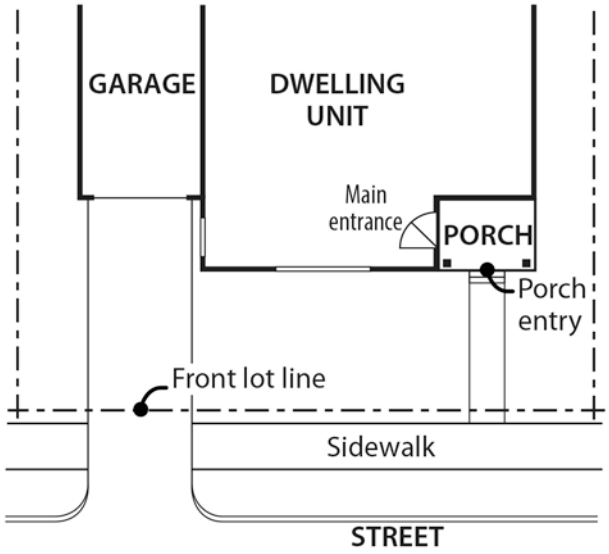


Figure 130-14
Main Entrance Opening Onto a Porch



Ord. 188177, Vol. 2.5, page 11883

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

D.2 and D.3. (Length of street-facing garage wall). These subparagraphs are being changed so that the garage wall limitations apply to attached houses (rowhouses) and to eliminate the exemption that currently allows narrow lots (less than 24 feet wide – such as for rowhouses and narrow-lot detached houses) to have street-facing garages that are the majority of ground-level street frontages. The new code language is based regulations that currently apply in the single-dwelling zones. The new regulations promote pedestrian-friendly street frontages and fewer front driveways, reflecting policies for fostering a strong pedestrian orientation in areas with commercial/mixed use zoning, such as centers and corridors. Garages will continue to be allowed, but must be located to the rear or as part of building frontages that are wide enough so that garages do not take up the majority of ground-level frontage.

No changes to other subparagraphs on this page.

Code amendments would prevent front garages from being the predominant ground-level features of narrow detached or attached houses (as in example to right) to minimize disruptions to the pedestrian environment. Parking garages can be to the rear (as below), or in front if occupying no more than 50 percent of facades.





Ord. 188177, Vol. 2.5, page 11884

D. Garages.

1. Purpose. These standards:

   - Together with the window and main entrance standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
   - Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;
   - Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;
   - Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk;
   - Enhance public safety by preventing garages from blocking views of the street from inside the residence;
   - Prevent cars from overhanging the street or sidewalk; and
   - Provide for adequate visibility for a driver backing out of a garage.

2. Where these standards apply. The requirements of Paragraphs D.3, D.4 and D.5, below, apply to houses, attached houses, manufactured homes, and duplexes. The requirements of Paragraphs D.4 and D.5, below, also apply to garages that are accessory to attached houses. When a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.

3. Length of street-facing garage wall.

   a. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. See Figure 130-15. For duplexes, this standard applies to the total length of the street-facing façades. For all other lots and structures, the standards apply to the street-facing façade of each unit.

   b. Where the street-facing façade is less than 22 feet long, an attached garage facing the street is not allowed as part of that façade.

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No changes to this page, except that paragraph E has been moved from near the front of the section.

Ord. 188177, Vol. 2.5, page 11886

4. Street lot line setbacks.

   a. Generally. A garage wall that faces a street may be no closer to the street lot line than the longest street-facing wall of the dwelling unit. See Figure 130-16.

   b. Exception. A street-facing garage wall may be up to 6 feet in front of the longest street-facing wall of the dwelling unit, if:

      (1) The street-facing garage wall is 40 percent or less of the length of the building facade; and

      (2) There is a porch at the main entrance. The garage wall may not be closer to the street lot line than the front of the porch. See Figure 130-17. The porch must meet the following:

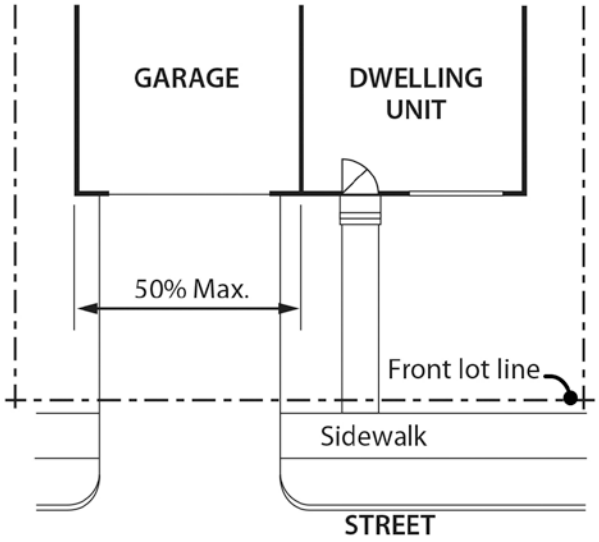
         - The porch must be at least 48 square feet in area and have minimum dimensions of 6 feet by 6 feet;
         - The porch must have a solid roof; and
         - The roof may not be more than 12 feet above the floor of the porch.

   c. Exemption. Where a lot has more than one street lot line, and there is an existing dwelling unit on the lot, this standard must be met only on the street-facing facade on which the main entrance is located.

5. Garage entrance setback. The garage entrance must be either 5 feet or closer to the street property line, or 18 feet or farther from the street property line. If the garage entrance is located within 5 feet of the front property line, it may be no closer to the street lot line than the longest street-facing wall of the dwelling unit.

E. Permit-Ready houses. Chapter 33.278 contains provisions for Permit-Ready houses on narrow lots.

Figure 130-15
Length of Street Facing Garage Wall



33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No change to the figures on this page.

Ord. 188177, Vol. 2.5, page 11888

Figure 130-16
Street Lot Line Setback

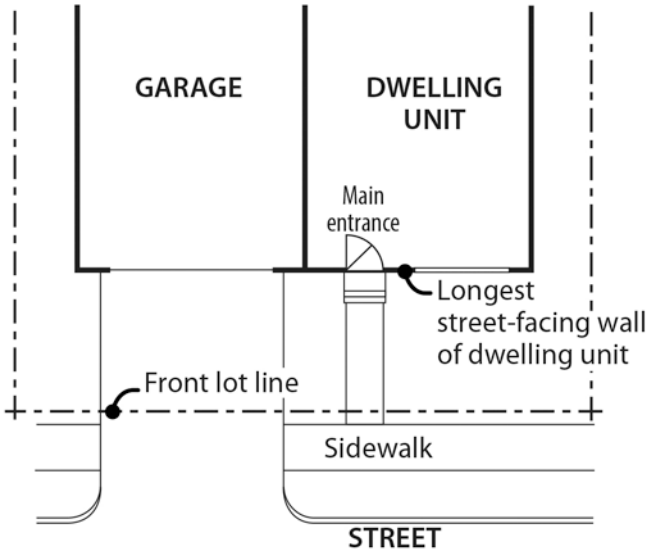
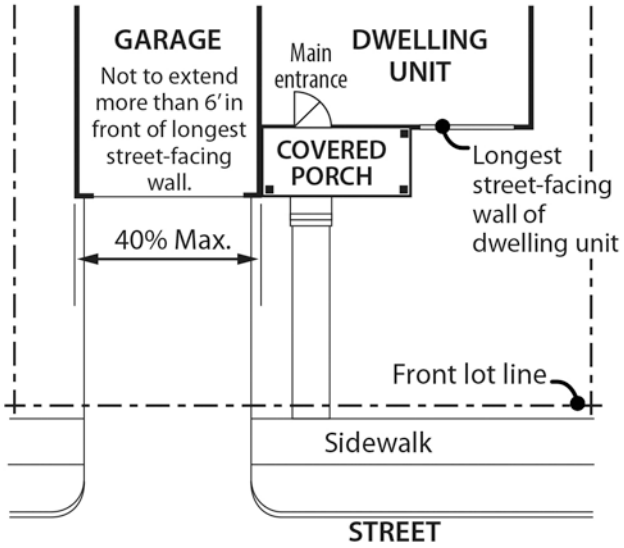


Figure 130-17
Garage Front Setback Exception



Ord. 188177, Vol. 2.5, page 11889

33.130.255 Trucks and Equipment

No change.

Ord. 188177, Vol. 2.5, page 11890

33.130.255 Trucks and Equipment

A. Purpose. The parking and storage of trucks and equipment is regulated to ensure that it will be consistent with the desired character of the commercial/mixed use zones and to limit adverse effects on adjacent residential lands.

B. Truck and equipment parking standards. The standards for truck and equipment parking apply to business vehicles that are parked regularly at a site. The regulations do not apply to pick-up and delivery activities, to the use of vehicles during construction, or to services at the site which occur on an intermittent and short term basis. The truck categories are defined in Chapter 33.910.

1. Light trucks. The parking of passenger vehicles, light trucks, and similar equipment is allowed in all commercial/mixed use zone areas that comply with the development standards
for parking areas.

2. Medium trucks. The parking of pickup trucks in the medium truck category is allowed in all commercial/mixed use zones. The parking of all other medium trucks and similar equipment is allowed only in the CE and CM3 zone. Truck parking areas must comply with the development standards for auto parking areas.

3. Heavy trucks. The parking of heavy trucks and similar equipment is not allowed in any commercial/mixed use zone.

Commentary

33.130.260 Drive-Through Facilities

This section is being changed to treat existing drive through facilities in the CM1, CM2 and CM3 zones as allowed development to facilitate their continuation and improvement. New drive through facilities in these zones would remain prohibited, as is currently the case in the comparable existing zones (CN1, CO1, CO2, CM, CS, and CX). This allowance for the rebuilding of existing drive through facilities is intended to allow for the improvement of existing development, which would otherwise be regulated as non-conforming development, limiting the ability to rebuild or update facilities with this status. Continuing to prohibit new drive through facilities in these zones supports the intent of these zones in fostering development that contributes to creating pedestrian-oriented places.

In the CM1, CM2 and CM3, when drive through facilities are rebuilt, they must meet the other standards in Chapter 33.130 and those in Chapter 33.224.

The CE zone will continue existing CG-zone allowances for drive-through facilities, except that such facilities will not be allowed within 25-feet of lot lines abutting a residential zone property. This limitation would serve together with other Chapter 33.130 regulations as a replacement to Buffer (b) Overlay provisions, applicable to some mapped areas adjacent to residentially-zoned areas, that are intended to limit negative impacts to residential areas. These new regulatory approaches will apply consistently whenever commercial/mixed use zoning is adjacent to residential zoning. Other new regulations providing a transition between commercial/mixed use zoning and residential zoning are requirements for:

- Height step downs (33.130.210.B.2),
- Landscaped setbacks (33.130.215.B.2.b),
- Required transition approaches across local service streets (33.130.215.B.1.b), and
- Limitations on exterior display and work activities (33.130.245).

In conjunction with these amendments, staff anticipates that the Buffer Overlay will be removed from the commercial/mixed use zones.

33.130.265 Detached Accessory Structures

No change to the existing regulations on this page.

33.130.260 Drive-Through Facilities

A. Purpose. The drive-through facility regulations support the desired character of the commercial/mixed use zones that are intended to be pedestrian-oriented, while allowing the continuation and improvement of existing drive-through facilities in some of these zones. In zones intended for auto-accommodating development, these regulations allow for drive-through facilities, while limiting the impacts from drive-through facilities on adjacent residential zones, such as noise and air pollution from idling cars.

B. CR and CX zones. Drive-through facilities are prohibited in the CR and CX zones.

C. CM1, CM2, and CM3 zones. The following regulations apply to drive-through facilities in the CM1, CM2 and CM3 zones:

1. Existing drive-through facilities are allowed. Existing facilities can be rebuilt or expanded, but adding additional drive-through facilities to the site is not allowed. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities. If an existing drive-through facility is unused for 3 continuous years, reestablishment of the drive-through facility is prohibited.

2. New drive-through facilities are prohibited.

D. CE zone. Drive-through facilities are allowed in the CE zone, except that drive-through facilities are not allowed within 25 feet of a lot line that abuts a residential zone. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities.

33.130.265 Detached Accessory Structures

A. Purpose. These standards are intended to maintain separation and privacy to abutting residential zoned lots from nonresidential development.

B. General standards.

1. The regulations of this section apply only to detached accessory structures on sites with non-residential uses. For sites where all of the floor area is in residential use, detached accessory structures are subject to the standards of Section 33.120.280. Detached garages are also subject to the standards of 33.130.250, General Requirements for Residential and Mixed Use Developments.

2. The height and building coverage standards of the base zone apply to detached accessory structures.

Commentary

33.130.265 Detached Accessory Structures (continued)

The primary change to this section is language that prevents uncovered accessory structures from being located within 5 feet of a lot line abutting most residential zones to allow for landscaped screening, which aligns with regulations for attached features (such as decks) in subparagraph 33.130.215.B.3.

33.130.270 Fences

No change.

Ord. 188177, Vol. 2.5, page 11894

C. Setbacks.

1. Uncovered accessory structures. Uncovered accessory structures such as flag poles, lamp posts, signs, antennas and dishes, mechanical equipment, uncovered decks, play structures, and tennis courts are allowed in a required setback, but can be no closer than 5 feet to a lot line abutting an RF through RH zoned lot.

2. Covered structures.

   a. Covered structures such as storage buildings, greenhouses, and work sheds are subject to the setbacks for buildings.

   b. Water cisterns that are 6 feet or less in height are allowed in side and rear setbacks, including setbacks for abutting a residential zone.

   c. See Section 33.130.250, General Requirements for Residential and Mixed-Use Developments, for additional requirements for garages that are accessory to residential development.

33.130.270 Fences

A. Purpose. The fence regulations promote the positive benefits of fences without negatively impacting the community or endangering public or vehicle safety. Fences near streets are kept low in order to allow visibility into and out of the site and to ensure visibility for motorists. Fences in any required side or rear setback are limited in height so as to not conflict with the purpose for the setback.

B. Types of fences. The standards apply to walls, fences, and screens of all types whether open, solid, wood, metal, wire, masonry, or other material.

C. Location and heights.

1. Fences abutting street lot lines and pedestrian connections. Within 10 feet of a street lot line or lot line that abuts a pedestrian connection, fences that meet the following standards are allowed:

   a. Fences that are more than 50 percent sight-obscuring may be up to 3-1/2 feet high.

   b. Fences that are 50 percent or less sight-obscuring may be up to 8 feet high.

2. Fences abutting other lot lines. Fences up to 8 feet high are allowed in required building setbacks along all other lot lines.

3. Fences in all other locations. The height for fences in locations other than described in Paragraphs C.1 and C.2 is the same as the regular height limits of the zone.

D. Reference to other regulations. Electrified fences are regulated under Title 26, Electrical Regulations. The use of barbed wire is regulated under Title 24, Building Regulations.

Commentary

33.130.275 Demolitions

No change.

33.130.285 Nonconforming Development

No change.

33.130.290 Parking, Loading, and Transportation Demand Management

Changed to include references to the new Transportation Demand Management (TDM) requirements proposed in 33.266. Development in Commercial Mixed Use zones that includes more than 10 residential units will be subject to TDM requirements.

33.130.292 Street and Pedestrian Connections

This new sections provides a reference to Title 17 requirements for street and pedestrian/bicycle connections, which are administered by the Bureau of Transportation. Staff anticipates that a future project will strengthen Title 17 requirements for street connectivity and conformance with adopted street plans, which is of particular concern in centers in areas such as East Portland that lack good street and pedestrian connectivity.

33.130.295 Signs

No change.

33.130.305 Superblock Requirements

No substantive change.

33.130.310 Recycling Areas

No change.

33.130.275 Demolitions

A. Generally. Demolition on a site that requires a demolition permit is subject to the tree preservation and protection requirements of Title 11, Trees. See Chapter 11.50, Trees in Development Situations.

B. Historic resources. Demolition of historic resources is regulated by Chapter 33.445, Historic Resource Overlay Zone.

C. CX zone landscaping. In the CX zone, sites must be landscaped within 6 months of the demolition of buildings unless there is an approved development for the site. Approved development means a project approved through design review. The landscaping must meet at least the L1 standard of Chapter 33.248, Landscaping and Screening, except that no shrubs or trees are required.

33.130.285 Nonconforming Development

Existing development that does not conform to the development standards of this chapter may be subject to the regulations of Chapter 33.258, Nonconforming Situations.

33.130.290 Parking, Loading, and Transportation and Parking Demand Management

The standards pertaining to the minimum required and maximum allowed number of auto parking spaces, minimum required number of bicycle parking spaces, parking lot placement, parking lot setbacks and landscaping, and requirements for transportation demand management are stated in Chapter 33.266, Parking, Loading, and Transportation Demand Management.

33.130.292 Street and Pedestrian Connections

Requirements for street and pedestrian/bicycle connections are regulated by the Bureau of Transportation. See Section 17.88.040, Through Streets, of the Portland City Code.

33.130.295 Signs

The sign regulations are stated in Title 32, Signs and Related Regulations.

33.130.305 Superblock Requirements

Development in the CM2, CM3, CE, and CX zones which are on land that includes vacated rights-of-way may be subject to the superblock standards of Chapter 33.293, Superblocks.

33.130.310 Recycling Areas

Requirements for recycling areas are regulated by the Bureau of Planning and Sustainability. See Section 17.102.270, Businesses and Multifamily Complexes Required to Recycle, of the Portland City Code.

Map 130-1

This map shows Civic Corridors where adjacent properties have a requirement for minimum 10-foot setbacks from street lot lines (see 33.130.215.B.1). This street setback requirement is applied to Civic Corridors in the Eastern and Western pattern areas (see Map 130-2).

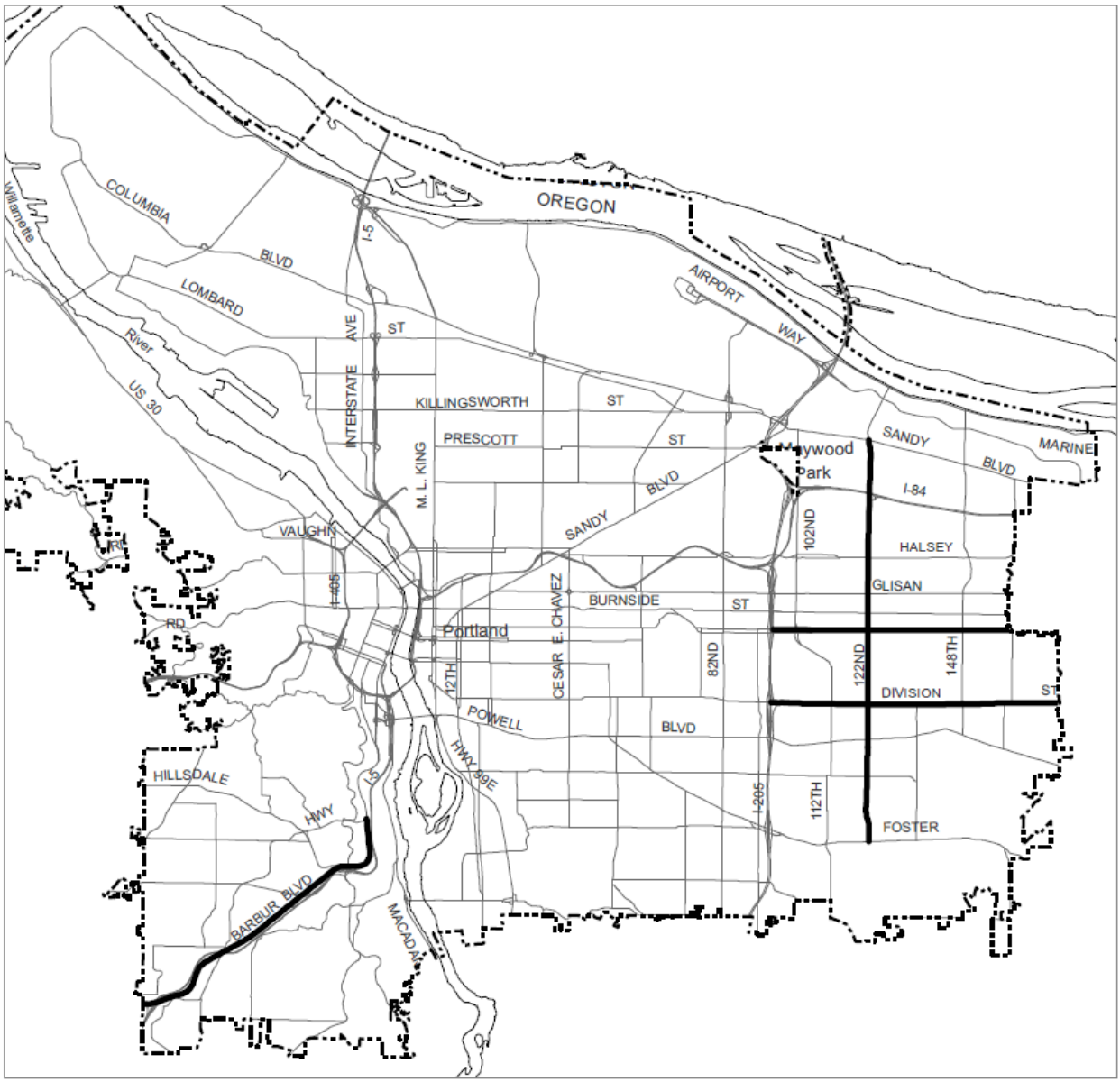
Ord. 188177, Vol. 2.5, page 11898

Civic Corridors with Required Setbacks

DRAFT

Map 130-1

Map Revised Xxxx xx, xxxx



City Boundary

Civic Corridors where minimum 10-foot setbacks are required from street lot lines

NORTH

0 9,000 18,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 11899

Map 130-2

This map shows the location of the Inner, Eastern, Western, and River pattern areas. Building coverage and landscaped area requirements will vary based on pattern area (see Table 130-2). See the Urban Form Background Report for more on the neighborhood pattern areas, including information and mapping related to the lot and block patterns and other built and natural characteristics that distinguish the pattern areas.

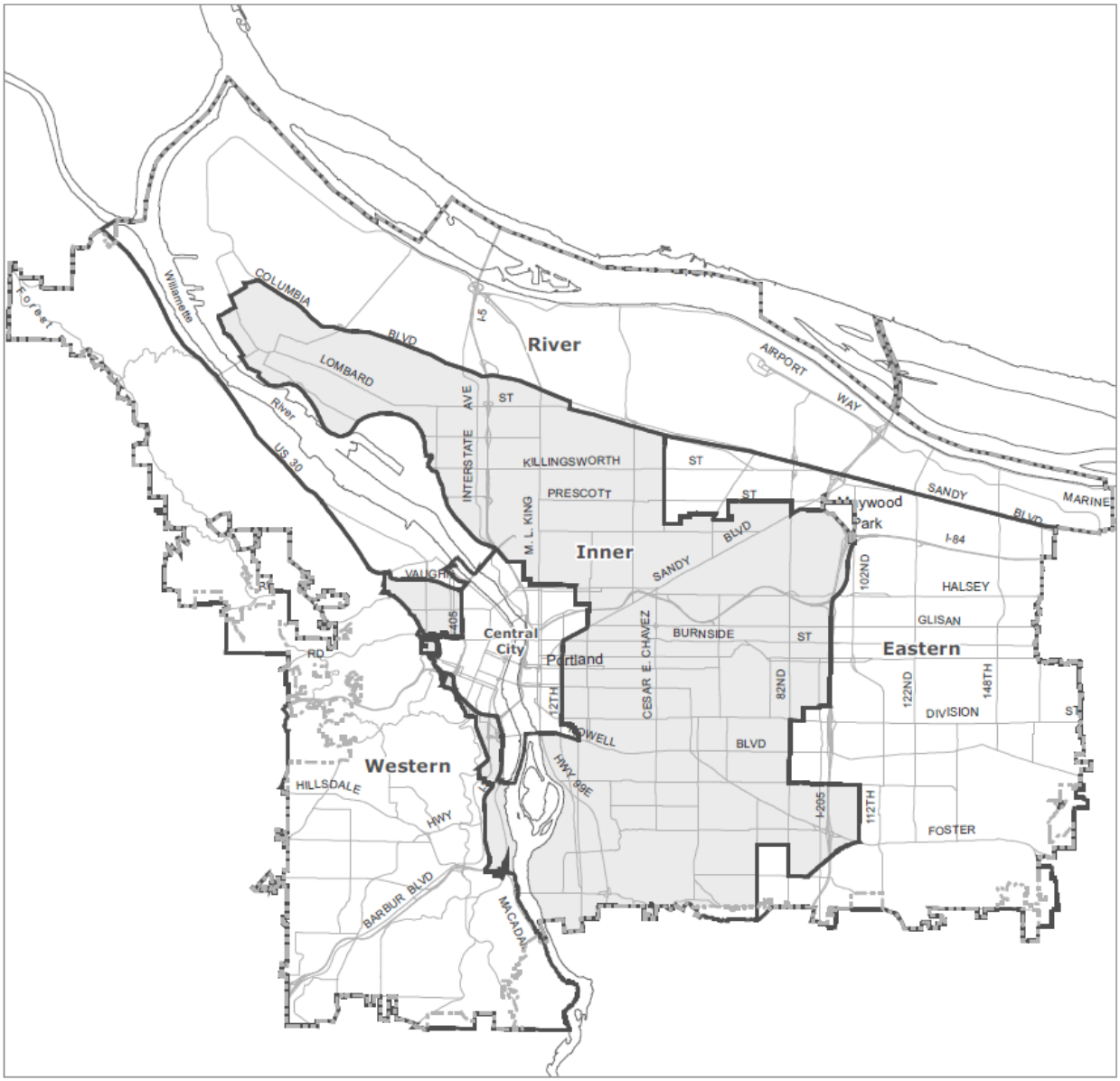
Ord. 188177, Vol. 2.5, page 11900

Pattern Areas

DRAFT

Map 130-2

Map Revised Xxxx xx, xxxx



City Boundary

Pattern Area Boundaries

NORTH

0 9,000 18,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 11901

Commentary

Ord. 188177, Vol. 2.5, page 11902

33.266 Parking, Loading, and Transportation Demand Management

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Commentary

33.266 PARKING, LOADING, AND TRANSPORTATION DEMAND MANAGEMENT

Chapter 33.266 is amended to reference the new Commercial/Mixed Use zones in the regulations and delete references to most existing Commercial zones. The chapter is further amended to include requirements for Transportation Demand Management.

Sections:
The changes add the new Transportation Demand Management requirements to the list of sections.

33.266.010 Introduction
The changes add text to include the new requirements for Transportation Demand Management plans.

Ord. 188177, Vol. 2.5, page 11904

CHAPTER 33.266 PARKING, ~~AND~~ LOADING, AND TRANSPORTATION DEMAND MANAGEMENT

266

Sections:

33.266.010 Introduction

Motor Vehicle Parking

33.266.100 General Regulations
33.266.110 Minimum Required Parking Spaces
33.266.115 Maximum Allowed Parking Spaces
33.266.120 Development Standards for Houses and Duplexes
33.266.130 Development Standards for All Other Development
33.266.140 Stacked Parking Areas
33.266.150 Vehicles in Residential Zones

Bicycle Parking

33.266.200 Purpose
33.266.210 Required Bicycle Parking
33.266.220 Bicycle Parking Standards

Loading

33.266.310 Loading Standards

Transportation and Parking Demand Management

33.266.410 Transportation and Parking Demand Management
33.266.420 Transportation Impact Review in the Campus Institutional Zones

33.266.010 Introduction

This chapter establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, ~~and~~ standards for on-site loading areas, and requirements for transportation and parking demand management. Other titles of the City Code may regulate other aspects of parking and loading.

Commentary

33.266.100 General Regulations
No change.

33.266.100.C Calculations of amounts of required and allowed parking
This change clarifies that when there are multiple tenants with the same use, the floor area is added together rather than applying the minimum to each tenant.

Ord. 188177, Vol. 2.5, page 11906

Motor Vehicle Parking

33.266.100 General Regulations

A. Where the regulations apply. The regulations of this chapter apply to all parking areas in all zones, whether required by this code or put in for the convenience of property owners or users. Parking areas include those accessory to a use, part of a Commercial Parking use, or for a park and ride facility in the Community Services use category.

B. Occupancy. All required parking areas must be completed and landscaped prior to occupancy of any structure except as provided in Chapter 33.248, Landscaping and Screening.

C. Calculations of amounts of required and allowed parking.

1. The number of parking spaces is computed based on the primary uses on the site except as stated in Paragraph C.2~~3~~., below. When there are two or more separate primary uses on a site, the required or allowed parking for the site is the sum of the required or allowed parking for the individual primary uses. When there are two or more of the same primary use on the site, the required or allowed parking is based on the total square footage of all those same uses added together. For joint use parking, see Paragraph 33.266.110.B., below.

2. When more than 20 percent of the net building area on a site is in an accessory use, the required or allowed parking is calculated separately for the accessory use. An example would be a 40,000 square foot building with a 30,000 square foot warehouse and a 10,000 square foot accessory office area. The required or allowed parking would be computed separately for the office and warehouse uses.

3. If the maximum number of spaces allowed is less than or equal to the minimum number required, then the maximum number is automatically increased to one more than the minimum.

4. If the maximum number of spaces allowed is less than one, then the maximum number is automatically increased to one.

D. Use of required parking spaces. Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. See 33.266.110.B. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

Commentary

33.266.100.E Proximity of parking to use
This change is made to allow additional flexibility for the location of any required parking spaces.

33.266.100. Stacked parking
This change clarifies that no attendant or guarantee is required for automated stacked parking.

E. Proximity of parking to use. Required parking spaces ~~for residential uses must be located on the site of the use or within a shared court parking tract owned in common by all the owners of the properties that will use the tract. On-street parking within a private street tract other than a shared court does not count towards this requirement. Required parking spaces for nonresidential uses~~ must be located on the site of the use or in parking areas whose closest point is within 500 feet of the site.

F. Stacked parking. Stacked or valet parking is allowed if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation. Automated stacked parking is exempt from the attendant and guarantee requirements. The requirements for minimum or maximum spaces and all parking area development standards continue to apply for stacked parking. See also 33.266.140.

G. Bureau of Transportation review. The Bureau of Transportation reviews the layout of parking areas for compliance with the curb cut and access restrictions of Section 17.28.110, Driveways – Permits and Conditions.

Commentary

33.266.110. B Minimum number of required parking spaces.
This section is being rewritten to be clearer about when parking is not required, and under what circumstances parking is required. The section identifies two basic groups of sites: 1) those close to transit, and 2) those far from transit.

33.266.110.B.1 This section addresses sites close to transit. Close to transit is defined as sites located 1500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak-hour service. For these sites parking is not required, except for developments with over 30 residential units. This regulation is the same as the current regulation for sites that are well-served by transit.

33.266.110.B.2 This section addresses sites far from transit. Far from transit is defined as sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak-hour service. For these sites, parking is generally required as stated in Table 266-1 and at levels stated in Table 266-2. This is consistent with the current approach to parking. An exception is made to the parking requirements for development on small sites 7500 square feet or less in size in the CR, CM1, CM2, CM3 and CE zones. These sites would be exempt from parking requirements, except for developments with over 30 residential units. See Table 266-1 and related commentary for additional information on this exception.

These new provisions provide clarity about the locations and types of sites where parking is required or exempted.

33.266.110 Minimum Required Parking Spaces

A. Purpose. The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. Multi-dwelling development that includes a large number of units may require some parking to support existing and future uses in the area and serve residents and guests, especially those with disabilities. Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts as much as possible. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.

B. Minimum number of required parking spaces ~~required~~.

1. Minimum for sites located close to transit. For sites located 1500 feet or less from a transit station, or 500 feet or less than from a transit street with 20-minute peak hour service the following minimum parking requirements apply. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds. For sites not shown on the map, the applicant may provide current information demonstrating that the site meets the service thresholds:

   a. Household Living uses. The minimum number of required parking spaces for sites with Household Living uses is:

      (1) Where there are up to 30 dwelling units on the site, no parking is required;

      (2) Where there are 31 to 40 dwelling units on the site, the minimum number of required parking spaces is 0.20 spaces per dwelling unit;

      (3) Where there are 41 to 50 dwelling units on the site, the minimum number of required parking spaces is 0.25 spaces per dwelling unit; and

      (4) Where there are 51 or more dwelling units on the site, the minimum number of required parking spaces is 0.33 spaces per dwelling unit.

   b. All other uses. No parking is required for all other uses.

2. Minimum for sites located far from transit. For sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak hour service the minimum number of parking spaces required is stated in Table 266-1.

Commentary

33.266.110.B Minimum number of required parking spaces - continued.
Continued

33.266.110.C Required Carpool parking spaces.
Minor edit of this section.

~~1. The minimum number of parking spaces for all zones is stated in Table 266-1. Table 266-2 states the required number of spaces for use categories. The standards of Tables 266-1 and 266-2 apply unless specifically superseded by other portions of the City Code.~~

~~2~~3. Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses and housing types to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required parking spaces is allowed if the following documentation is submitted in writing to BDS as part of a building or zoning permit application or land use review:

a. The names and addresses of the uses and of the owners or tenants that are sharing the parking;

b. The location and number of parking spaces that are being shared;

c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and

d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.

C. Required ~~C~~carpool parking spaces. For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:

1. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.

2. The spaces must~~will~~ be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.

3. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.

Commentary

33.266.110.D Minimum for sites well served by transit.
This section is being replaced by the rewrite of this section and the provisions in sections 33.266.110.B.1 and B.2.

33.266.110.E
Renumbered to 266.110.D. No substantive change.

Ord. 188177, Vol. 2.5, page 11914

~~**D. Minimum for sites well served by transit.** For sites located less than 1500 feet from a transit station or less than 500 feet from a transit street with 20-minute peak hour service, the minimum parking requirement standards of this subsection apply. Applicants meeting these standards must provide a map identifying the site and TriMet schedules for all transit routes within 500 feet of the site. The minimum number of parking spaces is:~~

~~1. Household Living uses. The minimum number of parking spaces required for sites with Household Living uses is:~~

~~a. Where there are up to 30 units on the site, no parking is required;~~

~~b. Where there are 31 to 40 units on the site, the minimum number of parking spaces required is 0.20 spaces per unit;~~

~~c. Where there are 41 to 50 units on the site, the minimum number of parking spaces required is 0.25 spaces per unit; and~~

~~d. Where there are 51 or more units on the site, the minimum number of parking spaces required is 0.33 spaces per unit.~~

~~2. All other uses. No parking is required for all other uses.~~

D~~E~~. Exceptions to the minimum number of parking spaces.

1. The minimum number of required parking spaces may not be reduced by more than 50 percent through the exceptions of this ~~s~~Subsection. The 50 percent limit applies cumulatively to all exceptions in this subsection.

2. Exceptions for sites where trees are preserved. Minimum parking may be reduced by one parking space for each tree 12 inches in diameter and larger that is preserved. A maximum of 2 parking spaces or 10 percent of the total required may be reduced, whichever is greater. However, required parking may not be reduced below 4 parking spaces under this provision.

3. Bicycle parking may substitute for up to 25 percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.

4. ~~Substitution of transit-supportive plazas for required parking.~~ A transit-supportive plaza may substitute for up to 10 percent of the required parking on ~~S~~sites where at least 20 parking spaces are required, and where at least one street lot line abuts a transit street~~ may substitute transit-supportive plazas for required parking, as follows~~. Existing parking areas may be converted to take advantage of these provisions. The plaza must meet the following regulations. Adjustments to the regulations of this paragraph are prohibited:~~.~~

~~a. Transit-supportive plazas may be substituted for up to 10 percent of the required parking spaces on the site;~~

a~~b~~. The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop;

b~~c~~. The plaza must be at least 300 square feet in area and be shaped so that a 10~~'~~ foot x 10~~'~~ foot square will fit entirely in the plaza;

Commentary

33.266.110.E.7

These changes are requested by PBOT. This provision clarifies when a bike sharing station may substitute for required parking. The only bike-sharing system eligible to qualify for this parking reduction is operated by a firm sanctioned by the City of Portland. A development using this provision must provide an on-site docking station that is part of the system operated or sanctioned by the City of Portland.

Ord. 188177, Vol. 2.5, page 11916

c. The plaza must be open to the public. The owner must record a public access easement that allows public access to the plaza; and

d. The plaza must include all of the following elements:

~~(1) A plaza open to the public. The owner must record a public access easement that allows public access to the plaza;~~

(~~2~~1) A bench or other sitting area with at least 5 linear feet of seating;

(~~3~~2) A shelter or other weather protection that~~. The shelter must~~ covers at least 20 square feet. If the plaza is adjacent to the bus stop, TriMet must approve the shelter; and

(~~4~~3) Landscaping. At least 10 percent, but not more than 25 percent of the transit-supportive plaza must be landscaped to the L1 standard of Chapter 33.248, Landscaping and Screening. This landscaping is in addition to any other landscaping or screening required for parking areas by the Zoning Code.

5. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

6. ~~Substitution of car sharing spaces for required parking.~~Car-sharing parking spaces may substitute ~~Substitution of car sharing spaces~~ for required parking ~~is allowed~~ if all of the following are met:

a. For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by two spaces, up to a maximum of 25 percent of the required parking spaces;

b. The car-sharing parking spaces must be shown on the building plans; and

c. A copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.

7. ~~Substitution of bike sharing facility for required parking. Substitution of a bike sharing facility~~ City of Portland bike-sharing stations may substitute for required parking ~~is allowed~~ if all of the following are met:

a. A City of Portland bike-sharing station providing 15 docks and ~~eight~~10 shared bicycles reduces the motor vehicle parking requirement by ~~three~~3 spaces. The provision of each addition of ~~four~~4 docks and ~~two~~2 shared bicycles reduces the motor vehicle parking requirement by an additional space, up to a maximum of 25 percent of the required parking spaces;

b. The bike-sharing ~~facility~~station must be adjacent to, and visible from the street, and must be publicly accessible;

c. The bike-sharing ~~facility~~station must be shown on the building plans; and

Commentary

33.266.110.E.8

Economic modeling indicated that required parking may have a negative effect on the provision of affordable housing through the incentive/bonus for public benefits. This provision exempts affordable housing units built on-site using the affordable housing bonus or planned development bonus from the required parking calculations. For example, if a development is allowed additional floor area that results in 16 additional units, and based on the bonus requirements 4 of the units must be affordable, then the parking requirements are based on 12 units. Affordable housing units built within the base floor area allowance would still be subject to standard parking calculations and requirements.

d. ~~Bike sharing agreement.~~

~~(1) The property owner must have a bike sharing agreement with a bike sharing company;~~

~~(2) The bike sharing agreement must be approved by the Portland Bureau of Transportation; and~~

~~(3)~~ A copy of the signed agreement between the property owner and the ~~bike sharing company, accompanied by a letter of approval from the~~ Portland Bureau of Transportation~~,~~ must be submitted before the building permit is approved.

8. Parking is not required for affordable dwelling units built under the provisions of Subsection 33.130.212.C., Affordable housing bonus, or Subsection 33.130.212.G., Planned Development bonus.

Commentary

Table 266-1
Changes to this table reflect changes to the new Commercial Mixed Use zoning designations and indicate the applicable parking standards.

As noted previously in commentary for 33.266.110.B.2, for sites far from transit parking is required in the CR, CM1, CM2, CM3 and CE zones as required in Table 266-1 at the levels stated in Table 266-2.

However, an exception is made to the parking requirements for development on small sites or with a limited amount of floor area. Sites 7,500 square feet in size are proposed to be exempt from parking requirements, except for developments with over 30 residential units. The rationale for this is that parking can be difficult to provide on small sites with commercial uses; many sites of this size are currently zoned CS, CM, CN1 or EX and are currently developed without parking and would become non-conforming if parking were required. Currently, the zoning code exempts parking in zones such as CN1, CS, CM, CX, and EX, which are often applied in urban situations on small sites. The CS, CM and CN1 parking exempt zones will no longer exist in the new zoning framework. The 7,500 square foot site exemption covers many of the situations where parking would have been exempted by these zones.

Table 266-1
Minimum Required and Maximum Allowed Parking Spaces By Zone [1], [2]

Zone	Requirement
OS, RF - RH, IR, ~~CN2, CO2, CG,~~ EG, I	Minimum is Standard A in Table 266-2. Maximum is Standard B in Table 266-2.
CR, CM1, CM2, CM3, CE	Minimum for sites that are 7,500 square feet or less in size: No minimum except for Household Living, which has the following minimums: 0 for 1 to 30 units; 0.20 per unit for 31-40 units; 0.25 per unit for 41-50 units; and 0.33 per unit for 51+ units. Minimum for all other sites is Standard A in Table 266-2 Maximum is Standard B in Table 266-2.
EX	No ~~M~~minimum ~~– None,~~ except for~~:~~ Household Living~~,~~~~:~~ which has the following minimums: ~~of~~ 0 for 1 to 3 units~~,~~; 1 per 2 units for four+ units~~,~~; and SROs are exempt. Maximum is Standard A in Table 266-2, except: 1) Retail, personal service, repair-oriented - Maximum is 1 per 200 sq. ft. of net building area. 2) Restaurants and bars - Maximum is 1 per 75 sq. ft. of net building area. 3) General office – Maximum is 1 per 400 sq. ft. of net building area. 4) Medical/Dental office – Maximum is 1 per 330 sq. ft. of net building area.
~~CN1~~	~~Minimum – None.~~ ~~Maximum of 1 space per 2,500 sq. ft. of site area.~~
~~CM, CS,~~ RX, CX~~, CO1~~	No ~~M~~minimum ~~– None,~~ except for ~~:~~Household Living~~,~~~~:~~ which has the following minimums: ~~of~~ 0 for 1 to 30 units~~,~~; 0.2 per unit for 31-40 units~~,~~; 0.25 per unit for 41-50 units~~,~~; and 0.33 per unit for 51+ units. Maximum is Standard B in Table 266-2.

[1] Regulations in a plan district or overlay zone may supersede the standards of this table.
[2] Uses subject to a Conditional Use or Impact Mitigation Plan review may establish different parking minimum and maximum requirements through the review.

Commentary

Table 266-2

A maximum parking ratio standard for Household living uses is proposed for sites in the Commercial Mixed Use zones that are located close to transit. The purpose of the maximum is to prevent oversupply of surface parking for housing in mixed use areas and to establish an upper limit on the amount of parking that may be provided as Accessory Parking or Commercial Parking in new provisions of 33.130. Staff proposes to exempt houses, attached houses and duplexes from the maximum parking ratio so that garages and parking in driveways in front of garages is not eliminated as a possibility for those housing types.

The actual parking ratios for recent multi-dwelling developments in mixed use zones generally ranges from zero (for small projects in areas well served by transit) to roughly one space per unit, although there are exceptions where parking is provided at higher ratios (the average is 0.5:1). The 1.35 per unit ratio is similar to the maximums currently allowed in the Central City. Sites that are far from transit or in single dwelling or duplex uses would be exempt from this maximum.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)			
Use Categories	**Specific Uses**	**Standard A**	**Standard B**
Residential Categories			
Household Living		1 per unit, except SROs exempt and in RH, where it is 0 for 1 to 3 units and 1 per 2 units for four + units	None, except 1.35 per unit on sites that are both in a commercial/mixed use zone and close to transit as described in 33.266.110.B.1. Houses, attached houses and duplexes are exempt.
Group Living		1 per 4 residents	None
Commercial Categories			
Retail Sales And Service	Retail, personal service, repair oriented	1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
	Restaurants and bars	1 per 250 sq. ft. of net building area	1 per 63 sq. ft. of net building area
	Health clubs, gyms, lodges, meeting rooms, and similar. Continuous entertainment such as arcades and bowling alleys	1 per 330 sq. ft. of net building area	1 per 185 sq. ft. of net building area
	Temporary lodging	1 per rentable room; for associated uses such as restaurants, see above	1.5 per rentable room; for associated uses such as restaurants, see above
	Theaters	1 per 4 seats or 1 per 6 feet of bench area	1 per 2.7 seats or 1 per 4 feet of bench area
Office	General office	1 per 500 sq. ft. of net building area	1 per 294 sq. ft. of net building area
	Medical/Dental office	1 per 500 sq. ft. of net building area	1 per 204 sq. ft. of net building area
Quick Vehicle Servicing		1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
Vehicle Repair		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Commercial Parking		None	None
Self-Service Storage		1 per resident manager's facility, plus 3 per leasing office, plus 1 per 100 leasable storage spaces in multi-story buildings.	2 per resident manager's facility, plus 5 per leasing office, plus 1 per 67 leasable storage spaces in multi-story buildings.
Commercial Outdoor Recreation		20 per acre of site	30 per acre of site
Major Event Entertainment		1 per 8 seats	1 per 5 seats

Table 266-2 continued
There are no changes to this part of Table 266-2.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)			
Use Categories	**Specific Uses**	**Standard A**	**Standard B**
Industrial Categories			
Manufacturing And Production		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Warehouse And Freight Movement		1 per 750 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 3,500 sq. ft. of net building area thereafter [1]	1 per 500 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 2,500 sq. ft. of net building area thereafter
Wholesale Sales, Industrial Service, Railroad Yards		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Waste-Related		See note [2]	See note [2]
Institutional Categories			
Basic Utilities		None	None
Community Service		1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
Parks And Open Areas		Per CU review for active areas	Per CU review for active areas
Schools	Grade, elementary, middle, junior high	1 per classroom	1.5 per classroom
	High school	7 per classroom	10.5 per classroom
Medical Centers		1 per 500 sq. ft. of net building area	1 per 204 sq. ft. of net building area
Colleges		1 per 600 sq. ft. of net building area exclusive of dormitories, plus 1 per 4 dorm rooms	1 per 400 sq. ft. of net building area exclusive of dormitories, plus 1 per 2.6 dorm rooms
Religious Institutions		1 per 100 sq. ft. of main assembly area	1 per 67 sq. ft. of main assembly area
Daycare		1 per 500 sq. ft. of net building area	1 per 330 sq. ft. of net building area

Table 266-2 continued
There are no changes to this part of Table 266-2.

33.266.115 Maximum Allowed Parking Spaces
No change to code text.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)			
Other Categories			
Agriculture		None	None
Aviation		See note [2]	See note [2]
Detention Facilities		See note [2]	See note [2]
Mining		See note [2]	See note [2]
Radio Frequency Transmission Facilities	Personal wireless service and other non-broadcast facilities	None	None
	Radio or television broadcast facilities	2 per site	None
Rail Lines & Utility Corridors		None	None

Notes:
[1] For uses in an EG or I zone, if the site size is 5,000 sq. ft. or less, no more than 4 spaces are required. Where the site size is between 5,001 and 10,000 sq. ft., no more than 7 spaces are required.
[2] Uses subject to a Conditional Use or Impact Mitigation Plan review may establish parking minimum and maximum requirements through the review.

33.266.115 Maximum Allowed Parking Spaces

A. Purpose. Limiting the number of spaces allowed promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for better pedestrian movement, and protects air and water quality.

The maximum ratios in this section vary with the use the parking is accessory to and with the location of the use. These maximums will accommodate most auto trips to a site based on typical peak parking demand for each use. Areas that are zoned for more intense development or are easily reached by alternative modes of transportation have lower maximums than areas where less intense development is anticipated or where transit service is less frequent. In particular, higher maximums are appropriate in areas that are more than a 1/4 mile walk from a frequently served bus stop or more than a 1/2 mile walk from a frequently served Transit Station.

B. Maximum number of parking spaces allowed. Regulations in a plan district or overlay zone may supersede the regulations in this ~~s~~Subsection.

1. Surface parking. Where more than 25 percent of the parking accessory to a use is on surface parking lots, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:

   a. Generally. The maximum number of parking spaces allowed is stated in Tables 266-1 and 266-2, except as specified in ~~s~~Subparagraph B.1.b.~~, below~~;

Commentary

33.266.115 Maximum Allowed Parking Spaces - continued
No change to code text.

33.266.120 Development Standards for Houses and Duplexes
The text of this section is omitted for brevity because there are no changes to the text of the code.

33.266.130 Development Standards for All Other Uses
There are no changes to code text on this page. Changes in this section are to 33.266.130.C.3.b.

b. Exception for sites not well served by transit. For sites located more than 1/4 mile from a bus stop with 20-minute peak-hour service and more than 1/2 mile from a Transit Station with 20-minute peak-hour service, the maximum number of parking spaces allowed is 125 percent of the amount stated in Tables 266-1 and 266-2. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds. For sites not shown on the map, the applicant may provide current information demonstrating that the site meets the service thresholds. ~~Applicants requesting this exception must provide a map identifying the site and all bus stops and Transit Stations within 1/2 mile of the site and TriMet schedules for all transit routes within 1/2 mile of the site.~~

2. Structured parking. Where 75 percent or more of the parking accessory to a use is in structured parking, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:

   a. Generally. There is no maximum number of parking spaces, except as provided in ~~s~~Subparagraph B.2.b~~., below~~;

   b. Parking accessory to Medical Centers and Colleges. The maximum parking allowed that is accessory to Medical Centers and Colleges is stated in Tables 266-1 and 266-2.

3. Exception in the EG and I zones. In the EG and I zones, there is no maximum number of accessory parking spaces for either structured or surface parking where both Subparagraphs B.3.a. and b. are met, and either Subparagraph B.3.c. or d. is met:

   a. The site is at least eight acres in area;

   b. The site is located more than 1/2 mile from a transit stop or station with 20-minute peak-hour light rail or streetcar service; and

   c. At least 700 of the accessory parking spaces are in a structure; or

   d. The structured parking is in a structure with at least three floors, and parking is on at least three floors of the structure.

33.266.120 Development Standards for Houses and Duplexes

[No changes]

Commentary

33.266.130 Development Standards for All Other Uses

The purpose statement is revised to clarify that the standards for location and limits on vehicle areas not only affect the amount of street frontage used for vehicle areas, but also have an influence on the locations of buildings along a street.

33.266.130 Development Standards for All Other Uses

A. Purpose. The development standards promote vehicle areas ~~which~~that are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones.

Together with the transit street building setback standards in the base zone chapters, the vehicle area location regulations~~restrictions~~ for sites on transit streets and in Pedestrian Districts:

- Provide a pedestrian access that is protected from auto traffic; ~~and~~
- Create an environment that is inviting to pedestrians and transit users;
- Create a strong relationship between buildings and the sidewalk; and
- Create a sense of enclosure on transit and pedestrian street frontages.

The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.

B. Where these standards apply. The standards of this section apply to all vehicle areas whether required or excess parking, except for residential parking areas subject to the standards of 33.266.120.

Commentary

33.266.130.C.3.b Frontage limitation

This change makes reference to the new array of commercial mixed use zones. No substantive change has been made to the regulation.

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C. On-site locations of vehicle areas.

1. Location of vehicle areas. The allowed on-site location of all vehicle areas is stated in Table 266-3.

2. Building setbacks for structures that contain vehicle areas.

   a. Structures that contain vehicle areas are subject to the building setbacks of the base zone, where exiting in a forward motion is provided.

   b. Structured parking that does not allow exiting in a forward motion in R Zones is subject to the garage entrance setback standard of the base zone.

   c. Structured parking that does not allow exiting in a forward motion in C, E, or I Zones must be set back 18 feet from the street lot line.

3. Frontage limitation.

   a. The standard of this subparagraph applies outside the Central City plan district in the R3, R2 and R1 zones. No more than 50 percent of the frontage on a street may be used for vehicle areas. On sites with more than one street frontage, this standard applies to the street with the highest transit designation. If two streets have the same highest transit classification, the applicant may choose on which street to meet the standard. Sites where there is less than 100 square feet of net building area are exempt from this standard.

   b. The standard of this paragraph applies outside the Central City plan district in the RH, RX, IR, CR, CM1, CM2, CM3, CE, ~~CN, CO, CG,~~ CX, EG1, and EX zones. Where vehicle areas are adjacent to a transit street or a street in a Pedestrian District, no more than 50 percent of the frontage on the transit street or street in a Pedestrian District may be used for vehicle areas. Sites where there is less than 100 square feet of net building area are exempt from this standard.

Table 266-3

The table is amended to reflect applicability to the new array of zones.

In the CR, CM1, CM2, and CM3 zones on sites less than two acres, parking is not allowed between a building and a street. This is the same standard as in the current CX and EX zone, and is somewhat less stringent than the current standard in the existing CS and CM zones, where parking between a building and a street is completely prohibited. The intent is generally to not allow parking in front of buildings. However, the change in language that eliminates the prohibition provides an opportunity to consider special situations through the Adjustment review process if they arise. For sites in the CE zone, and larger sites in the CM1, CM2, and CM3 zones, the parking location standard is the same as the current CG and CN zones. The intent is to provide a greater degree of flexibility for parking locations in zones that are intended to be more auto-accommodating (CE), and on large sites where there is a higher likelihood of multiple buildings on-site. Sites with multiple buildings may have greater difficulty with more restrictive parking locations.

D. Improvements.

1. Paving. In order to control dust and mud, all vehicle areas must be paved. However, some portions of individual parking spaces may be landscaped per the standards of Paragraph F.4, below.
2. Striping. All parking areas, except for stacked parking, must be striped in conformance with the parking dimension standards of Subsection F. below.
3. Protective curbs around landscaping. All perimeter and interior landscaped areas must have protective curbs along the edges. Curbs separating landscaped areas from parking areas may allow stormwater runoff to pass through them. Tire stops, bollards, or other protective barriers may be used at the front ends of parking spaces. Curbs may be perforated or have gaps or breaks. Trees must have adequate protection from car doors as well as car bumpers.

Table 266-3
Location of Vehicle Areas [1]

Zone	General Standard	Exception for Through Lots and Sites with Three Frontages	Exception for Full-Block Sites
OS, RF-R5, R2.5, EG2, I	No restrictions.		
R3, R2, R1, RH, IR, CE, ~~CN, CO, CG,~~ EG1, sites in CM1, CM2, and CM3 that are more than 2 acres in total area	Vehicle areas not allowed between the portion of the building that complies with the maximum street setback and the transit street or streets in a Pedestrian District.	May have vehicle areas between the portion of the building that complies with the maximum street setback and one Local Service Transit Street.	May have vehicle areas between the portion of the building that complies with the maximum street setback and two Local Service Transit Streets.
~~CM, CS~~	~~Prohibited between a building and any street.~~ ~~[2]~~	~~May have vehicle areas between the building and one Local Service Transit Street.~~	~~May have vehicle areas between the building and two Local Service Transit Streets.~~
RX, CX, CR, EX, sites in CM1, CM2, and CM3 that are 2 acres or less in total area	Not allowed between a building and any street.	May have vehicle areas between the building and one Local Service Transit Street.	May have vehicle areas between the building and two Local Service Transit Streets.

Notes:
[1] Driveways that provide a straight-line connection between the street and a parking area inside a building are not subject to these regulations.
~~[2] Existing Development: Where the vehicle area exists, and an existing building is being expanded, the location of vehicle area between the building and any street is not allowed, rather than prohibited.~~

Commentary

33.266.130.E-G Development Standards for All Other Uses

33.266.140 Stacked Parking Areas

33.266.150 Vehicles in Residential Zones

Bicycle Parking

33.266.200 Purpose

33.266.210 Required Bicycle Parking

33.266.220 Bicycle Parking Standards

Loading

33.266.310 Loading Standards

No changes are proposed for the code sections on this page. The code has been removed from this draft for brevity.

E. Stormwater management. [No changes]

F. Parking area layouts. [No changes]

G. Parking area setbacks and landscaping. [No changes]

33.266.140 Stacked Parking Areas
[No changes]

33.266.150 Vehicles in Residential Zones
[No changes]

Bicycle Parking

33.266.200 Purpose
[No changes]

33.266.210 Required Bicycle Parking
[No changes]

33.266.220 Bicycle Parking Standards
[No changes]

Loading

33.266.310 Loading Standards
[No changes]

Commentary

33.266.410 Purpose
The purpose statement describes the need and rationale for the Transportation and Parking Demand Management (TDM) requirements. TDM plans are intended to increase walking, bicycling, transit, working at home, and other actions to reduce traffic and parking impacts by single-occupant vehicles. TDM can also reduce the need for vehicle ownership and corollary parking demand.

33.266.410.B Transportation and parking demand management in the commercial/mixed use zones
These regulations explain the thresholds and procedure for a TDM plan for development in the Commercial/Mixed Use Zones. A TDM plan will be required of developments and alterations that result in 10 or more new residential units on a site. The TDM requirements will allow an applicant/building manager to adopt a pre-approved "off the shelf" TDM plan. As an alternative, an applicant may choose to develop a custom TDM plan through a Transportation Impact Review (see 33.852).

Pre-approved plans and procedures will be adopted prior to the effective date of these regulations. More information about TDM can be found in Section VII of this Proposed Draft Report and the Section 14 of the Proposed Amendments to the Transportation System Plan. In general, pre-approved TDM plans are expected to consist of the following components:

- Education and Information: Education and information about walking, bicycling, and transit non-auto transportation options will be made available to building tenants and employees and displayed in building common areas.

- Multimodal Incentives: Building operators may be required to offer an incentive for transit, bicycling, and walking to tenants and employees; these could include low cost transit passes, car share memberships, bike/walk incentives, or other benefits that can shift travel behavior.

- Reporting: Building operators will be required to provide performance monitoring reports to determine how well strategies are working.

Transportation and Parking Demand Management

33.266.410 Transportation and Parking Demand Management

A. Purpose. Transportation and parking demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system, and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, financial incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective TDM also incorporates management of parking demand. Transportation and parking demand management strategies help reduce traffic congestion, reduce the amount of money that must be spent to expand transportation system capacity, improve air quality, and ensure road capacity is available for those who need it most.

B. Transportation and parking demand management in the commercial/mixed use zones. In the commercial/mixed use zones, a TDM plan is required when new development or an alteration to existing development includes more than 10 dwelling units. To meet this standard, the applicant must choose one of the following:

1. Go through the Transportation Impact review process set out in chapter 33.852; or

2. Meet the objective standards of Title 17.106 as verified by the Portland Bureau of Transportation.

33.266.420 Transportation Impact Review in the Campus Institutional Zones

[Placeholder for requirements in Campus Institutional zones]

Commentary

33.270 Planned Development

These are amendments to an existing code chapter—33.638, Planned Development. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

This chapter and Chapter 33.855 (Planned Development Review) are being moved from the 600s portion of the Zoning Code, which primarily regulates land divisions, to reflect the expanded use of planned development provisions for development proposals that do not involve land divisions. It includes planned development requirements for the Planned Development Bonus (see Chapter 33.130), which allows additional building height and floor area for projects that provide public benefits (affordable housing, publicly-accessible open space, and energy efficient buildings), when approved through a planned development review.

Commentary

This chapter and Chapter 33.855 (Planned Development Review) are being moved from the 600s portion of the Zoning Code, which primarily regulates land divisions, to reflect the expanded use of planned development provisions for development proposals that do not involve land divisions. It includes new regulations related to the Planned Development bonus, included in the Floor Area and Height Bonus Options in Chapter 33.130 (see 33.130.212.E).

This chapter works in conjunction with Chapter 33.855. This chapter states the regulatory parameters for planned developments (including the requirements for planned developments in the commercial/mixed use zones and additional allowed uses for planned developments other zones), while Chapter 33.855 states the planned development review procedures, supplemental application requirements, and review criteria.

Many of the amendments to this chapter, including changes to the Purpose section, relate to the Planned Development bonus in Chapter 33.130, which is available on large sites (2 or more acres) in some of the commercial/mixed use zones and responds to community input received during Mixed Use Zones Project events. Many community members were open to allowing development on large sites to be larger in scale than what is usually allowed in most areas with commercial/mixed use zoning, especially if there was enough space for a transition in scale to lower-density areas and proposals were subject to design review. It also responds to community interest in linking the provision of additional development potential to the provision of public benefits, especially affordable housing. The Planned Development bonus allows for additional FAR and height in exchange for the provision of affordable housing, public open space, low carbon buildings, and a public review process (for information on the review process and approval criteria, see the commentary and code for Chapter 33.855, Planned Development Review).

Also, in modeling of MUZ development prototypes, it was clear that levels of floor area allowed through commercial/mixed use zone bonuses are difficult to fully utilize on large sites due to circulation, parking, and other requirements that take up site area, in combination with the allowed height limits. The Planned Development bonus provides additional height allowances on large sites in commercial/mixed use zones to more fully utilize bonus floor area, when key bonus provisions that provide public benefits are met and the overall plan is approved through a public review process.

33.270~~638~~ Planned Development

270~~638~~

Sections:

33.270~~638~~.010 Purpose
33.270~~638~~.020 Relationship to Other Regulations
33.270~~638~~.100 Additional Allowed Uses and Development in Single Dwelling Zones
33.270~~638~~.110 Limitations on Residential Uses and Development
33.270.200 Additional Requirements for Planned Developments in Commercial/Mixed Use Zones

33.270~~638~~.010 Purpose

The Planned Development regulations provide an opportunity for innovative and creative development~~, while assuring that the development will complement existing neighborhood character~~. Planned Development provides a master planning mechanism for allowing additional housing types and uses, the transfer of density and floor area to different portions of a site, and across internal zoning boundaries, and bonus floor area and increased height on large sites in commercial/mixed use zones. In this case, the flexibility is allowed when the development includes features that provide public benefits.

These regulations allow flexibility, and in some cases increased intensity of development, beyond that allowed by other chapters of this Title, if the proposed development is well-designed and can be successfully integrated into the neighborhood and provides public benefits. Overall, a Planned Development is intended to promote:

- High quality design that is integrated into the broader urban fabric, and complements existing character within the site and adjacent to the site;
- Development that is pedestrian-oriented, with a strong orientation towards transit and multimodal transportation alternatives;
- Building bulk, height, and orientation that ensures that light and air is accessible within the public realm, and that public view corridors are protected;
- A safe and vibrant public realm, with buildings and uses that are oriented to activate key public gathering spaces, be they public open space, transit stations, or the Willamette River;
- Open space areas that include gathering spaces and passive and/or active recreation opportunities;
- Affordable housing; and
- Energy efficient development.

33.270~~638~~.020 Relationship to Other Regulations

A. Flexibility. Approval of a Planned Development allows certain kinds of flexibility for development in residential ~~development~~zones and commercial/mixed use zones. Some of the flexibility allowed by Planned Developments may also be allowed under other provisions of this Title. Where such situations exist, the applicant may choose which provision to apply.

Commentary

33.270.100 Additional Allowed Uses and Development

On sites over two acres in size in some commercial/mixed use zones, additional FAR and additional height allowed by 33.130.212, Floor Area and Bonus Options, may be requested in the Planned Development process. Planned Developments seeking this height and FAR bonus must complete a Planned Development review (33.854) to be conducted by the Portland Design Commission. The new code language in paragraph "I" adds this allowance to the listing of other types of development that can currently be requested through Planned Development Review.

Ord. 188177, Vol. 2.5, page 11944

B. Density and FAR. Minimum residential density and minimum FAR requirements must be met in a Planned Development. Adjustments to minimum density or minimum FAR are prohibited. Where the density requirement is expressed as a number of lots, it can be met in the Planned Development by providing the same number of dwelling units. Maximum density requirements in Single-Dwelling zones are specified in 33.610.100 and 33.611.100. Maximum FAR requirements are specified in 33.130.205 and 33.510.200.

C. Land Divisions. A Planned Development may be the only land use review requested for a site, or may be part of a proposal for a Land Division. Certain site conditions or aspects of a proposal require a Land Division, including situations where a tract is required (such as when there is floodway on the site), or where rights-of-way are requested or required.

33.270~~638~~.100 Additional Allowed Uses and Development

In addition to the housing types and uses allowed by other chapters of this Title, the following uses and development may be requested through Planned Development Review. More than one of these elements may be requested:

A. Attached houses. Attached houses may be requested in the RF through R5 zones;

B. Duplexes. Duplexes may be requested in the RF through R2.5 zones;

C. Attached duplexes. Attached duplexes may be requested in the RF through R2.5 zones;

D. Multi-dwelling structures. Multi-dwelling structures may be requested in the RF through R2.5 zones;

E. Multi-dwelling development. Proposals to allow multi-dwelling development on a lot may be requested in RF through R2.5 zones;

F. Modification of site-related development standards. Modification of site-related development standards that are not prohibited from being adjusted may be requested through a Planned Development.

G. Alternative residential dimensions. Proposals for lots that do not meet the minimum lot area, minimum lot depth, or minimum front lot line standards may be requested in RF through R2.5 zones. Proposals for lots that do not meet the minimum lot size dimensions may be requested in the RH through R3 zones.

H. Commercial uses. Commercial uses that are allowed in the CM1~~CN1~~ zone may be requested in the RF through R1 zones;

I. Additional height and FAR. For sites in the CM2, CM3, CE, and CX zones outside of the Central City and Gateway plan districts that are greater than 2 acres in size, additional height and FAR may be requested through a Planned Development as specified in 33.130.212.E, Planned Development Bonus, and Table 130-3;

~~I~~J. Transfer of development within a site. Transfer of development rights across zoning lines within the site may be proposed as follows:

1. RF through R1 zones. If the site is located in more than one zone, and all the zones are RF through R1, the total number of units allowed on the site is calculated by adding up the number of units allowed by each zone. The dwelling units may be placed without regard to zone boundaries.

Commentary

33.270.110 Limitations on Residential Uses and Development

The amended code language reflects changes made through the Employment Zoning Project that make residential uses a prohibited use in the EG1 and EG2 zones, and no longer eligible for approval through a Conditional Use Review.

Ord. 188177, Vol. 2.5, page 11946

2. RH and RX zones. If the site is located in more than one zone, and the zones are RH and RX, the total amount of floor area allowed on the site is calculated by adding up the amount of floor area allowed by each zone. The floor area may be placed without regard to zone boundaries.

3. C, E, and I zones. If the site is located in more than one zone, and all the zones are C, E, and I zones, the total amount of floor area allowed on the site is calculated by adding up the amount of floor area allowed by each zone. The floor area may be placed without regard to zone boundaries.

4. All zones. If the site is located in more than one zone, and at least one of the zones is RF through R1, and at least one of the zones is RH, RX, C, or EX, then the total number of dwelling units allowed on the site is calculated as follows:

   a. The number of units allowed on the RF through R1 portion of the site is calculated in terms of dwelling units;

   b. The number of units allowed on the other portion of the site is calculated in terms of floor area; The floor area calculation is converted to dwelling units at the rate of 1 dwelling unit per 1,000 square feet of floor area;

   c. The two dwelling unit numbers are added together, and may be placed without regard to zone boundaries.

~~J~~K. **Transfer of development between sites.** Sites that are eligible to transfer development rights to another site are designated in other chapters of this Title. Where such transfers occur, both the sending and receiving sites must be part of a Planned Development.

33.270~~638~~.110 Limitations on Residential Uses and Development

The following limitations apply to Planned Developments proposed in EG or I Zones:

A. Industrial zones. Residential uses and development are prohibited in industrial zones. Using floor area transferred from industrial zones for residential uses is prohibited in all zones.

B. EG1 and EG2 zones. ~~If a residential use is allowed in an EG1 or EG2 zone through a Conditional Use Review, then residential uses proposed for an EG1 or EG2 zone as a Planned Development must also go through a Conditional Use Review.~~Residential uses and development are prohibited in EG1 and EG2 zones. Using floor area transferred from EG1 or EG2 zones for residential uses is prohibited in all zones.

Ord. 188177, Vol. 2.5, page 11947

Commentary

33.270.200 Additional Requirements for Planned Developments in the Commercial/Mixed Use Zones

The Planned Development bonus allows for additional FAR and height in exchange for the provision of affordable housing, public open space, low carbon buildings, and a public review process (for information on the review process and approval criteria, see the commentary and code for Chapter 33.854, Planned Development Review). The public open space component of this bonus provides a potential mechanism for creating public gathering places in centers, helping to implement new Comprehensive Plan policy objectives for centers.

Affordable Housing. The requirement for at least 25 percent of the additional floor area to be developed as affordable housing (affordable to households earning no more than 80 percent of area median family income) is based on the affordable housing bonus in Chapter 33.130 (see 33.130.212.C). For projects not fully utilizing the additional floor area allowed through this Planned Development provision (when the base zone FAR maximum is not exceeded by at least 40%), the affordable housing requirement applies to 10 percent of the total floor area of the project. This is intended to ensure that projects are not awarded the additional building height of this provision with only a minimal affordable housing component (the 10 percent figure approximates the overall affordable housing component that would result from projects more fully utilizing the additional floor area bonus, where this additional increment of floor area would need to meet the 25 percent affordability requirement). Additional detail regarding bonus option requirements will be part of administrative rules, which will include details regarding items such as the term of required affordability, administrative and reporting requirements, any tenanting requirements, and enforcement. See Section V (Implementation Tools) for more information on administrative rules for the affordable housing bonus and next steps that will be necessary before it can be implemented.

Energy Efficient Buildings. This requirement helps implement new Comprehensive Plan policies calling for energy-efficient, low carbon development, and helps forward the objectives of Portland's Climate Action Plan. The details of this requirement and its administration will be part of administrative rules that will be created and administered by the Bureau of Planning and Sustainability. A preliminary concept is that a range of options for meeting this requirement would be provided, such as requiring development to be built such that it conforms to one of several energy efficiency standards for which certifications are typically sought, or designing buildings to achieve net zero energy performance.

33.270.200 Additional Requirements for Planned Developments in the Commercial/Mixed Use Zones

Planned Developments in the CM2, CM3, and CE zones, and in the CX zone outside the Central City and Gateway plan districts, that are using the Planned Development bonus must met all of the following requirements:

A. Affordable housing. At least 25 percent of the additional floor area allowed by Subsection 33.270.100.I must be developed as housing affordable to those earning no more than 80 percent of the area median family income. If the total proposed floor area does not exceed the base zone maximum by at least 40 percent, then 10 percent of the total floor area on site (base and bonus) must be developed as housing affordable to those earning no more than 80 percent of the area median family income. To ensure that this requirement is met, the following apply:

1. The applicant must provide a letter from the Portland Housing Bureau certifying that the development will meet the standard of Paragraph A., and any administrative requirements;

2. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that the dwelling units built as required by Paragraph A. will remain affordable to households meeting income restrictions for 60 years, and that the property owner will meet the reporting requirements of the Portland Housing Bureau or qualified administrator.

B. Plaza or park. At least 15 percent of the total Planned Development site area must be developed as a publicly accessible plaza or park. The proposed plaza or park must meet the following standards:

1. The plaza or park must be:

   a. Located outside on the site;

   b. Located adjacent to a public street; and

   c. Open and accessible to the public from 7am to 9pm. The property owner must record an easement for the plaza or park that provides for unrestricted public access from 7am to 9pm;

2. The plaza must have a minimum dimension of 50 feet by 50 feet;

3. Open space used to meet required residential outdoor area standards cannot be used to meet this requirement;

4. Building walls abutting the plaza or park must meet the ground floor window standard in 33.130.230.B.1.a, and there must be at least one building entrance facing the plaza or park; and

5. The property owner must execute a covenant with the City ensuring the preservation, maintenance, and continued operation of the plaza or park. The covenant must comply with the requirements of Section 33.700.060.

Commentary

Ord. 188177, Vol. 2.5, page 11950

C. Energy efficient buildings. All buildings, except for accessory structures, within the Planned Development site, must meet the energy efficiency requirements of the Bureau of Planning and Sustainability.

D. Design Review. All development within the Planned Development site must be approved through Design Review.

Commentary

Ord. 188177, Vol. 2.5, page 11952

33.415 Centers Main Street Overlay Zone

The Centers Main Street overlay zone is a new Chapter. The purpose of the overlay is to enhance the active pedestrian main street qualities of key streets within Comprehensive Plan designated centers. The overlay would be applied to a limited set of properties along a roadway within a center, and may not cover the full extent of many developed main streets (for example, this would be applied to the core commercial portion of a street like Alberta, not the full length). The tool is designed to be applied throughout the city in areas where these more specific pedestrian-oriented qualities, active uses, and minimum levels of development are desired. The existing main street overlays (33.455; 33.460) are being recast as Plan Districts (see 33.520; 33.545; 33.575) because the locations and streets where those regulations are applied typically have more unique features or desired regulatory approaches. An issue requiring future reconciliation is how this Centers Main Street overlay would interact/apply in other plan district areas.

A map of the specific areas where the overlay is proposed is included in this section and in Section VII, Zoning Map Amendments.

This is a new chapter. For readability, ~~strikethrough~~ and underline is not used.

Ord. 188177, Vol. 2.5, page 11953

Commentary

33.415.010 Purpose

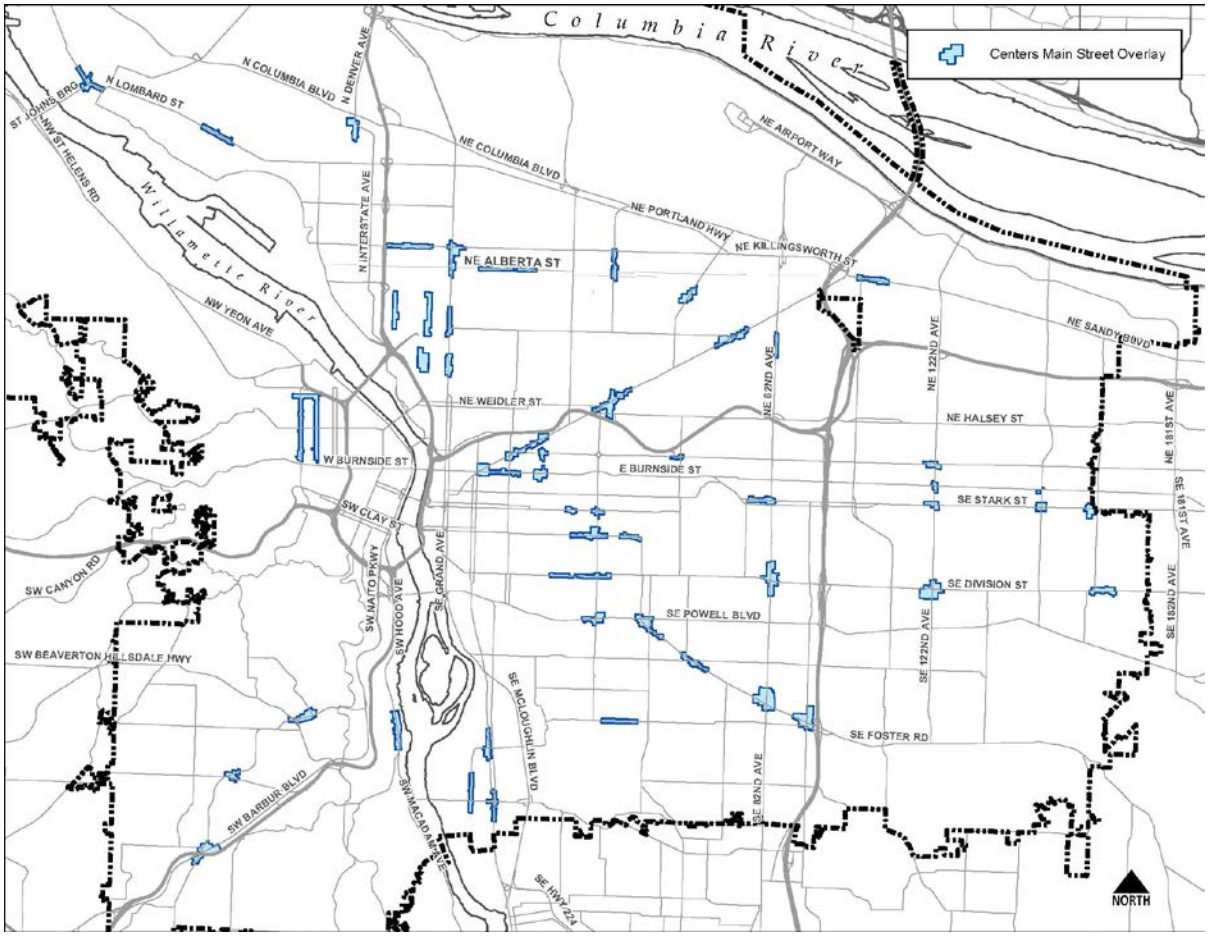
The Centers Main Street overlay zone is intended to encourage a mix of commercial, residential and employment opportunities on the key main streets within Comprehensive Plan identified town and neighborhood centers, and in other locations where pedestrian-oriented qualities, active uses, and minimum levels of development are desired. It will be mapped along specific sections of key streets within town and neighborhood centers identified in the Comprehensive Plan.

33.415.020 Short Name and Map Symbol

The Centers Main Street Overlay Zone is shown on the Official Zoning Maps with an "m" map symbol.

33.415.030 Where These Regulations Apply

The regulations of this chapter apply to sites in the Centers Main Street overlay zone. A citywide map of this overlay zones is below.



Ord. 188177, Vol. 2.5, page 11954

33.415 Centers Main Street Overlay Zone

415

Sections:

General
- 33.415.010 Purpose
- 33.415.020 Short Name and Map Symbol
- 33.415.030 Where These Regulations Apply

Use Regulations
- 33.415.100 Prohibited Uses
- 33.415.200 Required Ground Floor Active Use

Development Regulations
- 33.415.300 Prohibited Development
- 33.415.310 Minimum Floor Area Ratio
- 33.415.320 Maximum Building Setbacks
- 33.415.330 Location of Vehicle Areas
- 33.415.340 Ground Floor Windows
- 33.415.350 Entrances
- 33.415.400 Building Height in the CM2 and CM3 Zones
- 33.415.410 Additional Use and Development Standards in the CM1 Zone

General

33.415.010 Purpose

The Centers Main Street overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

33.415.020 Short Name and Map Symbol

The Centers Main Street overlay zone is shown on the Zoning Map with an "m" map symbol.

33.415.030 Where These Regulations Apply

The regulations of this chapter apply to sites in the Centers Main Street overlay zone.

Ord. 188177, Vol. 2.5, page 11955

Commentary

33.415.100 Prohibited Uses
The listed uses are prohibited because they are non-active uses or are detrimental to creating an active, pedestrian oriented main street area.

33.415.200 Required Use
Key uses are now required as part of the ground floor of developments. The list of uses is designed to create an active main street area in these key areas. In some cases, particular functions of larger, multi-function uses are specified.

33.415.300 Prohibited Development
The listed types of development are prohibited because they are detrimental to creating an active, pedestrian oriented main street area or are inappropriate in terms of intensity.

Use Regulations

33.415.100 Prohibited Uses
The following uses are prohibited within 100 feet of a transit street:

- **A.** Quick Vehicle Servicing; and
- **B.** Self-Service Storage.

33.415.200 Required Ground Floor Active Use
Within 100 feet of a transit street, at least 25 percent of the ground level floor area must be in one of the following active uses. Only uses allowed in the base zone may be chosen:

- **A.** Retail Sales and Service;
- **B.** Office;
- **C.** Industrial Service;
- **D.** Manufacturing and Production;
- **E.** Community Service;
- **F.** Daycare;
- **G.** Religious Institutions;
- **H.** Schools;
- **I.** Colleges. If a College use is provided to meet this regulation, the floor area must be in one or more of the following functions: lobby; library; food service; theatre; meeting area; or
- **J.** Medical Centers. If a Medical Center use is provided to meet this regulation, the floor area must be in one or more of the following functions: lobby; waiting room; food service; out-patient clinic**.**

Development Regulations

33.415.300 Prohibited Development
The following development is prohibited within 100 feet of a transit street:

- **A.** Drive-through facilities; and
- **B.** Houses, attached houses, and duplexes.

Commentary

33.415.310 Minimum Floor Area Ratio

A minimum floor area is required to provide a minimum level of intensity of development in these key main street storefront type areas. Minimum FAR is used because the new base zones do not require minimum density, and the minimum building coverage requirements of the current CS/CM zones (50% of site), which are broadly applied, are being eliminated in the new CM1, CM2, and CM3 base zones. Sites in the Inner Pattern Area shown on Map 415-1 have a minimum FAR of 0.5:1 to approximate the CM/CS zone lot coverage standard that resulted in a 0.5:1 minimum FAR. The required FAR is reduced in Eastern and Western Pattern Areas to reflect their less dense development pattern.

33.415.320 Maximum Building Setbacks

This regulation is intended to provide a greater amount of building wall near the sidewalk/lot line than the base zone, without a required "build to" line. The regulation is applied to sites in Inner Pattern areas to reflect the existing urban development pattern of relatively small blocks and lots with high percentages of building coverage.

33.415.330 Location of Vehicle Areas

The intent is to create a high-quality, pedestrian friendly environment particularly along transit street frontages. This regulation does this by limiting the on-site location of vehicle and parking areas. Development that is using the alternative setback for large retailers is exempt from this standard, as the alternative setback standard provision is intended to allow more flexibility in site design and setbacks for large-scale retail uses.

Ord. 188177, Vol. 2.5, page 11958

33.415.310 Minimum Floor Area Ratio

A. In the Inner Pattern Area the minimum floor area ratio (FAR) for all new development is 0.5 to 1. Pattern areas are shown on Map 415-1.

B. In the Eastern and Western Pattern Area the minimum floor area ratio (FAR) for all new development is 0.25 to 1. Pattern areas are shown on Map 415-1.

33.415.320 Maximum Building Setback

In the Inner Pattern Area, at least 70 percent of the length of the ground level street-facing façade of the building must meet the maximum building setback standard of the base zone. If the site has three or more block frontages, this standard only applies to two frontages. In the case of sites with three or more block frontages, the two frontages subject to this standard are those with the highest transit street classifications. If multiple streets have the same highest transit street classification, the applicant may choose on which streets to meet the standard. Pattern areas are shown on Map 415-1

33.415.330 Location of Vehicle Areas

A. **Purpose.** The vehicle area regulations help minimize conflicts between vehicles and pedestrians on transit streets, and create a pleasant, pedestrian-oriented environment by limiting the areas where parking and vehicular activity may be located on site**.**

B. **Location of vehicle area.** The following limitations apply on transit streets. Pattern areas are shown on Map 415-1:

1. In the Inner Pattern area, no more than 30 percent of any transit street frontage may be used for vehicle areas; and

2. In the Eastern and Western Pattern areas, no more than 50 percent of any transit street frontage may be used for vehicle areas.

C. **Exemption.** Sites that meet all of the requirements of 33.130.215.E, Alternative maximum building setback for large retailers, are exempt from this standard.

Ord. 188177, Vol. 2.5, page 11959

Commentary

33.415.340 Ground Floor Windows

In order to create a high quality pedestrian oriented main street experience, a greater degree of ground floor window coverage (60%) is required than in the base zones (40%).

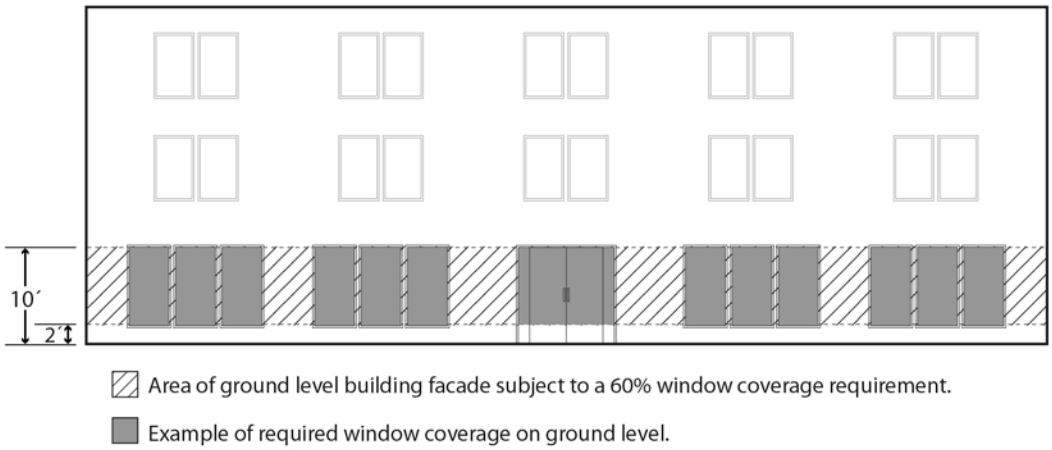
33.415.350 Entrances

The proposed changes to the base zone (33.130) will require a minimum entrance frequency of 1 per 200 feet of frontage. Centers are intended to be more active pedestrian spaces, and a greater degree of entrance frequency is intended to support that goal. A minimum of 1 entry per 100 feet of frontage is required on transit streets in the Centers Main Street overlay area in order to help create a more active pedestrian environment.

Ord. 188177, Vol. 2.5, page 11960

33.415.340 Ground Floor Windows

The ground floor window standards of the base zones apply to all sites in the Centers Main Street overlay zone, except that for sites with frontage on a transit street, the amount of ground floor wall area of the street-facing façade that is 20 feet or closer to the transit street lot line that must be covered by windows is 60 percent rather than 40 percent. See Figure 415-1.



33.415.350 Entrances

A. Purpose. Building entrances provide convenient pedestrian access between the use and public sidewalks and transit facilities. They help promote an environment that supports retail facilities and pedestrian activity.

B. Entrance frequency. On transit streets, at least one entrance is required for every 100 feet of building length for buildings located within the maximum street setback.

C. Entrance Design. Required entrances must be designed to meet the requirements of 33.130.242 Transit Street Main Entrance.

33.415.410 Additional Development Standards in the CM1 Zone

This provision is designed to address special situations within the Centers Main Street overlay zone that have a collection of existing, older low-rise storefront commercial type buildings. The regulations are intended to support existing development in these areas and allow compatible new development by encouraging a built-up, pedestrian oriented character with buildings of one to three stories. The allowed FAR in the CM1 zone is set at 2.5 to 1, which allows the same amount of floor area as the "base" FAR allowance in the CM2 zone. This is a change from the Proposed Draft, which specified an FAR of 2 to 1 in the overlay zone. This will provide more development allowances within the allowed height envelope, and opportunity for FAR transfers from historic resources. Limited Manufacturing and Production and Wholesale Sales uses are also allowed in the CM1 zone to the same size allowances as the CM2 zone.

Ord. 188177, Vol. 2.5, page 11962

33.415.410 Additional Use and Development Standards in the CM1 Zone

A. Purpose. Some locations in the Centers Main Street overlay zone are zoned CM1 and contain areas of continuous, older low-rise commercial storefront buildings that typically feature a concentration of retail uses, no landscaping, and are one to three stories in height. These additional regulations work in conjunction with regulations in the base zone, and the other standards of this section to support and protect the low-rise storefront scale and development features of these areas.

B. Where these regulations apply. The regulations in this Section apply to sites zoned CM1.

C. Retail Sales And Service and Office use limitations. Each individual Retail Sales And Service or Office use is limited to 40,000 square feet of net building area.

D. Industrial use . Manufacturing and Production and Wholesale Sales uses are allowed but each individual use is limited to 15,000 square feet of net building area.

E. Maximum floor area ratio. The maximum floor area ratio is 2.5 to 1.

F. Maximum building coverage. The maximum building coverage allowed is 100 percent.

G. Landscaping. No landscaping is required.

Ord. 188177, Vol. 2.5, page 11963

Commentary

Map 415-1
This map shows the locations of different "Pattern Areas" within Portland. Specific development regulations relate to the different areas.

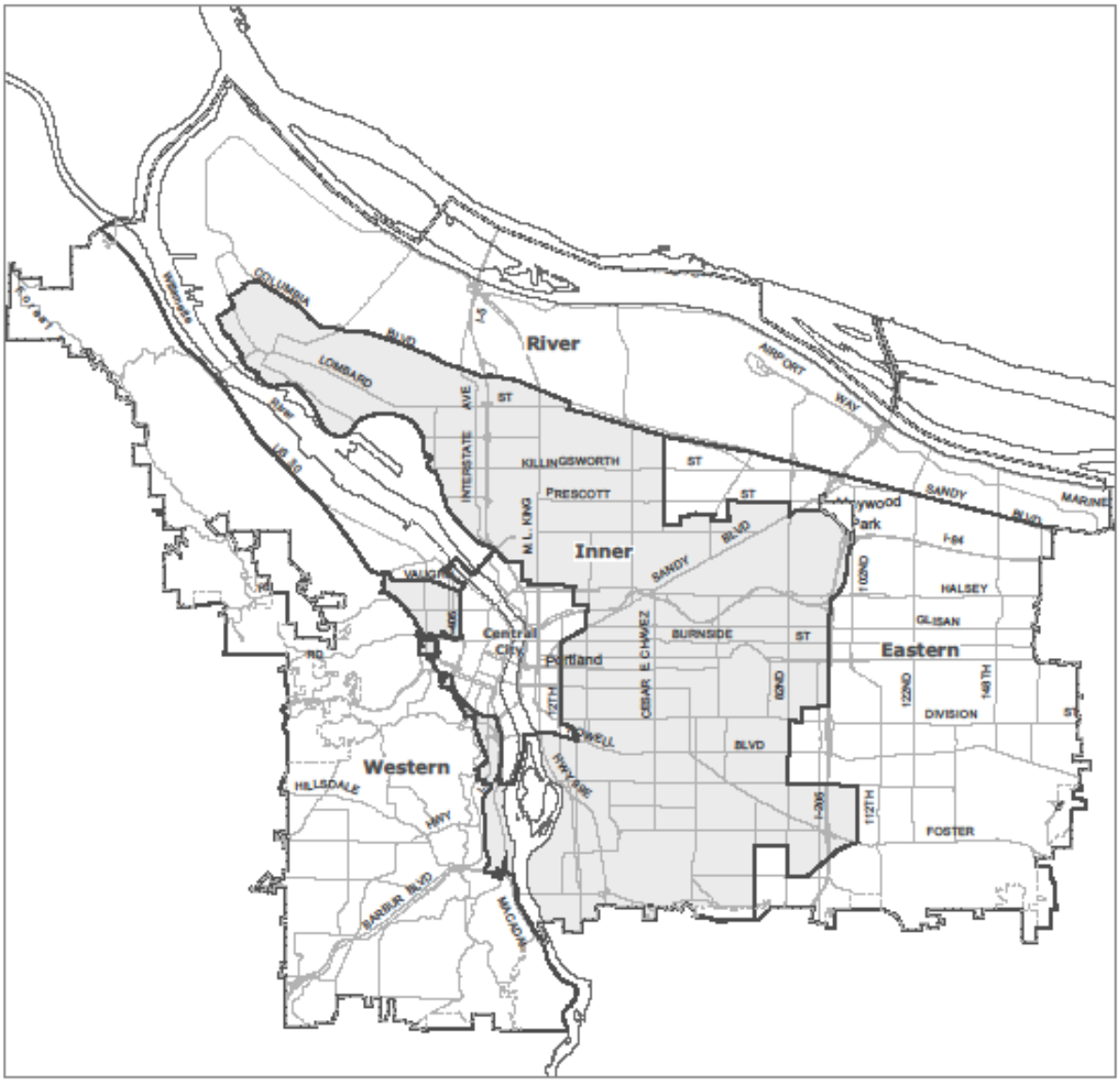
Ord. 188177, Vol. 2.5, page 11964

Pattern Areas

DRAFT

Map 415-1

Map Revised Xxxx xx, xxxx



Ord. 188177, Vol. 2.5, page 11965

Commentary

Ord. 188177, Vol. 2.5, page 11966

33.430 Environmental Zones

These are amendments to an existing code chapter—33.430, Environmental Zones. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Ord. 188177, Vol. 2.5, page 11967

Commentary

33.430.280 Modifications That Will Better Meet Environmental Review Requirements

This amendment is being made in response to concerns from BDS staff that the code is not clear about whether a modification is allowed when a development standard says "adjustments are prohibited". The environmental review, design review and Planned Development review approval criteria all allow development standards that can be adjusted to be modified through those review processes rather than going through an additional adjustment review process. This allowance streamlines the land use review, reduces cost to the applicant, and avoids two different BDS sections reviewing the same land use application. The intent has always been to only allow development standards that have the option to be adjusted to be modified in one of these other processes. This amendment makes that clear, and avoids having to add the words "adjustments and modifications are prohibited" throughout the zoning code.

Ord. 188177, Vol. 2.5, page 11968

33.430 Environmental Zones

430

33.430.280 Modifications ~~Which~~That Will Better Meet Environmental Review Requirements
The review body may consider modifications for lot dimension standards or site-related development standards as part of the environmental review process. The review body may not consider modifications to standards for which adjustments are prohibited. ~~These~~ Mmodifications are done as part of the environmental review process and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor-area ratios, intensity of use, size of the use, number of units, or concentration of uses) are subject to the adjustment process of Chapter 33.805. In order to approve these modifications, the review body must find that the development will result in greater protection of the resources and functional values identified on the site and will, on balance, be consistent with the purpose of the applicable regulations. For modifications to lot dimension standards, the review body must also find that the development will not significantly detract from the livability or appearance of the area.

Ord. 188177, Vol. 2.5, page 11969

Commentary

Ord. 188177, Vol. 2.5, page 11970

33.455 Main Street Node Overlay Zone

Ord. 188177, Vol. 2.5, page 11971

Commentary

33.455 Main Street Node Overlay Zone

Chapter 33.455 is being deleted and replaced by Plan Districts: Chapters 33.520, 33.545, and 33.575.

Ord. 188177, Vol. 2.5, page 11972

33.455 Main Street Node Overlay Zone

455

Delete this Chapter

Ord. 188177, Vol. 2.5, page 11973

Commentary

Ord. 188177, Vol. 2.5, page 11974

33.460 Main Street Corridor Overlay Zone

Ord. 188177, Vol. 2.5, page 11975

Commentary

33.460 Main Street Corridor Overlay Zone

Chapter 33.460 is being deleted and replaced by Plan Districts: Chapters 33.520, 33.545, and 33.575.

Ord. 188177, Vol. 2.5, page 11976

33.460 Main Street Corridor Overlay Zone

460

Delete this Chapter

Ord. 188177, Vol. 2.5, page 11977

Commentary

Ord. 188177, Vol. 2.5, page 11978

33.508 Cascade Station/Portland International Center Plan District

Ord. 188177, Vol. 2.5, page 11979

Commentary

33.508 Cascade Station/Portland International Center Plan District

33.508.220 Maximum Development/Transportation Capacity

A Transportation Impact Review (TIR) is allowed as an alternative to selecting a pre-determined TDM plan. The requirements for a TIR (33.852) are modeled on 33.508 and these regulations are being relocated from this code section to new code section 33 852. These standards are referenced in a number of code sections including 33.266.420.

Ord. 188177, Vol. 2.5, page 11980

CHAPTER 33.508 Cascade Station/Portland International Center Plan District

508

33.508.220 Maximum Development/Transportation Capacity

A. Purpose. [No change.]

B. Limitations on the amount of development allowed. [No change.]

C. Cascade Station/Portland International Center Transportation Impact ~~Analysis~~ Review. An applicant may propose development that exceeds the allocation limits of Table 508-1 through a Transportation Impact Review (33.852)~~land use review that is based on a Transportation Impact Analysis (TIA)~~. This approach allows an applicant more flexibility but is more complex to use. In addition to the application requirements of Section 33.730.060, the applicant must ~~prepare a TIA that includes~~ provide the elements and analysis listed in 33.852.105~~this subsection~~. The ~~TIA~~Transportation Impact Review may be used to exceed the maximum allocation limits in Table 508-1 or to establish lower trip generation rates. The ~~TIA~~Transportation Impact Review may not be used to exceed the total trips in Table 508-1.

~~1. Description of recommended development;~~

~~2. Delineation of the study area, and rationale for the delineation;~~

~~3. Description of existing uses and conditions in the study area;~~

~~a. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;~~

~~b. Any approved TIA must be reflected in the BDS tracking report;~~

~~4. Traffic forecasts and distribution;~~

~~5. Primary traffic access routes to and from the study area;~~

~~6. Recommended mitigation measures, including transportation system management, transportation demand management, and needed roadway improvements on or for local roads and State highways; and~~

~~7. Evaluation of:~~

~~a. Impacts on street function, capacity and level of service;~~

~~b. Impacts on on-street parking;~~

~~c. Access requirements;~~

~~d. Impacts on transit operations and movements;~~

~~e. Impacts on pedestrian and bicycle routes and safety; and~~

~~f. Impacts on the immediate airport area and adjacent neighborhoods.~~

Commentary

Ord. 188177, Vol. 2.5, page 11982

33.520 Division Street Plan District

This is a new chapter. For readability, ~~strikethrough~~ and underline is not used.

Commentary

33.520 Division Street Plan District

The Main Streets Corridor overlay zone (33.460) has provisions specific to Division Street. That overlay zone and the related Main Streets Node overlay zone (33.455) are being repealed. A new Centers Main Street overlay zone is proposed (33.415). Many of the overlay zone provisions of 33.460 relevant to Division are met through new base zone standards (33.130), through the new overlay (33.415) or through application of the design overlay zone. In some cases, existing overlay zone standards are no longer applicable or desired and are proposed to be removed. Provisions that are not covered by other code sections and continue to be relevant to Division Street are being recast in this plan district. Additional commentary is provided only where substantive code changes are proposed.

Ord. 188177, Vol. 2.5, page 11984

33.520 Division Street Plan District

520

Sections:

General
33.520.010 Purpose
33. 520.020 Where These Regulations Apply
Development Standards
33.520.100 Reinforce the Corner
33.520.110 Exterior Finish Material
Map 520-1 Division Street Plan District

General

33.520.010 Purpose

The Division Street plan district promotes development that fosters a pedestrian- and transit-oriented main street. The plan district provisions ensure that development:

- Activates Division Street corners and enhances the pedestrian environment; and
- Is constructed with high quality materials in combinations that are visually interesting.

33.520.020 Where These Regulations Apply. The regulations of this chapter apply to the Division Street plan district. The boundaries of the plan district are shown on Map 520-1 at the end of this chapter, and on the Official Zoning Maps**.**

Development Standards

33.520.100 Reinforce the Corner

A. Where the standards apply. The following standards apply to sites where any of the floor area on the site is in a nonresidential use, and where a site abuts both Division Street and an intersecting street:

B. Main entrance standard. For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor must meet the following. The ground floor is the lowest floor of the building that is within four feet of the adjacent street grade. The main entrance must:

1. Be within 5 feet of the façade facing Division Street; and

Ord. 188177, Vol. 2.5, page 11985

33.520.110 Exterior finish materials

The Main Street Corridor overlay zone from which this plan district is derived previously specified exterior finish materials applicable to development in the R1 zone. The materials were derived from the Community Design Standards (33.218), as the Design overlay zone was not applied to R1 zoned properties in this area. The new plan district code references the Community Design Standards (33.218) rather than specific materials to allow for more consistency if standards are updated.

Ord. 188177, Vol. 2.5, page 11986

2. Either:

   a. Face Division Street; or

   b. Be at an angle of up to 45 degrees from Division Street, measured from the street property line.

C. Surface parking areas are not allowed within 40 feet of the corner.

33.520.110 Exterior Finish Materials

A. Where the standards applies. The exterior finish materials standard applies in multi-dwelling residential zones.

B. Exterior finish materials standard. Unless the building is approved through Design Review, all buildings must meet the foundation material standard of 33.218.110.I, and the exterior finish materials standards of 33.218.110.J. The standards must be met on all building facades.

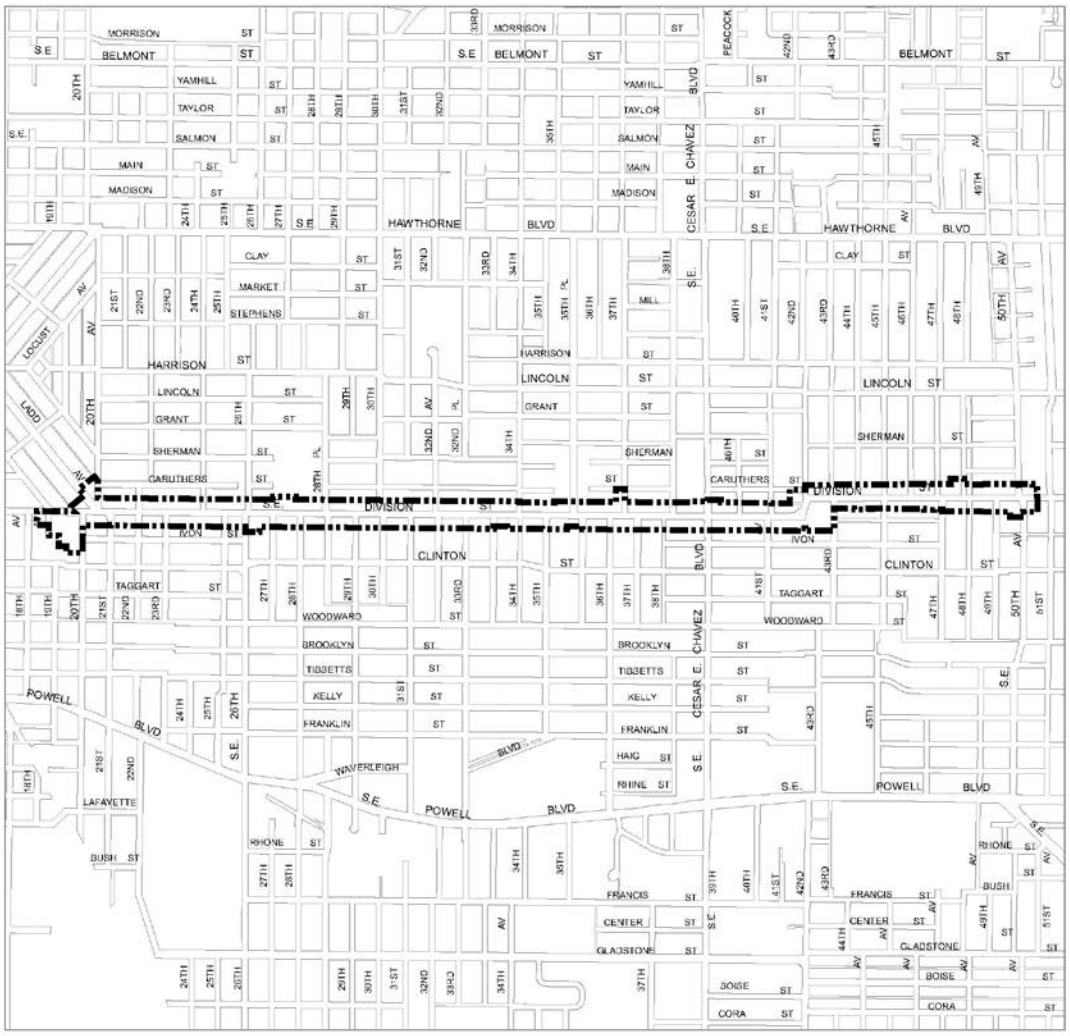
Commentary

Ord. 188177, Vol. 2.5, page 11988

Draft Division Street Plan District

Map 520-1

Map Revised Xxxxx X, 2015



Plan District boundary

NORTH

0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 11989

Commentary

Ord. 188177, Vol. 2.5, page 11990

33.545 Lombard Street Plan District

This is a new chapter. For readability, ~~strikethrough~~ and underline is not used.

Ord. 188177, Vol. 2.5, page 11991

Commentary

33.545 Lombard Street Plan District

The Main Streets Corridor overlay zone (33.460) and Main Streets Node overlay zone (33.455) have provisions specific to Lombard Street. These overlay zones are being repealed. A new Centers Main Street overlay zone is proposed (33.415). Many of the overlay zone provisions of 33.460 and 33.455 relevant to Lombard Street are now met through new base zone standards (33.130), or through the new Centers Main Street overlay zone (33.415). In some cases, existing overlay zone standards are no longer applicable and are proposed to be removed. Provisions that are not covered by other code sections and continue to be relevant to Lombard Street are being recast in this plan district. Additional commentary is provided only where substantive code changes are proposed.

Ord. 188177, Vol. 2.5, page 11992

33.545 Lombard Street Plan District

545

Sections:

General
33.545.010 Purpose
33.545.020 Where These Regulations Apply
Development Standards
33.545.100 Standards for Community Corner
33.545.110 Additional Regulations in the CM1 Zone
33.545.120 Additional Standards in the R1 Zone
Map 545-1 Lombard Street Plan District

General

33.545.010 Purpose

The Lombard Street Plan District implements the Lombard Street nodes and corridors elements of the St Johns/Lombard Plan by promoting development that fosters a pedestrian- and transit-oriented main street in key places, and supports enhanced design for multi-dwelling residential developments.

33.545.020 Where These Regulations Apply. The regulations of this chapter apply to the Lombard Street plan district. The boundaries of the plan district are shown on Map 545-1 at the end of this chapter, and on the Official Zoning Maps.

Development Standards

33.545.100 Standards for Community Corners

A. Purpose. These standards create active use areas and community gathering places along major streets intersecting with North Lombard. These standards ensure that development at key intersections along North Lombard is oriented to enhance the pedestrian environment.

B. Where the standards apply. The following standards apply to Subdistrict B shown on Map 545-1.

C. Standards.

1. The ground level street-facing facades of primary structures must be within 10 feet of both street lot lines.

2. Surface parking areas are not allowed within 40 feet of the corner.

Ord. 188177, Vol. 2.5, page 11993

Commentary

Ord. 188177, Vol. 2.5, page 11994

33.545.110 Additional Regulations in the CM1 Zone

A. Purpose. These regulations encourage residential mixed use development and housing, in addition to small scale commercial development along sections of North Lombard Street to foster a transit-oriented main street environment. Size of uses are specified to promote commercial uses along the main street that serve a local market area, while limiting their potential impacts on residential uses.

B. Where these regulations apply. The following regulations apply to sites in Subdistrict A shown on Map 545-1 that are zoned CM1.

C. Retail Sales And Service and Office uses. Each individual Retail Sales And Service and Office use is limited to 10,000 square feet of floor area.

D. Bonus height for housing. Proposals that providing housing receive bonus height. The maximum building height when a proposal includes housing is 45 feet.

E. Non-residential floor area. The maximum FAR allowed for a non-residential use is 1:1. Adjustments are prohibited.

Commentary

Ord. 188177, Vol. 2.5, page 11996

33.545.120 Additional Standards in the R1 Zone

A. Purpose. These standards ensure that development of sites with the potential for medium density development along or adjacent to the main street:

- contributes positively to established neighborhoods and the area's character;
- creates a strong physical and visual connection between the living area and the street, and the main entrance and the street; and
- improves the transition between development in the commercial and single-dwelling zone areas.

B. Where these standards apply. The following standards apply to duplexes, attached houses, and multi-dwelling structures on sites in Subdistrict A shown on Map 545-1 that are zoned R1.

C. Standards. Adjustments may be requested to these standards; they may not be modified through design review.

1. Large building elevations divided into smaller areas. The front elevation of large structures must be divided into smaller areas or planes. When the front elevation of a structure is more than 750 square feet in area, the elevation must be divided into distinct planes of 500 square feet or less. For the purpose of this standard, areas of wall that are entirely separated from other wall areas by a projection, such as the porch or a roof over a porch, are also individual building wall planes. This division can be done by:
   a. A porch, a dormer that is at least 4 feet wide, or a balcony that is at least 2 feet deep and is accessible from an interior room;
   b. A bay window that extends at least 2 feet; or
   c. Recessing a section of the facade by at least 2 feet; the recessed section must be at least 6 feet long.
2. Location of main entrance. The main entrance of each primary structure must face the street lot line. The following are exceptions to this standard:
   a. On corner lots the main entrance may face either of the streets or be oriented to the corner.
   b. For buildings that have more than one main entrance, only one entrance must meet this requirement.
   c. Entrances that face a shared landscaped courtyard, landscaped to at least the L1 General Landscaping standard, are exempt from this requirement.

33.545.120.4 Exterior finish materials

The Main Street Corridor overlay zone from which this plan district is derived previously specified exterior finish materials applicable to development in the R1 zone. The materials were derived from the Community Design Standards (33.218), as the Design overlay zone was not applied to R1 zoned properties in this area. The new plan district code references the Community Design Standards (33.218) rather than specific materials to allow for more consistency if standards are updated.

Ord. 188177, Vol. 2.5, page 11998

3. Attached garages. When parking is provided in a garage attached to the primary structure and garage doors face a street the following standards must be met:

   a. The garage must not be more than 40 percent of the length of the building frontage or 12 feet long, whichever is greater;

   b. The front of the garage can be no closer to front lot line than the front facade of the house;

   c. Garage doors that are part of the street-facing elevations of a primary structure may be no more than 75 square feet in area; and

   d. There may be no more than one garage door per 16 feet of building frontage.

4. Exterior finish materials**.** Unless the building is approved through Design Review, all buildings must meet the foundation material standard of 33.218.110.I, and the exterior finish materials standards of 33.218.110.J . The standards must be met on all building facades.

5. Corner lots with alley access. If the site is a corner lot that is adjacent to an alley, access for motor vehicles must be from the alley.

6. On lots less than 10,000 square feet in the R1 zone, the minimum density is 1 unit per 2,250 square feet of site area. This standard does not apply on corner lots.

Ord. 188177, Vol. 2.5, page 11999

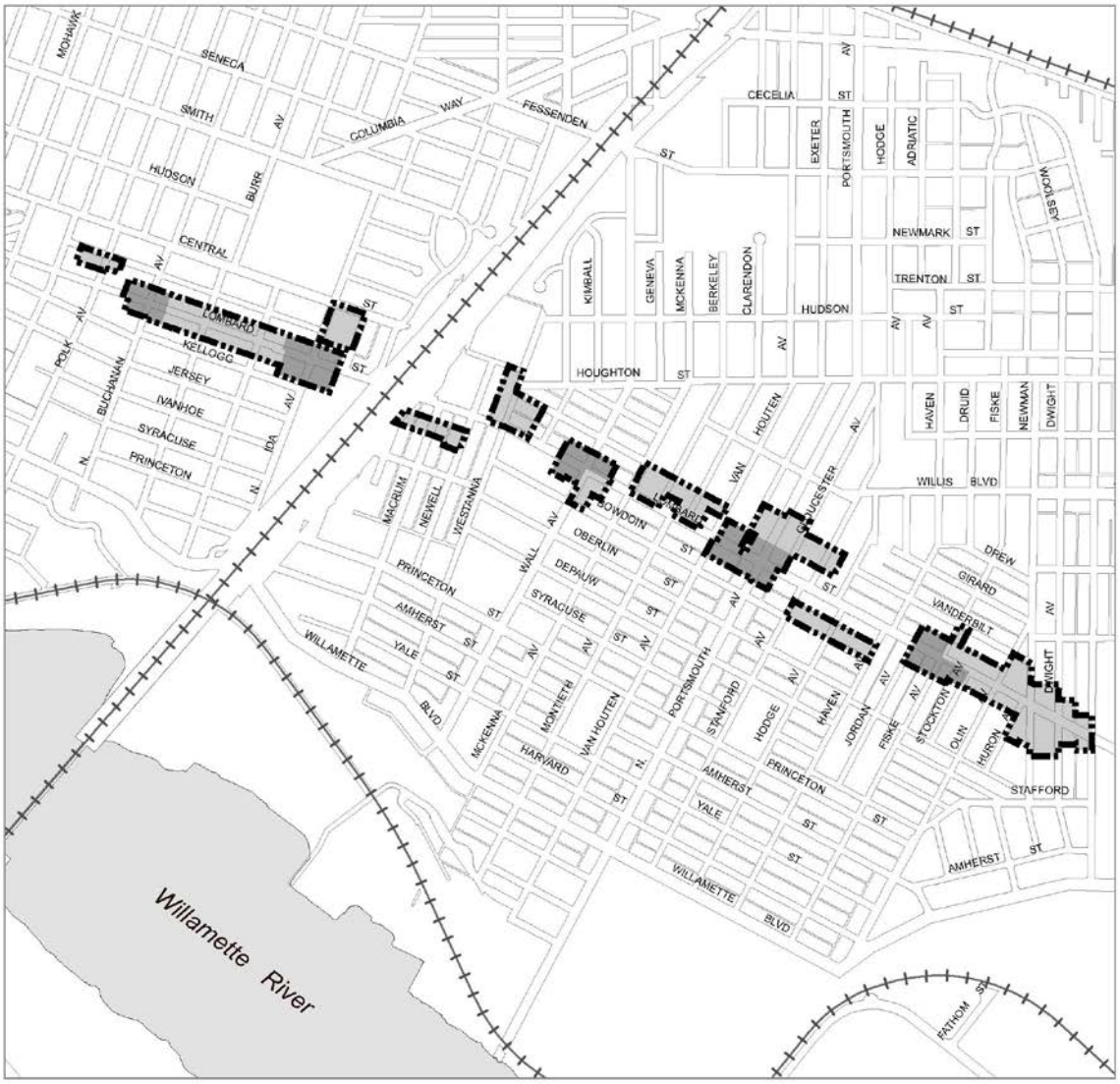
Commentary

Ord. 188177, Vol. 2.5, page 12000

Draft Lombard Street Plan District and Subdistricts

Map 545-1

Map Revised Xxxxx X, 2015



Plan District boundary

Subdistrict A

Subdistrict B

NORTH

0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12001

Commentary

Ord. 188177, Vol. 2.5, page 12002

33.575 Sandy Boulevard Plan District

This is a new chapter. For readability, ~~strikethrough~~ and underline is not used.

Commentary

33.575 Sandy Boulevard Plan District

The Main Streets Corridor overlay zone (33.460) and Main Streets Node overlay zone (33.455) have provisions specific to Sandy Boulevard. These overlay zones are being repealed. A new Centers Main Street overlay zone is proposed (33.415). Many of the overlay zone provisions of 33.460 and 33.455 relevant Sandy Boulevard are now met through new base zone standards (33.130), or through the new Centers Main Street overlay zone (33.415). In some cases, existing overlay zone standards are no longer applicable and are proposed to be removed. Provisions that are not covered by other code sections and continue to be relevant Sandy Boulevard are being recast in this plan district.

Ord. 188177, Vol. 2.5, page 12004

33.575 Sandy Boulevard Plan District

575

Sections:

General
33.575.010 Purpose
33.575.020 Where These Regulations Apply
Development Standards
33.575.100 Transition Between Residential and Commercial Zones
33.575.110 Building Facades Facing Sandy Boulevard
Map 575-1 Sandy Boulevard Plan District

General

33.575.010 Purpose

The Sandy Boulevard Plan District implements the Sandy Boulevard elements of the Hollywood and Sandy Plan through special height transitions and unique setback treatments.

33.575.020 Where These Regulations Apply. The regulations of this chapter apply to the Sandy Boulevard plan district. The boundaries of the plan district are shown on Map 575-1 at the end of this chapter, and on the Official Zoning Maps**.**

Development Standards

33.575.100 Transition Between Residential and Commercial Zones

A. Purpose. These regulations ensure a landscaping treatment along commercial lot lines that face, but are across the street from a single-dwelling residential zone. In addition, the regulations prevent large blank walls above the ground floor from facing residential sites from across a street and ensure that building heights reduce to relate to adjoining single-dwelling zones.

B. Where these regulations apply. These regulations apply to sites on Map 575-1

C. Height limits for sites abutting or across the street from a RF-R1 zones. Sites in commercial zones abutting or across the street from RF through R1 zones have special height limits that create a transition to the residential zone. The height limits are as follows:

1. Sites abutting RF - R1 zones. Sites abutting RF through R1 zones have height limits that decrease in two steps near the residential zone. See Figure 575-1. These height limits are:

   a. On the portion of a site within 25 feet of a site zoned RF through R1, the maximum building height is the same as the abutting residential zone.

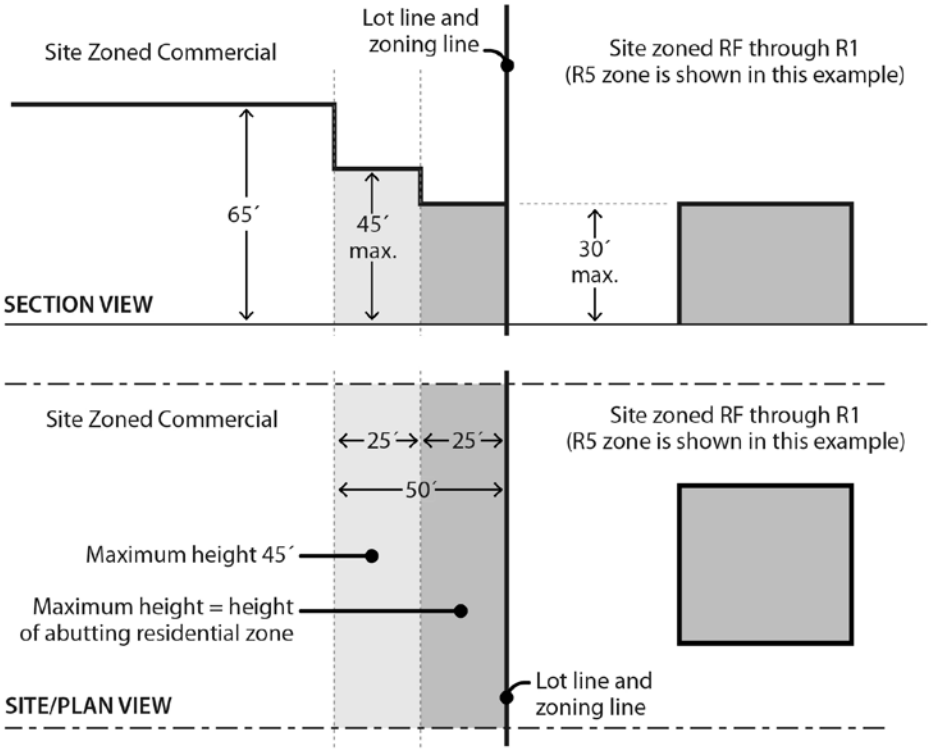
   b. On the portion of a site that is more than 25 feet but within 50 feet of a site zoned RF through R1, the maximum building height is 45 feet.

Ord. 188177, Vol. 2.5, page 12005

Ord. 188177, Vol. 2.5, page 12006

2. Sites across a street from RF - R1 zones. Sites across a street from RF through R1 zones have height limits that decrease near the residential zone. On the portion of the site within 15 feet of the lot line across the street from a site zoned RF though R1, the maximum building height is the same as the residential zone. See Figure 575-2.

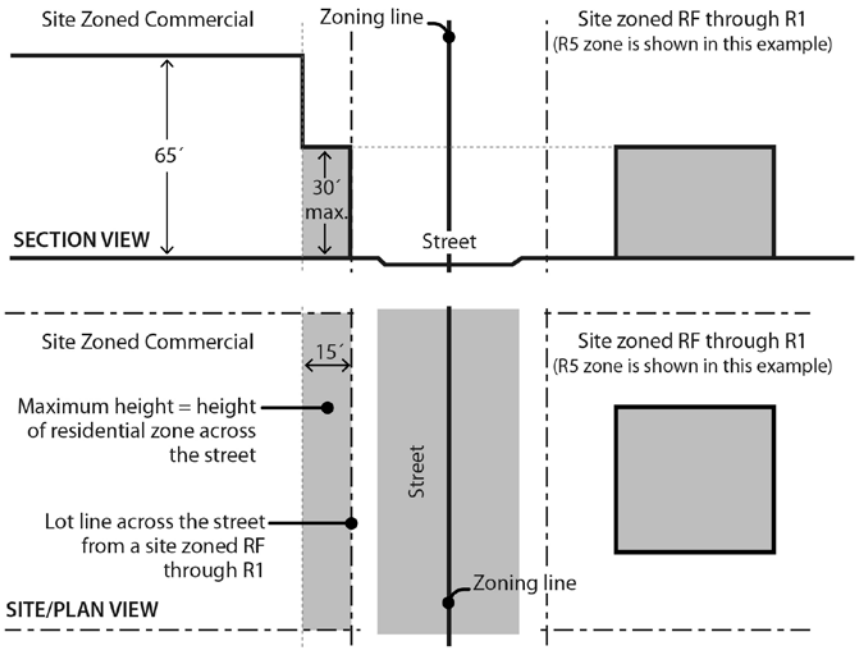
Figure 575-1
Height limits on sites abutting RF - R1 zones



Commentary

Ord. 188177, Vol. 2.5, page 12008

Figure 575-2
Height limits on sites across a street from zones RF - R1 zones



Ord. 188177, Vol. 2.5, page 12009

Commentary

Ord. 188177, Vol. 2.5, page 12010

33.575.110 Building Facades Facing Sandy Boulevard

A. Purpose. These regulations ensure that new development reinforces the unique diagonal geometry of sites adjacent to Sandy Boulevard.

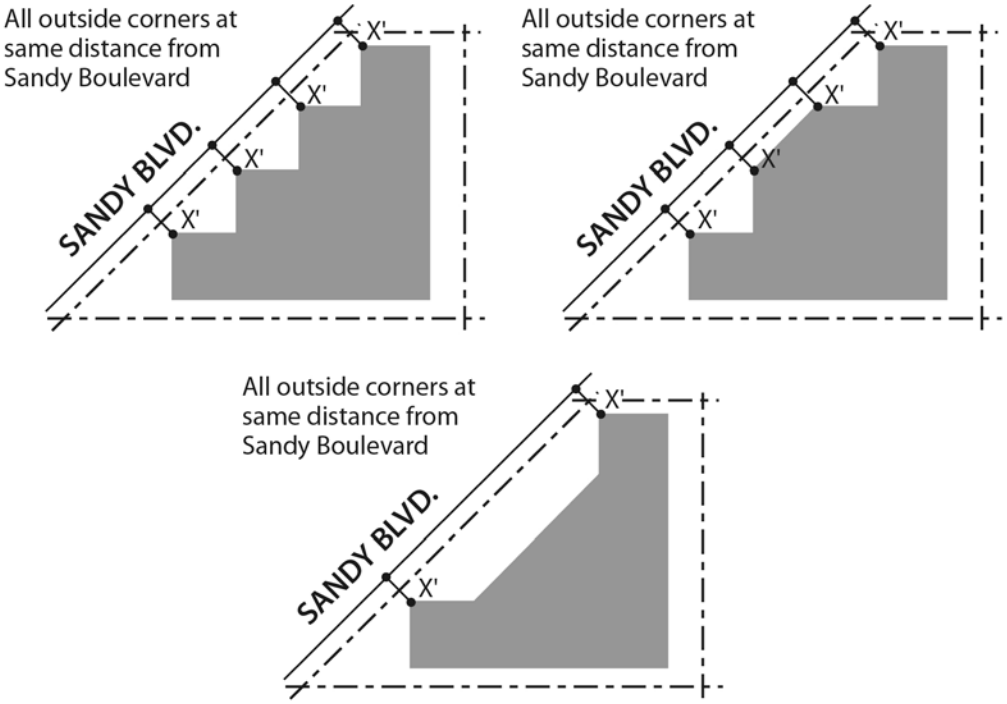
B. Where these regulations apply. These regulations apply to sites on Map 575-1 with frontage along Sandy Boulevard.

C. Building facades facing Sandy Boulevard. The exterior walls of the building that can be seen from the Sandy Boulevard lot line must be either:

1. Parallel to Sandy Boulevard; or

2. In a series of stepped facades at an angle to Sandy Boulevard in which all outside building corners are the same distance from Sandy Boulevard, as shown in Figure 575-3.

Figure 575-3
Examples of building facades facing Sandy Boulevard



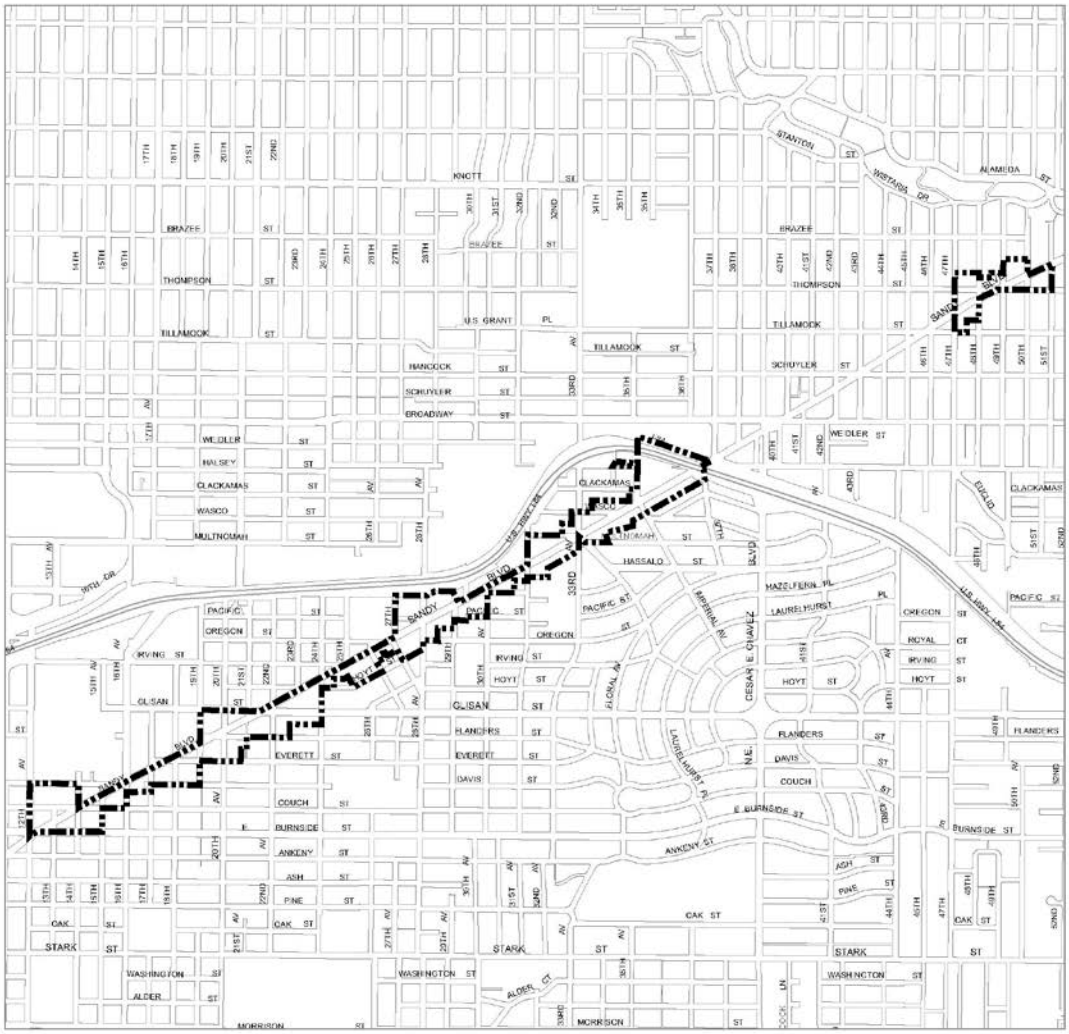
Ord. 188177, Vol. 2.5, page 12011

Ord. 188177, Vol. 2.5, page 12012

Draft Sandy Boulevard Plan District and Subdistricts

Map 575-1

Map Revised Xxxxx X, 2015



Plan District boundary

Ord. 188177, Vol. 2.5, page 12013

Ord. 188177, Vol. 2.5, page 12014

33.700 Administration and Enforcement

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Commentary

33.700.110.B.1 Prior Conditions of Land Use Approvals
Updating to include reference to Commercial/Mixed Use zones.

Ord. 188177, Vol. 2.5, page 12016

33.700.110 Prior Conditions of Land Use Approvals

This section addresses situations where a use, development, or land division was approved with conditions as part of a land use review under zoning or land division regulations that no longer apply to the site. Over time, there are instances when uses or development previously approved with conditions are subject to new zoning or land division regulations. This may result from a change of the content of zoning or land division regulations or from legislative zone changes including annexation rezonings.

A. Conditions of approval prior to 1981. Conditions of approval for a land use review applied for prior to 1981 no longer apply to a site, except for conditions on all types of land divisions, Planned Unit Developments (PUD), or any other quasi-judicial review approved in association with a land division or PUD.

B. Conditions of approval after 1981. The regulations stated below apply to all prior conditions of approval for all types of land divisions, Planned Unit Developments (PUD), and any other quasi-judicial review approved in association with a land division or PUD, and for land use reviews applied for after January 1, 1981, unless the conditions of approval or the ordinance adopting the conditions provide for their continuance.

1. Zone changes. If a site is subject to conditions as the result of a zone change, the conditions continue to apply if the site is rezoned to a comparable zone as part of an annexation rezoning or as part of a legislative remapping. The conditions of the original zone change do not apply if the site is rezoned to a noncomparable zone. Comparable zone changes are single-dwelling to single-dwelling, multi-dwelling to multi-dwelling, commercial to commercial or commercial/mixed use, employment to employment, and industrial or manufacturing to industrial zones. Also, changes from a City M3 or Multnomah County LM, M3, or M4 zone to a C, E, or I zone retain all conditions of approval on the site. Other zone changes are considered noncomparable.

2. Conditional uses.

   a. An allowed conditional use. If a use was an approved conditional use under the prior regulations or had a Community Service overlay zone, and is a conditional use under the new regulations pertaining to the site, any conditions of approval continue to apply.

   b. Use allowed by right. If the use is now allowed by right, the conditions of approval no longer apply.

   c. Use no longer allowed. If the use was a conditional use without an expiration date and is no longer allowed, it becomes a nonconforming use under the new regulations, and must continue to meet the conditions as well as the nonconforming use regulations. If the use was a conditional use with an expiration date and is no longer allowed, it is subject to the same regulations as revocable permits, as stated in Paragraph 120.C.1 below.

Commentary

Ord. 188177, Vol. 2.5, page 12018

3. Variances and adjustments. If the variance or adjustment was for development that is now allowed by right, and the development on the site conforms with the current regulations, then the prior conditions of approval no longer apply.

4. Other land use actions. If the use or development was approved with conditions under a review which is no longer in effect on the site (such as site review, design review, significant environmental concern review), the conditions no longer apply.

Commentary

Ord. 188177, Vol. 2.5, page 12020

33.730 Quasi-Judicial Procedures

Ord. 188177, Vol. 2.5, page 12021

33.730 Quasi-Judicial Procedures

33.730.130 Expiration of an Approval

This section also references 33.852 where a ten-year duration is assigned to Transportation Impact Reviews. Such a time limit is necessary to account for changes in the surrounding transportation network even if no changes occur on an institutional campus itself.

Ord. 188177, Vol. 2.5, page 12022

CHAPTER 33.730 Quasi-Judicial Procedures

730

33.730.130 Expiration of an Approval

A. Expiration of unused land use approvals issued prior to 1979. [No change]

B. When approved decisions expire.

1. Land use approvals, except as otherwise specified in this section, expire if:
   a. Generally.
      (1) Within 3 years of the date of the final decision a City permit has not been issued for approved development; or
      (2) Within 3 years of the date of the final decision the approved activity has not commenced.
   b. Exception. Final decisions that became effective between May 27, 2006 and December 31, 2008 or between May 16, 2009 and June 30, 2011 expire if a City permit has not been issued for approved development or the approved activity has not commenced by June 30, 2014.
2. Zoning map and Comprehensive Plan map amendments do not expire.
3. Conditional Use Master Plans, ~~and~~ Impact Mitigation Plans, and Transportation Impact Reviews expire as specified in Chapters 33.820, ~~and~~ 33.848, and 33.852, or in the plans themselves.

4. – 12. [No change]

C. Deferral of the expiration period. [No change]

D. Expiration of adjustments approved prior to March 16, 2001. [No change]

Commentary

Ord. 188177, Vol. 2.5, page 12024

33.825 Design Review

These are amendments to an existing code chapter—33.825, Design Review. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Ord. 188177, Vol. 2.5, page 12025

Commentary

33.825.030 Procedures

The amendments to Table 825-1 are necessary for several reasons:

1) To remove the Main Street Node ("j") and Main Street Corridor ("m") overlay zones from the list of procedure assignments, as these zones are being removed and recast as plan districts.
2) To assign a procedure type to the design review that is required when a proposal in a commercial/mixed use zone gain bonus FAR and height through a Planned Development review. See 33.130.212, 33.270, and 33.854. The procedure is a Type III and the amendment is toward the bottom of Table 825-1.
3) To assign a Type II design review as the fundamental procedure type for the CM1, CM2, CM3, and CE zones unless a more specific procedure type or threshold is specified for a specific type of development or location.

Ord. 188177, Vol. 2.5, page 12026

33.825.025 Review Procedures

This section lists procedures for design review for proposals in design overlay zones. These procedures also apply where design review is required by the regulations of a plan district or overlay zone, or as a condition of approval of a quasi-judicial decision.

The procedures stated in this section supersede procedural and threshold statements in the City's adopted design guidelines documents.

A. Procedures for design review. Procedures for design review vary with the type of proposal being reviewed and the design district in which the site is located. Design review in some design districts requires an additional procedural step, the Neighborhood Contact requirement, as set out in Section 33.700.025, Neighborhood Contact. Some proposals in the Central City plan district must provide a model of the approved proposal, as set out in Paragraph A.4. When determining procedure type for exterior alterations based on project valuation, the dollar amount refers to the value of the exterior changes and any new floor area only. It does not include interior or subgrade alterations.

1. Proposals subject to design review are reviewed according to the procedure type listed in Table 825-1. When a proposal is subject to more than one procedure type, the higher procedure type applies. For example, a proposal located in the Central City Plan District may not exceed the dollar threshold for a Type II procedure, but because it is also in the Downtown Design District and it exceeds the square footage threshold for a Type II procedure, the proposal would be subject to a Type III procedure.

Table 825-1
Procedure Type for Design Review Proposals

Design Districts	Proposal	Threshold	Procedure
Downtown Design District	New floor area	> 1,000 s.f.	Type III
		≤ 1,000 s.f.	Type II
	Exterior alteration	Value >$437,750	Type III
		Value ≤ $437,750	Type II
River District Design District	New floor area or Exterior alteration in CX or OS zone	>1,000 s.f. and value >$437,750	Type III
		≤ 1,000 s.f. or value ≤ $437,750	Type II
Gateway Design District	Development proposals	Value >$2,188,650 or included in a Gateway Master Plan Review	Type III
		Value ≤ $2,188,650 and not part of Gateway Master Plan Review	Type II
Marquam Hill Design District	Development proposals	In design overlay zones	Type II
Sellwood-Moreland Design District			

Ord. 188177, Vol. 2.5, page 12027

Commentary

Ord. 188177, Vol. 2.5, page 12028

Terwilliger Parkway Design District	Proposals that are visible from Terwilliger Boulevard	Non single-dwelling development	Type III
		Single-dwelling development	Type II
Central Eastside Goose Hollow Lloyd District Macadam River District South Waterfront	Development proposals	Value >$2,188,650	Type III
		Value ≤ $2,188,650	Type II
Community Plans			
Albina Community Plan area, including Lower Albina Outer Southeast Community Plan area, excluding Gateway Design District Southwest Community Plan Area, excluding Macadam & Terwilliger Design Districts	Development proposals	In design overlay zones	Type II
Central City Plan District, excluding Lower Albina Northwest Plan District South Auditorium Plan District	Development proposals	In design overlay zones and value >$2,188,650	Type III
		In design overlay zones and value ≤ $2,188,650	Type II
Albina Plan District Hollywood Plan District North Interstate Plan District St. Johns Plan District	Development proposals	In design overlay zones	Type II
Overlay Zones			
"a" Alternative Density overlay	Additional density in R3, R2, R1 zone	Using bonus density provisions in 33.405.050	Type III
	Using other provisions in 33.405	Not subject to 33.405.050	Type II
"d" Design overlay	Development proposals	Not identified as Type Ix or Type II procedure elsewhere in this table	Type III
~~"j" Main Street Node overlay~~ ~~"m" Main Street Corridor overlay~~	~~Development proposals~~	~~In design overlay zones~~	~~Type II~~

Ord. 188177, Vol. 2.5, page 12029

Commentary

33.825.040 Modifications That Will Better Meet the Design Review Requirements
This amendment is being made in response to concerns from BDS staff that the code is not clear about whether a modification is allowed when a development standard says "adjustments are prohibited". The environmental review, design review and Planned Development review approval criteria all allow development standards that can be adjusted to be modified through those review processes rather than going through an additional adjustment review process. This allowance streamlines the land use review, reduces cost to the applicant, and avoids two different BDS sections reviewing the same land use application. The intent has always been to only allow development standards that have the option to be adjusted to be modified in one of these other processes. This amendment makes that clear, and avoids having to add the words "adjustments and modifications are prohibited" throughout the zoning code.

Base Zones			
All zones	Signs Exterior mechanical equipment New or replacement awnings	In design overlay zones	Type II
C, E, I, RX zones	Facade alteration	≤ 500 square feet in design overlay zones	Type II
C zones	Planned Development	Using the Planned Development bonus provision described in 33.130.212	Type III
C zones, except CX	Development proposals	In design overlay zones	Type II
RF - R2.5 zones	Subject to section 33.110.213, Additional Development Standards	Requests to modify standards	Type II
IR zone site with an approved Impact Mitigation Plan (IMP)	Proposals that are identified in IMP	IMP design guidelines are qualitative	Type II
	Proposals that are identified in IMP	IMP design guidelines are objective or quantitative	Type Ix

33.825.040 Modifications That Will Better Meet Design Review Requirements

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. The review body may not consider modifications to standards for which adjustments are prohibited. ~~These~~ Mmodifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

A. Better meets design guidelines. The resulting development will better meet the applicable design guidelines; and

B. Purpose of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

Ord. 188177, Vol. 2.5, page 12031

Commentary

Ord. 188177, Vol. 2.5, page 12032

33.852 Transportation Impact Review

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Commentary

CHAPTER 33.852 Transportation Impact Review

Chapter 33.852 replaces existing code section 33.207 Cascade Station/Portland International Center Transportation Impact Analysis Review and expands the circumstances in which a Transportation Impact Review is required. With these amendments this chapter now serves as a more general tool to evaluate transportation impacts in a variety of situations. In addition to the Cascade Station Plan District, this chapter will now also be used to evaluate the transportation impacts of large college and hospital expansions in the Campus Institutional Zones.

In the commercial/mixed use zones, for projects with 10 or more new dwelling units, Transportation Impact Review is also one option for meeting the Transportation and Parking Demand Management Requirements of Chapter 33.266 (see Section 33.266.410). The other option will be to allow an applicant to offer a pre-approved "off the shelf" multimodal incentives described in Title 17.

CHAPTER 33.852~~07~~ ~~CASCADE STATION/PORTLAND INTERNATIONAL CENTER~~ TRANSPORTATION IMPACT ~~ANALYSIS~~ REVIEW

852~~07~~

Sections:

33.852~~07~~.010 Purpose
33.852~~07~~.100 Procedure
33.852.105 Supplemental Application Requirements
33.852~~07~~.110 Approval Criteria
33.852.115 Duration of a Transportation Impact Review

33.852~~07~~.010 Purpose

~~Cascade Station/Portland International Center Transportation Impact Analysis (TIA) Review allows additional flexibility for development in the CS/PIC Plan District, while ensuring that the roadway systems are capable of supporting the recommended development.~~Transportation Impact Review provides a mechanism to evaluate whether the multimodal transportation system is capable of supporting proposed development, as well as consideration of proportional mitigation measures. The development thresholds that trigger a Transportation Impact Review can be found in other chapters of this Title. Transportation Impact Review may be completed at various levels of detail. Generally, the more specific the proposal, the less review that will be required as future development is built. Transportation Impact Review is intended as a mechanism to identify practicable actions to reduce and mitigate transportation impacts, consistent with allowing those uses generally permitted or allowed in the base zone.

33.852~~07~~.100 Procedure

~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Reviews are processed through a Type II procedure.

Commentary

33.852.105 Supplemental Application Requirements

This section establishes the supplemental application material needed for Transportation Impact Review. The listing identifies the types of information needed to address the approval criteria in Section 33.852.110.

Changes are intended to clarify the scope of evaluation, and study area.

Ord. 188177, Vol. 2.5, page 12036

33.852.105 Supplemental Application Requirements

In addition to the application requirements of Section 33.730.060, an application for Transportation Impact Review must include the following:

A. Description of proposed development. Transportation Impact Review must include proposed development, and may incorporate possible future development anticipated for up to ten years;

B. Delineation of the study area, and rationale for the delineation. At a minimum, the study area must include primary access routes between the site and the nearest regional trafficways and major city traffic streets, regional transitways and major transit priority streets, major city bikeways, and city walkways. Other secondary routes used to access the site within the neighborhood(s) where the site is located must also be included;

C. Description of existing uses and conditions in the study area. If the application is for development in the Cascade Station/Portland International Center Plan District, the following are also required:

1. The description must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;

2. Table 508-1 assumptions and conclusions must be provided to BDS for tracking purposes;

D. Traffic forecasts and distribution;

E. Primary traffic access routes to and from the study area;

F. Analysis of the proportional responsibility of the proposed development to mitigate forecasted impacts;

G. Recommended mitigation measures including transportation system management and needed transportation improvements; and

H. Transportation and parking demand management plan that has all the elements required by Chapter 17.106;

I. Evaluation of the transportation impacts of the proposed development, including impacts in the study area, on:

1. Street function, capacity and level of service;

2. On-street parking;

3. Access;

4. Transit operations and movements; and

5. Pedestrian and bicycle routes and safety.

Commentary

33.852.110 Approval Criteria

The approval criteria have been modified to accomplish several objectives:

- Further emphasis on evaluation factors, including availability of other modes, and clarification that the evaluation factors may be looked at on balance. Portions of the transportation system are already failing. In this case, the failure should not preclude additional development in the area, and the burden of fixing the system should not fall on the first development to be evaluated. If a portion of the system is failing and the failure is not caused by the development being proposed, then any additional impacts caused by the proposed development should be mitigated, while still allowing the development.
- Consideration of how the Parking and Transportation Demand Management (TDM) plan will advance City mode split and auto ownership objectives.
- Clarification that mitigation may occur in a variety of forms, including improvements that benefit other modes, or actions that manage demand. For example, if the development will create traffic that impacts a nearby street segment or intersection, causing it to not meet level of service standards; mitigation may include improvements to benefit other modes, or additional Parking and Transportation Demand Management actions to reduce reliance on the automobile. This provides more options for mitigation, and ensures that mitigation can be proportional to the scale of the impact.

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33.85207.110 Approval Criteria for ~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Reviews

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met. In Commerical/Mixed Use Zones, if the applicant has chosen Transportation Impact Review rather than implementing the pre-approved plan allowed by 33.266.410, only approval criterion B applies.

A. The transportation system is capable of supporting the recommended development in addition to the existing uses in the area~~, as shown by the TIA~~. Evaluation factors include street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation, and safety. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated as required by criterion C;

B. ~~A~~Proposed transportation and parking demand management actions are sufficient to achieve the relevant mode share and residential auto ownership targets established by the Transportation System Plan for the uses and development on the site~~plan is recommended that includes measures to reduce the number of trips made by single-occupant vehicles during the peak p.m. commuting hours~~;

C. Adequate measures to mitigate on- and off-site transportation impacts are proposed~~recommended~~. Measures may include~~, but are not limited to, the following:~~ transportation improvements to on-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit ~~stop~~ improvements; and

D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

33.852.115 Duration of a Transportation Impact Review

An approved Transportation Impact Review remains in effect for up to ten years, or until development allowed by the review has been completed or the review is amended or superseded, whichever comes first.

Commentary

Ord. 188177, Vol. 2.5, page 12040

33.854 Planned Development Review

These are amendments to an existing code chapter—33.665, Planned Development Review. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

This chapter and Chapter 33.270 (Planned Development) are being moved from the 600s portion of the Zoning Code, which primarily regulates land divisions, to reflect the expanded use of planned development provisions for development proposals that do not involve land divisions including the Planned Development bonus for the commercial/mixed use zones (see Chapter 33.130). The Planned Development bonus allows additional building height and floor area for projects that provide public benefits (affordable housing, publicly-accessible open space, and energy efficient buildings).

Commentary

This chapter and Chapter 33.270 (Planned Development) are being moved from the 600s portion of the Zoning Code, which primarily regulates land divisions, to reflect the expanded use of planned development provisions for development proposals that do not involve land divisions. It includes new regulations related to the Planned Development bonus, included in the Floor Area and Height Bonus Options in Chapter 33.130 (see 33.130.212.E).

This chapter works in conjunction with Chapter 33.270 (Planned Development). The latter states the regulatory parameters for planned developments (including the requirements for planned developments in the commercial/mixed use zones and additional allowed uses for planned developments other zones), while Chapter 33.854 states the planned development review procedures, supplemental application requirements, and review criteria.

Many of the amendments to this chapter relate to the Planned Development bonus in Chapter 33.130, which is available on large sites (2 or more acres) in the commercial/mixed use zones and responds to community input received during Mixed Use Zones Project events. Many community members were open to allowing development on large sites to be larger in scale than what is usually allowed in most areas with commercial/mixed use zoning, especially if there was enough space for a transition in scale to lower-density areas and proposals were subject to design review. It also responds to community interest in linking the provision of additional development potential to the provision of public benefits, especially affordable housing. The Planned Development bonus allows for additional FAR and height in exchange for the provision of affordable housing, public open space, low carbon buildings, and a public review process (see Section 33.270.200 for required public benefits).

33.854.200 Review Procedures

Subparagraph B has been added to indicate that the commercial/mixed use zones Planned Development bonus will be reviewed through a Type III procedure, which is a discretionary review procedure that involves a public hearing. The Design Commission will be the designated review body for such proposals, because of the key role of design and scale in the approval criteria (see section 33.854.320). Chapter 33.720 (Assignment of Review Bodies) will be amended at a later date to indicate the role of the Design Commission as the review body.

The other subparagraphs of this section are substantially unchanged, except for a reference in subparagraph A, which allows for Design Review of individual buildings to take place after the Planned Development Review is processed for a site.

33.854~~665~~ Planned Development Review

854~~665~~

Sections:

General
33.854~~665~~.010 Purpose
Review of Planned Development
33.854~~665~~.200 Review Procedures
33.854~~665~~.250 Supplemental Application Requirements
33.854~~665~~.300 Approval Criteria in General
33.854~~665~~.310 Approval Criteria for Planned Developments In All Zones
33.854~~665~~.320 Additional Approval Criteria for Modifications of Development Standards
33.854~~665~~.330 Commercial Uses in Residential Zones
33.854~~665~~.340 Proposals Without a Land Division
Changes to an Approved Planned Development
33.854~~665~~.500 Types of Changes
33.854~~665~~.510 Review Procedure
33.854~~665~~.520 Approval Criteria

General

33.854~~665~~.010 Purpose

These regulations assign Planned Development Reviews to an appropriate procedure type. The approval criteria ensure that innovative and creative development is encouraged when it is well designed and integrated into the neighborhood.

Review of Planned Development

33.854~~665~~.200 Review Procedures

A. Concurrent reviews ~~required~~. When land use reviews in addition to Planned Development Review are requested or required, all of the reviews must be processed concurrently, except for Design Review for buildings within a Planned Development site when the Planned Development bonus is being utilized (See 33.130.212.E). In this case, Design Review may be processed after the Planned Development Review.

B. Planned Development bonus. Proposals that are using the commercial/mixed use zones Planned Development bonus (See 33.130.212.E) are processed through a Type III procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact.

Commentary

33.854.250 Supplemental Application Requirements

Subparagraph A is a list of the supplemental application material needed for review of a Planned Development proposal that are taking advantage of the Planned Development bonus in the commercial/mixed use zones. The listing identifies the types of information needed to address the approval criteria in Section 33.854.310.

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C. All other Planned Development Reviews.

1. Review in conjunction with a land division. When a Planned Development is requested in conjunction with a land division, the review will be processed as follows:

   a~~1~~. Type III review. Proposals in the RF through R2.5 zones that include attached duplexes, multi-dwelling structures, or multi-dwelling development are processed through a Type III procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact.

   b~~2~~. Type IIx review. All other proposals are processed through the Type IIx procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact.

2~~C~~. Review not in conjunction with a land division. When a Planned Development is not in conjunction with a land division, the review will be processed as follows:

   a~~1~~. Type III. Planned Developments that include any of the following elements are processed through a Type III procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact:

   (1)~~a.~~ Attached duplexes, multi-dwelling structures, or multi-dwelling development in the RF through R2.5 zones;

   (2)~~b.~~ Eleven or more units;

   (3)~~c.~~ Four or more units where any building location, utility, or service is proposed within a Potential Landslide Hazard Area;

   (4)~~d.~~ Environmental review;

   (5)~~e.~~ Any portion of the site is in an Open Space zone.

   b~~2~~. Type IIx. All other proposals not assigned to a Type III in Subp~~P~~aragraph C.2.a.~~ 1, above,~~ are processed through a Type IIx procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact.

33.854~~665~~.250 Supplemental Application Requirements

In addition to the application requirements of Section 33.730.060.D, the following information is required for a Planned Development application:

A. Supplemental application requirements for Planned Developments in commercial/mixed use zones that proposing additional height or FAR through the Planned Development bonus (See 33.270.100.I):

1. The boundaries of the area to be included in the Planned Development. The area must include all contiguous lots that are owned by the same person, partnership, association, or corporation. This also includes lots that are in common ownership but are separated by a shared right-of-way;

2. An urban design and development framework plan showing:

   a. The location of existing and proposed structures;

   b. Proposed land uses including areas with active ground floor uses;

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Commentary

33.854.250 Supplemental Application Requirements (continued)

See previous commentary.

Ord. 188177, Vol. 2.5, page 12046

c. A three dimensional massing diagram that identifies the maximum proposed building envelope for each building site, including maximum proposed building dimensions, height, and floor area allocations;

d. Sections, sectional elevations, and perspectives that illustrate the relationship of existing and proposed development on the site to the urban form of the surrounding neighborhood in terms of building height and massing;

e. The allocation of any required affordable housing if there will be more than one building;

f. The location, design and programming of plazas, parks or open areas; and

g. Relationships and transitions to adjacent properties and the neighborhood;

3. A transportation and circulation plan showing:

a. Proposed pedestrian, bicycle, and vehicle circulation system that meet City of Portland connectivity standards, including locations where the circulation system connects to public right-of-way outside of the site,

b. Transit service lines and stops within and immediately adjacent to the site;

c. Locations of right-of-way to be vacated or dedicated within the site; and

d. Vehicle and bicycle parking and any parking access points;

4. If required, a multi-modal transportation impact study that follows the guidelines of the Portland Bureau of Transportation, and includes assessment of traffic impacts on the streets surrounding the master plan area, and mitigating measures to ensure that the surrounding streets will function consistent with their designations as found in the Comprehensive Plan Transportation Element;

5. Transportation and parking demand management strategies;

6. If the proposed Planned Development involves the transfer of floor area, information about the location of the receiving and sending lots, the ownership of the lots, and amount of floor area to be transferred and retained at each lot must be included;

7. A stormwater management plan;

8. A phasing plan including proposed development phases, probable sequence for proposed developments, estimated dates, and interim uses of property awaiting development; and

9. A Project narrative describing how the proposal meets applicable design guidelines.

B. Supplemental application requirements for all other Planned Developments:

1. Photographs that show the characteristics of surrounding neighborhood; and

2~~B~~. Either B.2.a.~~1~~ or B.2.b.~~, below,~~ must be submitted with the application:

a~~1~~. Proposed building elevations and locations with enough detail to show that all of the approval criteria are met; or

Commentary

33.854.300 Approval Criteria in General
No substantial changes to these regulations.

33.854.310 Approval Criteria for Planned Developments using the Commercial/Mixed Use Zones Planned Development Bonus
This section serves as the approval criteria for Planned Development proposals in the commercial/mixed use zones, including proposals seeking to utilize the Planned Development bonus provision of Chapter 33.130. It incorporates consideration of how proposed development scale and massing relate to the surrounding context, including consideration of how the project transitions to the scale of adjacent areas (which will typically be smaller in scale than the proposals seeking to utilize the Planned Development bonus). The criteria also address the arrangement of public open spaces, and of the transportation network and stormwater management facilities that can be expected to be components of development on the large sites (minimum of 2 acres) that will utilize the Planned Development bonus.

The review body for Planned Development bonus proposals in the commercial/mixed use zones will be the Design Commission, which will receive bureau recommendations on the transportation system and stormwater management facilities to inform decisions.

The approval criteria for a planned development that is not proposing the additional height or FAR as allowed by 33.270.100.I, are 33.854.310.E and F. These criteria are substantively unchanged.

33.854.320 Approval Criteria for All Other Planned Developments
No substantial changes to these regulations.

b~~2~~. Proposed standards regulating setbacks, building coverage, landscaping, vehicle areas, materials, and design of structures. The proposed standards must be clear and objective, and specific enough to show how all of the approval criteria are met. Proposed standards may not conflict with the regulations of this Title, except where a modification is requested as part of the Planned Development application. If approved, the standards will apply, in addition to regulations of this Title to all development on the site.

33.854~~665~~.300 Approval Criteria in General

The approval criteria for Planned Developments are stated below. Planned Developments in all zones must meet the criteria in Section 33.665.310. Some proposals must also meet additional approval criteria, as follows:

A. Proposals to modify site-related development standards must meet the criteria in Section 33.854~~665~~.320.

B. Proposals for commercial uses in residential zones must meet the criteria in Section 33.854~~665~~.330.

C. Proposals that do not include a land division must meet the criteria in Section 33.854~~665~~.340. Proposals that are only using the commercial/mixed use zones Planned Development bonus (See 33.270.100.I) are not required to meet the criteria in Section 33.854.340.

A request for a Planned Development will be approved if the review body finds that the applicant has shown that all of the relevant approval criteria have been met.

33.854~~665~~.310 Approval Criteria for Planned Developments in All Zones

Criteria A through F apply to proposals for additional height or FAR in the CM2, CM3, CE, and CX zones that are taking advantage of 33.270.100.I. If the Planned Development is not proposing additional height or FAR as allowed by 33.270.100.I, then only criteria E and F apply. ~~Configure the site and design development to:~~

A. Urban design and development framework.

1. The proposed overall scheme and site plan provide a framework for development that meets applicable Community Design Guidelines and will result in development that complements the surrounding area;

2. Scale and massing of the development addresses the context of the area, including historic resources, and provides appropriate scale and massing transitions to the adjacent uses and development specifically at the edges of the Master Plan area;

3. Proposed plazas, parks, or open areas are well located to serve the site and public, and are designed to address safety and comfort of users; and

4. The site plan promotes active ground floor uses on key streets to serve the development and surrounding neighborhood; and

B. Transportation system. The transportation and circulation system provides multimodal connections that support the development of the site, limit impacts to adjacent neighborhoods, and meet the connectivity requirements of the City of Portland.

Commentary

Ord. 188177, Vol. 2.5, page 12050

C. Stormwater Management. The Planned Development meets the requirements of the Stormwater Management Manual or describes a phased approach to meet the requirements.

D. Phasing Plan. The Planned Development establishes coordinated phasing of development that demonstrates how the site will be developed over time and how any required development elements will be met.

~~A~~E. Configure the site and development to ~~V~~visually integrate both the natural and built features of the site and the natural and built features of the surrounding area. Aspects to be considered include:

1. Orienting the site and development to the public realm, while limiting less active uses of the site such as parking and storage areas along the public realm;
2. Preservation of natural features on the site, such as stands of trees, water features or topographical elements;
3. Inclusion of architectural features that complement positive characteristics of surrounding development, such as similar building scale and style, building materials, setbacks, and landscaping;
4. Mitigation of differences in appearance through means such as setbacks, screening, landscaping, and other design features;
5. Minimizing potential negative effects on surrounding residential uses; and
6. Preservation of any City-designated scenic resources; and

~~B~~F. ~~Provision of~~Provide adequate open area on sites zoned RF through R2.5 where proposed development includes attached houses, duplexes, attached duplexes, or multi-dwelling structures. Open area does not include vehicle areas.

33.854~~665~~.320 Additional Approval Criteria for Modifications of Site-Related Development Standards

The following criteria apply to modifications of site-related development standards, including parking standards. These modifications are done as part of a Planned Development review and do not have to go through the adjustment process. The modification will be approved if the following approval criteria are met:

A. Better meets approval criteria. The resulting development will better meet the approval criteria of Section 33.855.310 for sites using the commercial/mixed use zones Planned Development bonus, or 33.854~~665~~.310 for all other Planned Developments~~above~~; and

B. Purpose of the standard. On balance, the proposal will be consistent with the purpose of the standards for which a modification is requested.

Commentary

33.854.340 Proposals Without a Land Division

No substantial changes.

Ord. 188177, Vol. 2.5, page 12052

33.854~~665~~.330 Commercial Uses in Residential Zones.
The approval criteria of this section apply to proposals for commercial uses in Residential Zones. The approval criteria are:

A. The area surrounding the proposed location of the commercial uses is deficient in support commercial opportunities;

B. The proposed commercial development and uses will be primarily for the service and convenience of residents of the neighborhood; and

C. The proposed commercial development and uses must be consistent with the purpose and regulations of the CM1~~CN1~~ zone.

33.854~~665~~.340 Proposals Without a Land Division
The approval criteria of this section apply to Planned Developments that do not include a land division, except Planned Developments that are only using the commercial/mixed use zones Planned Development bonus. The approval criteria are:

A. Services.

1. The proposed use must be in conformance with the Arterial Streets Classifications and Policies of the Transportation Element of the Comprehensive Plan;
2. The approval criteria of Section 33.654.110, Connectivity and Location of Rights-of-Way, must be met;
3. The standards of Section 33.651.020, Water Service Standards, must be met;
4. The standard of Section 33.652.020, Sanitary Sewer Disposal Service Standard, must be met; and,
5. The application must show that a stormwater management system can be designed that will provide adequate capacity for the expected amount of stormwater.

B. Tree preservation. The proposal must meet the requirements of Chapter 33.630, Tree Preservation.

C. Flood hazard areas.

1. RF through R2.5 zones. In the RF through R2.5 zones, all proposed building locations must be outside of the flood hazard area.
2. R1 through IR, C, E, and I zones. In the R1 through IR, C, E, and I zones, all proposed building locations must be outside of the flood hazard area where possible. Where it is not possible to have all building locations outside of the flood hazard area, all proposed building locations must be configured to reduce the impact of flooding and to provide the greatest protection for development from flooding. Proposed building locations must be clustered on the highest ground and near the highest point of access, and they must be configured in a manner that will minimize obstruction of floodwaters.

D. Landslide hazard areas. Buildings, services and utilities should be located on the safest part of the site so that the risk of a landslide affecting the site, adjacent sites, and sites directly across a street or alley from the site, is reasonably limited.

33.854.340 Proposals Without a Land Division (continued)

No changes.

Ord. 188177, Vol. 2.5, page 12054

Determination of whether the proposed layout and design reasonably limits the risk of a landslide will include evaluation of the Landslide Hazard Study and will take into consideration accepted industry standards for factor of safety. Alternative development options including alternative housing types and reduced density may be required in order to limit the risk to a reasonable level.

E. Clearing, grading, and land suitability.

1. Existing contours and drainage patterns of the site must be left intact wherever practicable. Where alteration to existing drainage patterns is proposed, it must not adversely impact adjacent properties by significantly increasing volume of runoff or erosion;
2. Clearing and grading should be sufficient for construction of development shown on the Clearing and Grading Plan;
3. Clearing and grading should be limited to areas of the site that are reasonably necessary for construction of development shown on the Clearing and Grading Plan;
4. Topsoil must be preserved on site to the extent practicable for use on the site after grading is complete;
5. Soil stockpiles must be on the site and located in areas designated for clearing and grading, if practicable;
6. The limits of disturbance and tree protection measures shown on the Preliminary Clearing and Grading Plan must be adequate to protect trees shown to be retained on the tree preservation plan; and
7. Where geologic conditions or historic uses of the site indicate that a hazard may exist, the applicant must show that the site is suitable for the proposed development. The applicant may be required to make specific improvements in order to make the site suitable for the intended uses and the provision of services and utilities.

F. Streams, springs, and seeps.

1. If there is a stream, spring, or seep outside of an Environmental Overlay Zone on the site, then the stream, spring, or seep must be preserved in an easement. The edges of the easement must be at least 15 feet from the edges of the stream, spring, or seep. The edges of a seep or spring are determined through a wetland delineation, performed by an environmental scientist, and approved by BDS. If one or more wetland characteristics are absent from the resource, the delineation will be based on the wetland characteristics present. The edges of a stream are defined as the top-of-bank where the edge of the stream, spring, or seep is less than 15 feet from the edge of the site, the easement boundary will be located along the edge of the site.
2. The following development, improvements, and activities are allowed in the easement:
    a. Disturbance associated with discharging stormwater to the stream channel, if BES has determined that the site's storm water cannot discharge to a storm sewer and BDS has determined that on-site infiltration is not an option;

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33.854.340 Proposals Without a Land Division (continued)

Paragraph G (Transportation impacts). The approval criteria for transportation impacts have been modified to accomplish several objectives:

1. Further emphasis on evaluation factors, including availability of other modes, and clarification that the evaluation factors should be looked at on balance. Portions of the transportation system are already failing. In this case, the failure should not preclude additional development in the area, and the burden of fixing the system should not fall on the first development to be evaluated. If a portion of the system is failing and the failure is not caused by the development being proposed, then any additional impacts caused by the proposed development should be mitigated, but the development should not be denied.
2. Consideration of how the Parking and Transportation Demand Management plan will advance City mode split and auto ownership objectives.
3. Clarification that mitigation may occur in a variety of forms, including improvements that benefit other modes, or actions that manage demand. For example, if the development will create traffic that impacts a nearby street segment or intersection, causing it to not meet level of service standards; mitigation may include improvements to benefit other modes, or additional Parking and Transportation Demand Management actions to reduce reliance on the automobile. This provides more options for mitigation, and ensures that mitigation can be proportional to the scale of the impact.

b. Removal of non-native invasive species with hand held equipment;

c. Planting of native vegetation listed on the Portland Plant List when planted with hand held equipment;

d. Erosion control measures allowed by Title 10 of Portland City Code;

e. Construction of required driveway connections or required connections to services when there is no practicable alternative to locating the driveway or service connections within the easement; and

f. Maintenance and repair of existing utilities, services, and driveways;

3. Public or private rights of way may cross the seep, spring, or stream easement if the following approval criteria are met:

a. There is no reasonable alternative location for the right-of-way;

b. The applicant has demonstrated that it is possible to construct street improvements within the right-of-way that will meet all of the following:

(1) The street improvements will not impede the flow of the stream, spring, or seep;

(2) The street improvements will impact the slope, width, and depth of the stream channel, spring, or seep to the minimum extent practicable; and

(3) The street improvements will not impede fish passage in a stream, spring, or seep has been identified by the Oregon Department of Fish and Wildlife as fish-bearing.

4. Minimum density is waived in order to better meet the standards of paragraphs F.1-F.3, above.

G. Transportation impacts.

1. The transportation system must be capable of ~~safely~~ supporting the proposed development in addition to the existing uses in the area. Evaluation factors include: street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation, and safety. Evaluation factors should be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated as required by criterion G.2; ~~and performance standards; vehicle access and loading; on-street parking impacts; the availability of transit service and facilities and connections to transit; impacts on the immediate and adjacent neighborhoods; and safety for all modes.~~

2. Adequate measures to mitigate on- and off-site transportation impacts are proposed. Measures may include: transportation improvements to on-site circulation, public street dedication and improvement or private street improvements, intersection improvements, transportation and parking demand management actions, street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit stop improvements;

Ord. 188177, Vol. 2.5, page 12057

Commentary

33.854.500 Types of Changes

Amendments to this section introduce a third type of change to a planned development: Administrative Change. This new category accommodates very minor changes that are not substantive, are consistent with conditions of approval and development standards, and which will not require a land use review. Other amendments clarify thresholds related to the different types of changes.

Ord. 188177, Vol. 2.5, page 12058

3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed;

4. A Traffic Impact Study may be required by the City Engineer in order to determine if the criterion is met. In addition, mitigation measures approved by the City Engineer may be included in the proposal as a way to meet this criterion.

Changes to an Approved Planned Development

33.854~~665~~.500 Types of Changes

There are ~~two~~three types of changes; major, ~~and~~ minor, and administrative.

A. Major change. A major change is one that will have significant impacts on the development in the PD, or on the site surrounding the PD. Major changes include:

1~~A.~~ An increase in the site area of more than 5 percent;

2. Changes to the building heights or floor area allocations of more than 10 percent;

3~~B~~. In residential zones:

a. An increase in density, including the number of housing units;

b. ~~**C.** In residential zones, a~~A change in the mix of single-dwelling and multi-dwelling structures; and

c.~~**D.**~~ An increase in the amount of land in nonresidential uses;

4.~~**E.**~~ A reduction in the amount of open space;

5. In commercial/mixed use zones:

a. Changes to building locations or required plaza or park locations;

b. A decrease in the amount or location of required affordable housing; and

c. Changes to the location of additional height;

6.~~**F.**~~ Deleting or changing the purpose of flood hazard or landslide hazard easements; ~~or~~

7.~~**G.**~~ Changes to the vehicular system which result in a significant change in the amount or location of streets and shared driveways, common parking areas, circulation patterns, and access to the PD~~.~~; or

8. Changes in the amount of parking by more than 20 percent.

B. Minor Change. A minor change is a change that is neither major nor administrative.

C. Administrative Change. An administrative change is a change to an element of a Planned Development that:

1. Is consistent with all conditions of the Planned Development approval and the conditions of any concurrent approval;

2. Meets all development standards not modified by the Planned Development; and

3. Does not change any quantity, dimension or area identified in the approved plans or narrative by more than 5 percent.

Ord. 188177, Vol. 2.5, page 12059

Commentary

33.854.510 Review Procedures

This section is amended to establish the process for administrative changes to approved planned developments. Administrative changes will not require a land use review, and will be used to process minor changes that are consistent with conditions of approval and development standards, and result in only minor changes to development configurations (see 33.855.500.C).

Ord. 188177, Vol. 2.5, page 12060

33.854~~665~~.510 Review Procedures
Requests for changes to an approved PD are processed as follows:

A. Major changes. Major changes are processed as follows:

1. If the original PD application was processed through a Type III procedure then the change is processed through a Type III procedure;
2. If the original PD application was processed through a Type IIx procedure then the change is processed through a Type IIx procedure.

B. Minor changes. Minor changes are processed through a Type IIx procedure.

C. Administrative changes. Administrative changes are allowed without a land use review.

33.854~~665~~.520 Approval Criteria
The approval criteria for changes to a Planned Development are those used for approval of the original planned development application~~a Development Plan~~.

Ord. 188177, Vol. 2.5, page 12061

Commentary

Ord. 188177, Vol. 2.5, page 12062

33.855 - Zoning Map Amendments

Ord. 188177, Vol. 2.5, page 12063

Commentary

This amendment is a clarification. For some zones, including the commercial/mixed use zones, the description of each zone is in a sections called Characteristics of the Zones, rather than in the purpose statement.

Ord. 188177, Vol. 2.5, page 12064

33.855.050 Approval Criteria for Base Zone Changes

An amendment to the base zone designation on the Official Zoning Maps will be approved (either quasi-judicial or legislative) if the review body finds that the applicant has shown that all of the following approval criteria are met:

A. Compliance with the Comprehensive Plan Map. The zone change is to a corresponding zone of the Comprehensive Plan Map.

1. When the Comprehensive Plan Map designation has more than one corresponding zone, it must be shown that the proposed zone is the most appropriate, taking into consideration the purposes or characteristics of each zone and the zoning pattern of surrounding land.

2. Where R zoned lands have a C, E, or I designation with a Buffer overlay, the zone change will only be approved if it is for the expansion of a use from abutting nonresidential land. Zone changes for new uses that are not expansions are prohibited.

3. When the zone change request is from a higher-density residential zone to a lower-density residential zone, or from the CM zone to the CS zone, then the approval criterion in 33.810.050 A.3 must be met.

B.-D. No Change

Ord. 188177, Vol. 2.5, page 12066

33.910 Definitions

33.930 Measurements

In Chapter 33.910, amendments are proposed to the definition of Auto-Accommodating Development; to the definition of Floor Area as it applies to roofed outdoor spaces, such as balconies and porches; to the related definition for Gross Building Area; and to the definition of Drive-Through Facility.

In Chapter 33.930, amendments are proposed to the measurement of building height in the commercial/mixed use zones.

These are amendments to existing code chapters. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Ord. 188177, Vol. 2.5, page 12067

Chapter 33.910 Definitions

Auto-Accommodating Development

The "Auto-Accommodating Development" definition is being revised to reflect current use of the term in the Zoning Code. The term is primarily used in the Commercial/Mixed Use Zones chapter (33.130), particularly in regards to the Commercial Employment (CE) zone and in reference to zones in which drive-through facilities are allowed. Most areas with Commercial/Mixed Use zoning are located adjacent or close to transit streets or are in centers that are intended to have a pedestrian and transit orientation. Following from this, the Commercial/Mixed Use development standards do not generally allow some of the features described in the definition of auto-accommodating development, such as large areas of blank walls along facades and building main entrances oriented solely to parking areas. Auto-accommodating development with features such as large parking areas and drive-through facilities continue to be allowed in some zones, particularly in the CE zone, but such development is also expected to include some features supportive of pedestrian-oriented street environments, such as ground-floor windows and entrances oriented to transit streets.

Drive-Through Facility

The definition of Drive-Through Facility is amended to clarify that facilities designed exclusively for the loading of goods or products are not considered drive-through facilities. This may include "click and collect" type facilities, where a product is ordered online or via another means and the products are delivered to a vehicle that is parked in a space on site. However, if such a facility includes a stacking or queuing lane, or a drive-up service window for ordering products, it is then considered a Drive-Through Facility.

33.910 Definitions

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Development Types

- **Auto-Accommodating Development.** Development which is designed ~~with an emphasis on~~to accommodate customers who use autos to travel to the site~~, rather than those which have an emphasis on pedestrian customers~~. This type of development usually has more than the minimum required number of parking spaces. ~~The main~~Buildings feature entrance~~s is oriented~~providing convenient access to ~~the~~ parking area~~s~~. In many cases, the building will have parking between ~~the street~~secondary streets and the building. Other typical characteristics are ~~blank walls along much of the facade~~drive-through facilities, more than one driveway, and a low percentage of the site covered by buildings. Auto-accommodating development along transit streets and in pedestrian districts typically include a mix of auto-accommodating and pedestrian-oriented characteristics.
  See also Pedestrian-Oriented Development.
- **Pedestrian-Oriented Development.** Development which is designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. Although parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site.
  See also Auto-Accommodating Development.

Drive-Through Facility. A facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site. Drive-through facilities are a type of site development that is usually found in conjunction with a Quick Vehicle Servicing use or a Retail Sales And Service use. Drive-through facilities also include facilities designed for the rapid servicing of vehicles, where the drivers may or may not remain in their vehicles, but where the drivers usually either perform the service for themselves, or wait on the site for the service to be rendered. Drive-through facilities may serve the primary use of the site or may serve accessory uses. Examples are drive-up windows; menu boards; order boards or boxes; gas pump islands; car wash facilities; auto service facilities, such as air compressor, water, and windshield washing stations; quick-lube or quick-oil change facilities; and drive-in theaters. Facilities designed exclusively for the loading of goods or products are not drive-through facilities.

Commentary

Floor Area

This definition is being amended so that unenclosed outdoor spaces, such as porches and balconies, are excluded from floor area calculations when they are enclosed along no more than 75 of their perimeter, which is a change from the previous perimeter enclosure limit of 50 percent. This change accompanies new requirements that residential development in the Commercial/Mixed Use Zones provide residential outdoor space, such as balconies, and new requirements for including residential development in maximum floor area calculations. This increase in allowed outdoor space enclosure is intended to make these new requirements more practical. It also accommodates outdoor spaces, such as balconies, that provide more perimeter enclosure for residents; acknowledging that balconies with minimal perimeter enclosure (such as balconies that extend out from building facades) lack the protection from exposure to the elements that more enclosed balconies provide (such as those recessed into building facades and enclosed on three sides). This change in definition retains the general requirement that outdoor spaces must not be fully enclosed if they are not to count as floor area, so that these spaces are not part of the enclosed mass of buildings and do not contribute to the appearance of building bulk.

Gross Building Area

This definition is being modified to correspond to the change in the Floor Area definition in regards to how outdoor spaces are considered in floor area calculations.

Ord. 188177, Vol. 2.5, page 12070

Floor Area. The total area of the portion of a building that is above ground. Floor area is measured for each floor from the exterior faces of a building or structure. Floor area includes the area devoted to structured parking that is above ground level. Floor area does not include the following:

- Areas where the elevation of the floor is 4 feet or more below the lowest elevation of an adjacent right-of way;
- Roof area, including roof top parking;
- Roof top mechanical equipment; and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for ~~50~~ 75 percent or more of their perimeter.

See also Net Building Area, Gross Building Area

Gross Building Area. The total area of all floors of a building, both above and below ground. Gross building area is measured from the exterior faces of a building or structure. Gross building area includes structured parking but does not include the following:

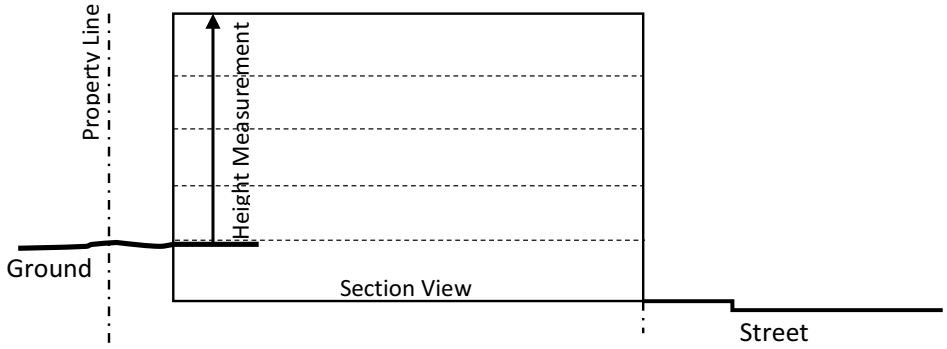
- Roof area;
- Roof top mechanical equipment; and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for ~~50~~ 75 percent or more of their perimeter.

Ord. 188177, Vol. 2.5, page 12071

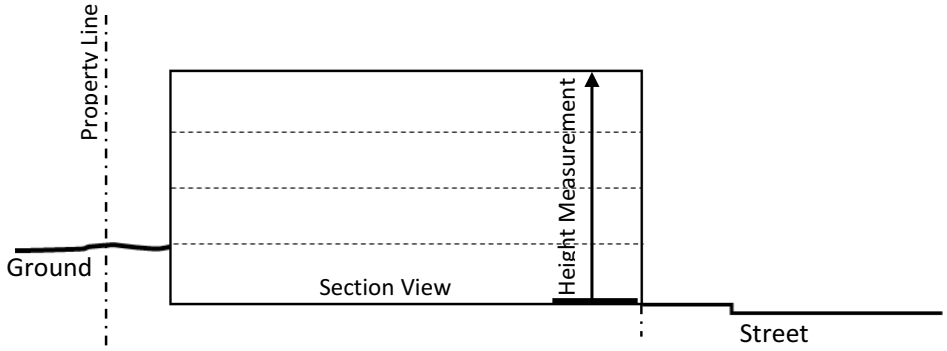
Chapter 33.930 Measurements

33.930.050 Measuring Height

The method for measuring height is being amended for development in the commercial/mixed use zones. Using the existing approach to measuring height (Section 33.930.050 Measuring Height), the base point measurement can be taken from the elevation of a raised lot, instead of from sidewalk level. Because of the high level of building coverage allowed in the commercial/mixed use zones (up to 100 percent in some zones), the existing grade is sometimes largely removed as part of redevelopment and the sidewalk level visually becomes the new ground level, especially given regulatory standards that encourage sidewalk-oriented buildings in these zones. Existing regulations have resulted, for example, in five-story buildings in zones where maximum building heights of 45 feet normally result in four-story buildings. The amendments to this section would require that buildings close to street lot lines (within 20 feet) have their base point measurements taken from adjoining sidewalks. Buildings located further away from street lot lines, such as those on larger sites with sloping topography, would continue to have their measurement base points taken from nearby ground surfaces. No amendments are proposed to Paragraph B of this section ("Measuring height of other structures" – not shown).



Current height measurement approach



New height measurement approach

Ord. 188177, Vol. 2.5, page 12072

33.930 Measurements

930

33.930.050 Measuring Height

A. Measuring building height. Height of buildings is generally measured as provided in the Oregon Structural Specialty Code (the Uniform Building Code as amended by the State.) The height of buildings is the vertical distance above the base point described in Paragraphs A.1. or A.2., ~~below~~unless the site is in a commercial/mixed use zone, in which case the height of buildings is measured as described in Paragraph 3. The base point used is the method that yields the greater height of building. Methods to measure specific roof types are shown below and in Figure 930-5:

- Flat roof (pitch is 2 in 12 or less): Measure to the top of the parapet, or if there is no parapet, to the highest point of the roof.
- Mansard roof: Measure to the deck line.
- Gabled, hipped, or gambrel roof where roof pitch is 12 in 12 or less: Measure to the average height of the highest gable.
- Gabled or hipped roofs with a pitch steeper than 12 in 12: Measure to the highest point.
- Gambrel roofs where both pitches are steeper than 12 in 12: Measure to the highest point.
- Other roof shapes such as domed, shed, vaulted, or pyramidal shapes: Measure to the highest point.
- Stepped or terraced building: Measure to the highest point of any segment of the building.

1. Base point 1. Base point 1 is the elevation of the highest adjoining sidewalk or ground surface within a 5 foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above lowest grade. See Figure 930-6.

2. Base point 2. Base point 2 is the elevation that is 10 feet higher than the lowest grade when the sidewalk or ground surface described in Paragraph 1., above, is more than 10 feet above lowest grade. See Figure 930-7.

3. In the commercial/mixed use zones, when any portion of a building is within 20 feet of a street lot line, and the highest elevation of the sidewalk within 25 feet of the building is not more than 10 feet above the lowest elevation of the sidewalk with 25 feet, the base point from which the height of the building is measured is the highest elevation of the sidewalk within 25 feet of the building. When the highest elevation of the sidewalk within 25 feet of the building is more than 10 feet higher than the lowest elevation of the sidewalk within 25 feet, the base point from which the height of the building is measured is a point 10 feet above the lowest elevation of the sidewalk within 25 feet of the building. For all other buildings, or if no sidewalk exists or is proposed within 25 feet of the building, height is measured using the base points described in Paragraphs A.1. and A.2.

Commentary

Ord. 188177, Vol. 2.5, page 12074

PSC Directions on MUZ Proposed Zoning Map

August 10, 2016

- **The attached spreadsheet documents amendments to the Proposed Zoning Map as directed/recommended by the Portland Planning and Sustainability Commission (PSC) on 8/9/2016.**
- **An accompanying map atlas of the PSC directions/recommended zoning changes is under separate cover.**

Ord. 188177, Vol. 2.5, page 12075

MUZ Group A. CM1 Low-Rise area zoning requests

In response to public concerns about the scale of new development, particularly in areas that form the nucleus of community commercial districts, staff proposed application of the CM1 zone in several designated neighborhood centers where existing development included a significant concentration of intact one and two-story commercial buildings. Isolated buildings and areas less than 2 blocks long (approximately 400 feet) were excluded.

PSC received some testimony from neighborhood associations, community organizations and individuals in support of the proposals, but also received a significant amount of testimony from property owners opposing the use of CM1 zoning in most Low-Rise areas. On May 24, 2016 PSC tentatively recommended amending the staff proposal and applying the CM2 zone to a smaller list of areas, excluding areas on larger streets, and areas where there was not local support. The following low-rise commercial areas were initially excluded:

- NE Alberta (NE 17th to 19th)
- Roseway (NE Sandy from NE 67th to 70th, and around NE 72nd)
- Parkrose (NE Sandy from NE 105th to 108th)
- Kerns (NE 28th from Burnside to NE Davis)
- SE Belmont (SE 33rd to east of 34th)
- SE Hawthorne (SE 35th to 38th)
- SE Foster (SE 63rd to 67th)
- SE Woodstock (SE 44th to 47th)
- Montavilla (SE Stark from SE 78th to 81st)

The following were tentatively retained in the CM1 zone:

- SE Division (SE 35th to 37th)
- Sellwood (SE 13th from SE Harney to SE Nehalem) except at the Tacoma node
- Moreland (area around SE Milwaukie and Bybee)
- Multnomah Village (core area from east of SW 37th to 35th)

Since May 24, the PSC has received additional testimony from many people and organizations supporting the CM1 Low-rise proposal on SE Belmont. Also, staff received additional testimony from property interests in the Moreland area (Milwaukie and Bybee) and 1000 Friends of Oregon highlighting that this area is within ½ mile of a MAX station and therefore should be zoned CM2. Given testimony, and the tentative direction from PSC, staff has the following recommendations.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
1	CM1		Moreland		Property Owners; Owner Representatives; Community Members; Neighborhood Association; Organizations	**Apply CM2**	• The area at Bybee and Milwaukie is located within ½ mile of a MAX transit station. • The area is currently zoned CS, and is developed with a number of low-rise commercial storefronts. • Transit service and proximity to MAX make it an opportunity for transit oriented redevelopment.	• If CM1 is applied, new development will better match the scale of existing low-rise development. • Development capacity for transit oriented development will be reduced.	**Apply CM2 – see map**
2	CM1		Sellwood		Community Members; Neighborhood Association; Property Owners	**Apply CM2 at Tacoma and north.**	• The PSC recommended applying CM2 at the node of SE 13th and Tacoma. • Applying CM2 to only Tacoma-fronting properties keeps much of the low-rise proposal intact, but does not respond to other zone change requests between Tacoma and Nehalem. It also leaves less than 400 linear feet of low-rise area intact. • Staff recommends rezoning to CM2 north of Tacoma in recognition of an existing 4-story building and the lack of low-rise continuity in this area. See related requests Group C, Items 4-8.	• If CM1 is applied, new development will better match the scale of existing low-rise development. • There is a 4-story mixed use building north of Tacoma that will be nonconforming in the CM1 zone.	**Apply CM2 north of Tenino – see map**

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
3	CM1		Belmont		Community Members (50+); Neighborhood Association; Property Owners	**Retain CM1**	• The area on Belmont street is characterized by several low-rise commercial buildings. • A significant amount of community testimony has been recently received expressing concern about CM2 height allowances, and supporting the application of the CM1 zone.	• Applying CM2 will allow larger scale development.	**Retain CM1**
4	CM1		Division		Community Members; Organizations	**Affirm CM1 – tentative PSC decision**	• The PSC tentatively included Division in the group of low-rise storefront areas where the CM1 zone would be applied, pending discussion of Division Design Initiative.	• Applying CM2 will allow larger scale development. • Division will potentially be the location of future transit improvements designed to increase capacity. Planned stops include 34th and Chavez. A stop at 30th has been suggested in outreach discussions.	**Apply CM2 – see map**
5	CM1		Multnomah		Community Members; Neighborhood Association	**Affirm CM1 – tentative PSC decision**	• The PSC tentatively recommended applying the CM1 zone.	• Applying CM2 will allow larger scale development. • Applying CM1 will limit the scale of new development.	**Retain CM1**
	CM1		Alberta				• PSC Direction 5/24/16	•	**Apply CM2 see map**
	CM1		Roseway				• PSC Direction 5/24/16	•	**Apply CM2 see map**
	CM1		Parkrose				• PSC Direction 5/24/16	•	**Apply CM2 see map**
	CM1		Kerns				• PSC Direction 5/24/16	•	**Apply CM2 see map**
	CM1		Hawthorne				• PSC Direction 5/24/16	•	**Apply CM2 see map**
	CM1		Foster				• PSC Direction 5/24/16	•	**Apply CM2 see map**
	CM1		Woodstock				• PSC Direction 5/24/16	•	**Apply CM2 see map**
	CM1		Montavilla				• PSC Direction 5/24/16	•	**Apply CM2 see map**

Ord. 188177, Vol. 2.5, page 12077

MUZ Group B. CM2 Zoning requests for groups of properties

The PSC received testimony from individual community members and property owners requesting a change from the proposed CM1 zone to CM2 zone. PSC also received testimony from other stakeholders, some of which opposed requested changes or supported other positions. The locations of these requests are generally at small mixed use nodes, or at the edges of centers, but are not part of the Low-rise Commercial Storefront proposal.

Generally, CM1 was applied to small mixed use nodes that are not in centers or part of continuous mixed use corridors, while CM2 was applied more broadly along many corridors and in many centers. In considering these requests, the commission should refer to the CM2 purpose statement, which mentions availability of frequent transit as a factor in where CM2 is appropriate. In addition, the Comprehensive Plan designation is relevant. For locations with a dispersed comp plan designation, CM2 is not an allowed zone.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
CM2 Zoning requests that are supported by staff									
1	CM1	CM2	N Alberta and Williams	multiple	Property Owners; Representatives; Organizations	**Apply CM2**	• The area at N Alberta and N Williams is located in an area that has adequate infrastructure, and is well served by transit. • The surrounding zoning in this area is generally R1 which allows 45' buildings. • Nearby to the south, the Williams corridor is zoned CM3, and has been an area of significant development activity. • The characteristics of the CM2 zone suggest it is appropriate for this type of location.	• If CM1 is applied, there is less opportunity for larger-scale development in this area. • Applying CM2 will include rezoning of some adjacent properties in the area to CM2.	**Apply CM2 per map**
2	CM1	CM2	NE 30th and Killingsworth	multiple	Property Owners; Representatives; CM1: Community Members; Neighborhood Association	**Apply CM2**	• The area at NE 30th and Killingsworth is a small node of one- and two-story older buildings • The area is currently zoned CS. • A site at the NE corner is currently planned for a 4-story development. • The surrounding zoning is primarily R2.5 (35'), with R2 (40') along Killingsworth to the west. • This location is served by transit Line 72.	• If CM1 is applied, there is less opportunity for larger-scale development in this area, and new development has potential to be much larger than existing development. • The neighborhood and other community members supported original staff propoosal of CM1, while property owners and some community members requested CM2 at this node.	**Apply CM2 per map**
3	CM1	CM2	NE 33rd and Killingsworth	multiple	Community Member; Staff Proposal	**Apply CM2**	• The area at NE 33rd and Killingsworth is a significant node featuring grocery retailer and other community-oriented retail and services. • The area is served by two transit lines. • This would rezone properties currently proposed as CM1 to CM2.	• This proposal was addressed in oral testimony in the context of testimony on another location. Staff supports more intense zoning at this major intersection. • Retaining CM1 allows less development potential than CM1 at this important node.	**Apply CM2 per map**

Ord. 188177, Vol. 2.5, page 12078

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
								• The RTF requested CE on this site, but PSC agreed with staff that CE would not be appropriate.	
CM2 Zoning requests that are not supported by staff									
4	CM1	CM2	NE Fremont and 47th area - several sites on north side street	multiple	Property Owners, Owner Representatives; Community Members; Neighborhood Association	**Retain CM1**	• The area along Fremont is currently a commercial (CS and CN2) and employment (EG1) zoned area on the north and primarily a residential zoned area on the south. • Development is typically one- or two- story commercial buildings, but recent developments in the area include three and four-story mixed use buildings. • The area has typical street infrastructure, but lacks frequent transit service. • An irregular block pattern and a cemetery on the north may limit on-street parking opportunity. • The BWNA expressed concern about larger developments allowed by CM2 due in part to lack of transit on the street.	• CM2 would allow larger development in the area. • At current transit service levels, parking would be required at standard ratios for new developmenbt on lots over 7500 square feet in size, which is a significant change from current standards. • More intense CM2 zoning is applied closer to NE 42nd Avenue where frequent bus service exists. • Properties could later seek quasi-judicial zone chganges to CM2 – approval may be partially dependent on level of transit service.	**Retain CM1**
5	CM1	CM2	NE 28th - Everett to Davis	multiple	Community Member	**Retain CM1**	• This area is currently R1. CM1 allows more intensity than R1, but less height. • Quasi-judicial zone change is possible later.	• CM2 would be upzone from the current R1.	**Retain CM1**
6	CM1	CM2	SE Milwaukie Ave. from Center to Holgate	multiple	Community Member	**Retain CM1**	• This area is currently R1. CM1 allows more intensity than R1, but less height. • Was proposed as part of recent Brooklyn station planning in area. • Quasi-judicial zone change is possible later.	• CM2 would be upzone from the current R1.	**Retain CM1**
7	CM1	CM2	E Holgate from SE 12th to Milwaukie	multiple	Community Member	**Retain CM1**	• This area is currently R1. CM1 allows more intensity than R1, but less height. • Quasi-judicial zone change is possible later.	• CM2 would be upzone from the current R1.	**Retain CM1**
8	CE	CM2	Powell Blvd Ross Is to 35th	multiple	Community Member	**Retain CE**	• The zoning applied in the context of this area is proposed to be CE.	• Would require a more in-depth look at zoning pattern for surrounding area.	**Retain CE**
9	CE	CM2	Powell Blvd – RI Bridge to SE 17th	multiple	Community Member	**Retain CE**	• The zoning applied in the context of this area is proposed to be CE.	• Would require a more in-depth look at zoning pattern for surrounding area.	**Retain CE**
10	CM1	CM2	E Burnside at 157th	multiple	Property Owner	**Retain CM1**	• The Comprehensive Plan Map designation for these properties is Mixed Use- Dispersed, which does not allow application of the CM2 zone.	• Applying a CE zone would allow development which might develop in an auto-oriented manner that is not appropriate close to MAX.	**Retain CM1**

Ord. 188177, Vol. 2.5, page 12079

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
							• The plan would allow the CE zone, however the site and CE zone characteristics are not well matched. • E Burnside and 157th is located in an area that has significant infrastructure, about five blocks from a MAX station.		

MUZ Group C: Other CM2 zoning requests on specific properties

This is a list of miscellaneous CM2 zone change requests from throughout the city.

The PSC received testimony from individuals, property owners, and others requesting that the CM2 zone be applied to specific properties and broader areas. In addition to these requests, much of the remaining testimony requesting CM2 zoning was in support of the application of CM2 in low-rise commercial storefront areas. These items are not included in this table, as PSC has already considered this topic and suggested a direction, and issues that emerged in Composite Map testimony are covered in Topic 1.

Generally, CM2 is applied on corridors and in centers where good transit service exists. In considering these requests, the commission should refer to the CM2 purpose statement, which mentions availability of frequent transit as a factor in where CM2 is appropriate. In addition, the Comprehensive Plan designation is relevant. For locations with a dispersed comp plan designation, CM2 is not an allowed zone.

Where the request is for a change from CM3 to CM2, the commission should consider the CM3 purpose statement. The CM3 zone is intended for sites in high-capacity transit station areas, in town centers, along streetcar alignments, along civic corridors, and in locations close to the Central City. The CM3 zone is not appropriate for sites where adjacent properties have single-dwelling residential zoning.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
CM2 Zoning requests that are supported by staff									
1	CM1	CM2	SE 12th and Madison; 1221 W/ SE MADISON	1S1E02BD 7800 1S1E02BD 7700 1S1E02BD 7900	Community Member	**Apply CM2**	• Appropriate to rezone to CM2 due to location near central city and adjacent zoning.	• CM1 would offer less development potential.	**Apply CM2**
2	CM1	CM2	2626 NE Dekum	1N1E13BC 14400	Property Owner	**Apply CM2**	• Adjacent to CI zoning - 75' height limit • CI steps down to 45' – matches CM2 height • CM2 steps down to adjacent R-zones. • Served by two transit lines.	• CM1 would offer less development potential, but would be more consistent with conversion table.	**Apply CM2**
3	CM2	CM2	7953-7961 SE 13TH AVE	1S1E23CA 11800	Owner/Representative	**Apply CM2**	• Proposed to be CM2.		**Apply CM2**
4	CM1	CM2	8112 SE 13TH AVE	1S1E23CD 1900	Owner/Representative	**Apply CM2**	• Proposed to be CM2 as part of PSC revisions on Sellwood lowrise area: Group A-2.	• CM1 would offer less development potential, but height limits are more consistent with existing scale.	**Apply CM2**
5	CM1	CM2	8071 SE 13TH AVE	1S1E23CD 13900 1S1E23CD 13800	Owner/Representative	**Apply CM2**	• Proposed to be CM2 as part of PSC revisions on Sellwood lowrise area: Group A-2.	• CM1 would offer less development potential, but height limits are more consistent with existing scale.	**Apply CM2**
6	CM1	CM2	8065 SE 13TH AVE	1S1E23CD 14900	Owner/Representative	**Apply CM2**	• Area is in Sellwood Low-rise area: Group A-2 • Located north of Tacoma – staff supports CM2 in this area due to existing 4-story building between Spokane and Nehalem.	• Retaining CM1 would maintain more Low-rise designated area in Sellwood.	**Apply CM2**
7	CM1	CM2	8012 SE 13th Avenue	1S1E23CA 7300	Owner/Representative	**Apply CM2**	• Area is in Sellwood Low-rise area: Group A-2 • Located north of Tacoma – staff supports CM2 in this area due to existing 4-story building between Spokane and Nehalem.	• Retaining CM1 would maintain more Low-rise designated area in Sellwood.	**Apply CM2**
8	CM1	CM2	8002 SE 13TH AVE	1S1E23CA 7200	Owner/Representative	**Apply CM2**	• Area is in Sellwood Low-rise area: Group A-2 • Located north of Tacoma – staff supports CM2 in this area due to existing 4-story building between Spokane and Nehalem.	• Retaining CM1 would maintain more Low-rise designated area in Sellwood.	**Apply CM2**
9	IG2	CM2	1935 N Argyle	1N1E09AD 500	BPS staff proposal	**Apply CM2**	• This is a staff correction		**Apply CM2**

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
10	R1	CM2	2627-2629 N LOMBARD ST	1N1E09CD 19500	BPS staff proposal	**Apply CM2**	• Existing Commercial use in an R1 zone on a civic corridor.	• Retaining R1 would result in a nonconforming use.	**Apply CM2**
11	CM3	CM2	NW Alphabet District	multiple	Neighborhood Association; Community Members	**Apply CM2**	• Apply CM2 in support on NW Plan and in historic district where CM3 presents conflict with district.	• Applying CM3 continues issue of conflict between zoning allowances and historic district.	**Apply CM2**
CM2 Zoning requests that are not supported by staff									
12	CM1	CM2	60TH & SE BELMONT ST	1S2E06AA 6400	Owner/Representative	**Retain CM1**	• Staff does not support this request due to traffic issues at the intersection.	• **CM2 would allow larger scale development and potentially increase traffic issues at this node.**	**Apply CM2**
13	CE	CM2	4764 SE MILWAUKIE AVE (near Holgate)	1S1E14AB 3200	Property Owner	**Retain CE**	• The zoning applied in the context of this site is proposed to be CE.	• **Applying CM2 would likely require a more in-depth look at zoning pattern for this lot and surrounding properties.**	**Retain CE**
14	CM1	CM2	7409-7411 SW Capitol Hwy	1S1E20AC 18900	Owner/Representative	**Retain CM1**	• This property is in an area of CM1 zoning just outside of Multnomah Village on Capitol.	• **Applying CM2 would be out of zoning context.** • **Could result in need to consider other zone changes.**	**Retain CM1**
15	CM2/R2.5	CM2	7983-7987 SE 13TH AVE	1S1E23CA 9900	Owner/Representative	**Retain CM2/R2.5**	• Cannot rezone entire lot CM2 because of Comprehensive Plan designations.		**Retain CM2 R2.5**
16	R1	CM2	7401 N Albina	1N1E15BA 15200	Owner	**Apply CM1**	• CM1 corresponds with adopted Mixed Use-Dispersed designation. • CM1 will ensure that building is a conforming use and provides flexibility of existing uses. • CM1 allows a FAR of 1.5:1, which provides more generous density allowance than existing R1 zone.	• **CM2 would allow significantly more intensity than R1 at node.**	**Apply CM1**

MUZ Group D: CM3 zoning requests

The PSC received testimony from individuals and groups of property owners requesting a change from the proposed CE, CM2 or EG1 zone to the CM3 zone. The locations are typically at key nodes or areas that include several properties, but may also include single-property requests. This table reflects zoning requests from property owners, individuals and organizations. It does not include testimony/requests where the zoning as proposed matches the request.

Generally, CM3 replaces existing EX and CX zones. In considering these requests, the commission should refer to the CM3 zone purpose statement. The CM3 zone is intended for sites in high-capacity transit station areas, in town centers, along streetcar alignments, along civic corridors, and in locations close to the Central City. The CM3 zone is not appropriate for sites where adjacent properties have single-dwelling residential zoning. In addition, the Comprehensive Plan designation is relevant. The CM3 zone is not an allowed zone in Mixed Use-Neighborhood or Mixed Use-Dispersed Comprehensive Plan designations.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
CM3 Zoning requests that are supported by staff									
1	CM2	CM3	2401 SW 4TH AVE and other property on block	multiple properties 1S1E04DD 1200 1S1E04DD 1300 1S1E04DD 1400 1S1E04DD 70003 1S1E04DD 1600 1S1E04DD 1700 1S1E04DD 1800 1S1E04DD 1900 1S1E04DD 3000 1S1E04DD 2900 1S1E04DD 2800 1S1E04DD 3600 1S1E04DD 3900	Owner/Representative	**Apply CM3**	• Staff supports CM3 in this urban location that is well served by transit. • Close to Central City.	• If zoned CM2, future rezone may be warranted. • Applying CM3 may trigger other changes nearby.	**Apply CM3 per map**
2	CM2	CM3	MLK from Wygant to Ainsworth	Multiple Properties 1N1E23BB 7100 1N1E22AA 100 1N1E22AA 101 1N1E15DD 13800 1N1E15DD 13700 1N1E14CC 14000 1N1E14CC 14100 1N1E14CC 14200 1N1E14CC 18200 1N1E14CC 18100 1N1E14CC 18000 1N1E14CC 17900 1N1E14CC 17800	Owner/Representative	**Apply CM3 – at the corner node**	• Staff supports CM3 in this urban location that is well served by transit. • MLK is potential future streetcar line. • CM3 is applied nearby and is a contextual zone.	• If CM2 is retained, future rezone may be warranted if streetcar is built.	**Apply CM3 per map**

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
				1N1E14CC 18700 1N1E14CC 18600 1N1E14CC 18500 1N1E14CC 18400 1N1E14CC 18300					
CM3 Zoning requests that are not supported by staff									
3	CM2	CM3	1710 SE TACOMA ST; Tacoma and 17th	1S1E23DC 1100	Community Member	**Retain CM2**	• CM3 not appropriate for this Comp Plan designation (MU-N).	• Would be inconsistent with Comp Plan.	**Retain CM2**
4	CE	CM3	4534 SE MCLOUGHLIN BLVD	1S1E14BA 1000 and 1100	Owner/Representative	**Retain CE**	• Site is in area of CE zoning on McLoughlin. • CM3 not appropriate for this Comp Plan designation (MU-N).	• Would be inconsistent with Comp Plan.	**Retain CE**
5	CE	CM3	3318 SE 92ND AVE	1S2E09AC 1100	Property Owners	**Retain CE**	• This site is in the context of other CE zoning and near an ODOT interchange. • Would require more analysis for more intense zone.	• Would need to consult with PBOT and ODOT about transportation issues.	**Retain CE**
6	RH	CM3	SE Morrison/14th	1S1E02BA 300	Owner/Representative	**Retain RH**	• This site has a Residential Comp Plan Designation.	• Would be inconsistent with Comp Plan.	**Retain RH**
7	CM2	CM3	722-740 N KILLINGSWORTH ST	1N1E22BA 1800	Property Owner	**Retain CM2**	• The request is to rezone a 2-block area along Killingsworth. • Not necessarily appropriate at this time, due to limited analysis of the impacts and implications. • Could be an area for future CM3.	• CM3 is much more development potential than CM2. Would require broader look at surrounding zoning in this area to see where zoning district should be drawn.	**Retain CM2**
8	CM2	CM3	3835 SE Powell	1S1E12DA 300	Property Owner	**Retain CM2**	• Not necessarily appropriate at this time, due to limited analysis of the impacts and implications. • Could be an area for future CM3.	• CM3 allows much more development potential. Would require broader look at surrounding zoning in this area.	**Retain CM2**
9	CM2	CM3	3945-3975 SE POWELL BLVD	1S1E12AD 7900	Community Member	**Retain CM2**	• Not necessarily appropriate at this time, due to limited analysis of the impacts and implications. • Could be an area for future CM3.	• CM3 allows much more development potential. Would require broader look at surrounding zoning in this area.	**Retain CM2**
10	CM2	CM3	1206 SE Belmont	1S1E02BA 3700	Owner/Representative	**Retain CM2**	• This site is in the context of other CM2 zoning in this area. • This change would require more analysis and possibly a broader look at zoning in the area.	• CM3 would be a spot zone in a CM2 pattern east of SE 12th.	**Retain CM2**

MUZ Group E: CM1 zoning requests

The PSC received testimony from organizations (NWDA), individuals and groups of property owners requesting a change from the proposed zone (CM2, or Residential) to the CM1 zone. The locations are at a combination of isolated sites and key nodes/areas that include several properties that are not part of the Low-Rise Commercial Storefront proposal. This table reflects zoning requests from property owners, individuals and organizations. It generally does not include testimony/requests where the zoning as proposed matches the request, nor does it include testimony/zoning requests regarding Low-Rise Commercial Storefront areas exclusively.

Generally, CM1 replaces existing CN1, CN2, and CO1 zones. It is applied in dispersed locations, in and around lower-density residential areas, and on neighborhood corridors and at the edges of centers. It may be applied in locations where transit service is limited or infrequent. It is also appropriate in locations where a collection of low-rise storefronts is predominant, or as a buffer between higher and lower density areas. In considering these requests, the commission should refer to the CM1 zone purpose statement.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
CM1 Zoning requests that are supported by staff									
1	CM2	CM1	NW Thurman Corridor	Multiple properties	Neighborhood Association	**Apply CM1**	• Properties in this area are currently zoned CM, which limits commercial and requires residential uses. • Conversion table designated CM2. However, character of most properties is residential. CM1 may be more appropriate C/MU zone.	• This represents a reduction in residential development potential for these properties in terms of residential, but a slight increase in commercial.	**Apply CM1 per map**
• **CM2 Zoning requests that are not supported by staff**									
2	CM2	CM1 – apply more broadly	Multnomah Village – outside of Low-Rise Commercial areas	multiple	Community Members, Neighborhood Association	**Retain CM2**	• Multnomah Village is a neighborhood center, which suggests a medium-scale development. It also has transit service and acts as a civic hub for SW Portland. • Much of the commercial land in Multnomah is currently zoned CS. The closest equivalent zone to CS in the MUZ proposal is CM2. • The area in the core of the village is proposed to be CM1 as part of Low-Rise Storefront proposal. Further reduction in zoning potential is inconsistent with Comp Plan and growth capacity needs.	• Applying CM1 would reduce development capacity in Multnomah/SW. • Applying CM1 treats this center differently than most other neighborhood centers.	**Retain CM2**
3	CM2	CM1	2341 NW Quimby Street Unit 28	1N1E28CC 90028	Property Owner	**Retain CM2**	• Do not apply CM1; the zoning pattern in the area is CM2. • The area has good transit and is already developed.	• CM1 zoning would be somewhat inconsistent with CM2 zoning pattern. • CM1 provides less development potential than CM2.	**Retain CM2**
4	CM2	CM1	1644-1648 SE REX ST; 1630 and 1631 SE Flavel; 1636 and 1632 SE Knapp	1S1E23AC 17600	Neighbor/ Community Member	**Retain CM2**	• The zoning context in this area is proposed as CM2. • The area is along/near a neighborhood corridor.	• Change to CM1 would be inconsistent with the zoning context in the area. • CM1 provides less development potential than CM2.	**Retain CM2**

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
5	CM2	CM1	4929 SE HAWTHORNE BLVD	1S2E06BD 24300	Community Member	**Retain CM2**	• This site is adjacent to CM2 zoning. • Transit service is good, and the area is within a center. • Staff does not agree that a change to CM1 is appropriate in this context.	• This may create nonconforming situation.	**Retain CM2**
6	CM2	CM1	4439, 4515, 4315, and 4309 SE WOODSTOCK BLVD	Multiple	Community Member	**Apply CM2 – per Low-rise storefront**	• PSC tentatively supported CM2 in Woodstock as part of tentative decision on Low-Rise Storefront issue.	• Applying CM1 would reverse 5/24/16 tentative PSC decision on Woodstock area.	**Apply CM2 – per Low-rise storefront**
7	CM2	CM1	Bridgeton	1N1E03BA 80000	Community Member	**Retain CM2**	• City Council directed a change to CM2 in Bridgeton with its actions on the Comprehensive Plan.	• Applying CM1 would be counter to City Council direction from Comprehensive Plan process.	**Retain CM2**
8	CM1	Zone for Public Use	8801 N CHAUTAUQUA BLVD	1N1E08AD 3600	Owner Representative	**Apply R7**	• The existing use on site is most likely a CU. The proposed zone is R7 and the use would be allowed as a CU.	• If CM1 was applied, the use would still be a CU.	**Apply R7**
9	CM1	CM1	3735-3739 SE HAWTHORNE BLVD	1S1E01AD 23900	Community Member	**Apply CM2 – per Low-rise storefront**	• PSC tentative direction on 5/24/16 to rezone Hawthorne Low-rise area to CM2.	• Applying CM1 would reverse 5/24/16 tentative PSC decision on Hawthorne area.	**Apply CM2 – per Low-rise storefront**

MUZ Group F: CM1 nonconforming use sites and other special situations

The PSC received testimony from organizations (Irvington NA), individuals and groups of neighbors requesting that properties that are currently zoned Residential, but proposed to become Commercial/Mixed-Use, be limited in hours of operation and their ability to redevelop as multi-dwelling development, should they not include a commercial use.

Staff proposes to develop and apply a new Commercial-Residential zone (CR) to these properties rather than the CM1 zone. The CR zone would allow limited commercial use and limit residential development/density when commercial uses and development are not on-site. The zone would be applied to the sites outside of centers that were identified in testimony below, as well as other isolated commercial sites with Mixed Use – Dispersed Comprehensive Plan designations that are completely surrounded by Residential zoning. Staff recommends that this zone not be used on district collectors or major city traffic streets.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
CM1/CR Zoning requests that are supported by staff									
1	CM1	Limit on hours and housing density	3029 SE 21ST AVE	1S1E11AD 2500	Adjacent Neighbor	**Apply CR**	• Use a new specialized zone to address issues created by transitioning nonconforming uses to allowed use. Limit hours of operation and residential development potential when no Commercial use is provided.	• Applying the CM1 zone would allow more development potential.	**Apply CR**
2	CM1	Limit on hours and housing density	SE Clinton at 34th	1S1E12AB 12500	Community Member	**Apply CR**	• Use a new specialized zone to address issues created by transitioning nonconforming uses to allowed use. Limit hours of operation and residential development potential when no Commercial use is provided.	• Applying the CM1 zone would allow more development potential.	**Apply CR**
3	CM1	Limit on hours and housing density	NE 15th and Brazee	1N1E26DB 1400	Community Members, Adjacent Neighbors, Neighborhood Association	**Apply CR**	• Use a new specialized zone to address issues created by transitioning nonconforming uses to allowed use. Limit hours of operation and residential development potential when no Commercial use is provided.	• Applying the CM1 zone would allow more development potential.	**Apply CR**
4	CM1	n/a	9647 SE HAROLD ST	1S2E16AC 1200	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	**Apply CR**
5	CM1	n/a	10729 SE HAROLD ST, 5435 SE 108TH AVE	1S2E15BD 9501,	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	**Apply CR**
6	CM1	n/a	4509 SE 128TH AVE	1S2E15BD 9502	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	**Apply CR**
7	CM1	n/a	11811 SE Harold	1S2E15AD 3100	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	**Apply CR**
8	CM1	n/a	11825 SE Harold	1S2E15AD 3200	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	**Apply CR**
9	CM1	n/a	11833 SE Harold	1S2E15AD 3300	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	**Apply CR**
10	CM1	n/a	7640 N JERSEY ST	1N1W12AD 3100	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	**Apply CR**

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
11	CM1	n/a	7700 N PENINSULAR AVE	1N1E09CD 6200	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	**Apply CR**
12	CM1	n/a	3707 NE FREMONT ST	1N1E24DD 17700	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	**Apply CR**
13	CM1	n/a	4048-4060 NE 42ND AVE	1N2E19CB 15400	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	**Apply CR**
14	CM1	n/a	3734-3746 NE 42ND AVE	1N2E19CC 7600	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	**Apply CR**
15	CM1	n/a	5137 NE 60TH AVE	1N2E19CC 7600	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	**Apply CR**
16	CM1	n/a	5250 NE HALSEY ST	1N2E31AB 11800	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	**Apply CR**
17	CM1	n/a	1988 SE LADD AVE	1S1E02DC 4900	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	**Apply CR**
18	CM1	n/a	4039 SE CLINTON ST	1S1E12AA 4200	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	**Apply CR**
19	CM1	n/a	2914 SE 52ND AVE	1S2E07AB 7100	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	**Apply CR**
20	CM1	n/a	3616 SE KNAPP ST	1S1E24AC 16900	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	**Apply CR**
21	CM1	n/a	6130 SE DUKE ST	1S2E19AA 400	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	**Apply CR**
22	CM1	n/a	304 SE 28TH AVE	1N1E36CC 4100	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	**Apply CR**
23	CM1	n/a	5206 SW CUSTER ST, 5212-5216 SW CUSTER ST	1S1E19AC 10200, 1S1E19AC 10100	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	**Apply CR**
24	CM1	n/a	5435 SW TAYLORS FERRY RD	1S1E30AC 20100	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	**Apply CR**
25	CM1	n/a	1103 SW TAYLORS FERRY RD	1S1E21DC 10700	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	**Apply CR**
26	CM1	n/a	6501 SE 65TH AVE	1S2E20BB 4900	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	**Apply CR**
CM1/CR Zoning requests that are not supported by staff									
27	CM1	Limit on hours and housing density	1532-1540 SE CLINTON ST	1S1E11AB 8700	Adjacent Neighbor	**Retain CM1**	• Adjacent to R1 zoning in the area.	• If CR zone was applied, it would be applied in an area that is zoned for more intense multi-dwelling development.	**Retain CM1**

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
28	CM1	CM1 – require retail; Limit on hours and housing density	2855 SW Patton Rd	1S1E08AA 13200	Community Members	**Retain CM1**	• Size limits of CR not appropriate. • Lot size may be larger than appropriate for CR zone application. • Existing conditional of approval provide limitations on the site.	• The CR zone would over-restrict size of retail uses on this community-serving site.	**Retain CM1**

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MUZ Group G: CE zoning requests

The PSC received testimony from businesses (Fred Meyer, Safeway/Albertsons, U-Haul, Starbucks, McDonalds, Space-Age Fuel, others), property owners (Bitar, Angel, others), and organizations (Retail Task Force) requesting the CE zone in order to provide opportunity for large-scale retail uses such as grocery stores, drive-through facilities associated with uses (restaurants, banks, pharmacies, etc.), and Quick Vehicle Servicing uses (gas stations, car washes, lubrication facilities, etc.). PSC also received testimony from other individual property owners requesting the CE zone. This table captures that testimony. It may not reflect multiple pieces of testimony repeating similar themes or requests.

At the PSC meeting on July 26, 2016, PSC reviewed thematic maps presented by staff showing areas where CE zoning is generally supported by staff. Staff recommended a limited application for additional CE, primarily outside of inner ring districts and identified centers. Staff generally did not support requests for CE within centers. Staff also recommended against broader conversion of dispersed CM1 and CM2 nodes located on major streets to CE.

The PSC supported the staff recommendation to apply CE zoning to a limited number of sites as shown on Map 6.1.B as shown on 7/26/16, amended to remove the Hollywood West Fred Meyer site and the Cully Albertsons site. It also concurred with the staff recommendation to not apply CE zoning in Centers and to continue to limit application of CE zoning outside of designated centers. The table below recommends zoning outcomes that reflect PSC direction on this issue. Items are marked as consent, based on this prior PSC direction.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
CE Zoning requests that are supported by staff									
1	CM2	CE	12920 SE STARK ST	1S2E02BA 12400	Property Owner, Owner/Representative	**Apply CE**	• PSC direction 7/26/16 work session. Site is at edge of a neighborhood center and could be zoned CE. Zoning context is mostly CM2.	• CM2 offers more housing potential than CE and limits some auto-accommodating and other uses. • May need to broaden the CE rezone proposal to make a consistent zoning pattern.	**Apply CE per map**
2	CM2	CE	NE Glisan and 67th	Multiple lots 1N2E32BC 8000 1N2E32BC 8100 1N2E32BC 8001	Business Operator; Owner/Representative; RTF/ICSC	**Apply CE**	• PSC direction from 7/26/16 work session	• CM2 offers more housing potential than CE and limits some auto-accommodating and other uses.	**Apply CE per map**
3	CM2	CE	N Lombard and Polk	Multiple lots 1N1W12AA 14300 1N1W12AA 14700 1N1W12AA 14900 1N1W12AA 14800	RTF/ICSC	**Apply CE**	• PSC direction from 7/26/16 work session. This site is outside a town center.	• CM2 offers more housing potential than CE and limits some auto-accommodating and other uses.	**Apply CE per map**
4	CM2	CE	12217 SE FOSTER RD	1S2E14CC 4200	Owner/Representative	**Apply CE**	• This node includes CE zoning and intersection may be appropriate for CE. Zoning context supports CE.	• CM2 offers more housing potential than CE and limits some auto-accommodating and other uses.	**Apply CE per map**
5	CM1	CE	SE Chavez and Schiller	1S1E13AA 13200 ~~Multiple lots~~	RTF/ICSC	**Apply CE**	• Outside of center. PSC direction from 7/26/16 work session.	• CM1 offers less development potential than CE and limits some auto-accommodating and other uses.	**Apply CE per map**
6	CM1	CE	SE Division and 136th	Multiple lots 1S2E11AB 200 1S2E11AB 300 1S2E11AB 6500	Owner/Representative; RTF/ICSC	**Apply CE**	• Outside of center. PSC direction from 7/26/16 work session.	• May need to broaden the rezone proposal to make a consistent zoning pattern. • CM1 offers less development potential than CE and limits some auto-accommodating and other uses.	**Apply CE per map**

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
7	CM1	CE	2335 SE 162ND AVE	1S2E01DD 12100 1S2E01DD 12200	Property Owner	**Apply CE**	• PSC direction from 7/26/16. Zoning context is CE and property was zoned CG. • Also change to CE: 2343 SE 162ND AVE	• CM1 offers less development potential than CE and limits some auto-accommodating and other uses.	**Apply CE per map**
8	CE	CE	16431 SE FOSTER RD	1S3E19BB 500	Property Owner, Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	**Apply CE per map**
9	CE	CE	3830 SE 82	1S2E09CB 3400	Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	**Apply CE per map**
10	CE	CE	4442 SE 28TH PL	1S1E12CC 11600	Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	**Apply CE per map**
11	CE	CE	6850 N LOMBARD ST	1N1E07B 300	Business Operator; Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	**Apply CE per map**
12	CE	CE	14700 SE Division	1S2E12 101	Business Operator; Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	**Apply CE per map**
13	CE	CE	12055 N CENTER AVE	2N1E34C 606 2N1E34C 605	Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	**Apply CE per map**
14	CE	CE	9100 SE POWELL BLVD	1S2E09CA 400	Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	**Apply CE per map**
15	CE	CE	5482 SW BEAVERTON HILLSDALE HWY	1S1E18AC 2000	Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	**Apply CE per map**
16	CE	Concern about zoning impacts and allowance	5851 SE FOSTER RD	1S2E07DD 18200	Property Owner	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	**Apply CE per map**
17	CM2	CE	6408 N LOMBARD ST	1N1E07AC 7500	Property Owner, Owner/Representative	**Apply CE**	• This site was not on the initial Map 6.1.B list PSC considered, but staff supports this request. • The site is on an arterial street and outside of a center; adjacent to other CE zoned areas.	• CM2 offers more housing potential than CE and limits some auto-accommodating and other uses.	**Apply CE per map**
18	CE	CE and CM1	1208 SE BOISE ST	1S1E11CD 4900	Property Owner, Owner/Representative	**Apply CE and CM1**	• This proposal involves zoning revisions to a site currently zoned CG. • Provides certainty and scale for neighborhood.	• Possibility of incompatible uses if CE is applied to entire site.	**Apply CE per map**
CE Zoning requests that are not supported by staff									
19	CE	CE	3030 NE WEIDLER ST	1N1E36B 100 + 1N1E36BB 200 1N1E25CC 19300 1N1E25CD 13600 1N1E25CD 12900	Business Operator; Owner/Representative	**Apply CM2**	• PSC direction on 7/26/16: do not apply CE in designated centers. Inner ring. PSC recommended CM2.	• PSC specifically called for CM zoning on this site. • CE would allow new auto-accommodating uses and development.	**Apply CM2 per map**

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
20	EG2	CE or CM2	2818 NE 82ND AVE	1N2E28BC 400	Community Members; Owner/Representative	**Retain EG2**	• Comprehensive Plan is Mixed Employment. • CE and CM2 are not allowed zones in the designation.	• Would need to amend Comprehensive Plan to a Mixed Use designation.	**Retain EG2**
21	EG2	CE	8011 NE MLK	1N1E10DA 3400	Owner/Representative	**Retain EG2**	• Comprehensive Plan is Mixed Employment. CE is not an allowed zone.	• Would need to amend Comprehensive Plan to a Mixed Use designation.	**Retain EG2**
22	EG1	CE	1612 SE HOLGATE BLVD	1S1E14AB 900	Community Member	**Retain EG1**	• Comprehensive Plan is Mixed Employment. CE is not an allowed zone.	• Would need to amend Comprehensive Plan to a Mixed Use designation.	**Retain EG1**
23	CX	CE	1831 W BURNSIDE ST	1N1E33DB 6800	Owner/Representative	**Retain CX**	• This site is in the Central City. CE is not an appropriate zone for this location.	• CE would be a significant downzone, and inconsistent with Central City Plans.	**Retain CX**
24	CM3	CE	7404 N INTERSTATE AVE	1N1E15BB 10600	Business Operator; Owner/Representative	**Retain CM3**	• PSC direction: do not apply CE in designated centers. In the Kenton-Lombard Neighborhood Center. • Adjacent to MAX; Interstate Plan District. • Currently zone EXd.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM3**
25	CM3	CE	5253 SE 82ND AVE	1S2E17AD 600	Business Operator; Owner/Representative	**Retain CM3**	• PSC direction: do not apply CE in designated centers. Lents Town Center. • Currently zone is EXd.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM3**
26	CM3	CE	5615 SE 82ND AVE	1S2E17DA 1800	Owner/Representative	**Retain CM3**	• PSC direction: do not apply CE in designated centers. Lents Town Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM3**
27	CM3	CE	221 NE 122ND AVE	1N2E34DA 103	Owner/Representative	**Retain CM3**	• PSC direction: do not apply CE in designated centers. 122nd/Hazelwood Center. • Near MAX transit station. • Current zoning is CXd.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM3**
28	CM3	CE	8410 SE FOSTER RD	1S2E16CB 8800	Property Owner, Owner/Representative	**Retain CM3**	• PSC direction: do not apply CE in designated centers. Lents Town Center. • Current zoning is EXd.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM3**
29	CM2	CE	3805 SE HAWTHORNE BLVD	1S1E01AD 22600	Business Operator; Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE in designated centers. Hawthorne-Belmont-Division neighborhood center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
30	CM2	CE	7555 SW BARBUR BLVD	1S1E21AC 3100	Business Operator; Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE in designated centers. Hillsdale town center. • Transit station; surrounding area zoning.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
31	CM2	CE	10050 SW BARBUR BLVD	1S1E29CB 3500	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. West Portland town center. • M-overlay; surrounding zoning context; future MAX.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
32	CM2	CE	5920 NE M L KING BLVD	1N1E14CC 1800	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Alberta-Killingsworth Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
33	CM2	CE	8336 WI/ N IVANHOE ST	1N1W12AB 4900 1N1W12AB 6200	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. St Johns Town Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
34	CM2	CE	5850 NE PRESCOTT ST	1N2E19DA 11500	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Cully Neighborhood Center. • PSC recommended CM2.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
35	CM2	CE	6901 NE SANDY BLVD	1N2E29BA 202	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Roseway Neighborhood Center. • Transit service; zoning context.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
36	CM2	CE	3940 WI/ SE POWELL BLVD	1S1E12DA 3400	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Powell-Creston Neighborhood Center. • Zoning context.	CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
37	CM2	CE	4515 SE WOODSTOCK BLVD	1S2E18CB 14000	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Woodstock Neighborhood Center. • Transit; zoning context.	• Rezoning to CE would contradict the owner's and neighborhood request to rezone to CM2. Would allow new auto-accommodating uses and development in a center.	**Retain CM2**
38	CM2	CE	8149 SE STARK ST	1N2E32DD 12100	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Montavilla Neighborhood Center. • Zoning context.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
39	CM2	CE	10050 SW BARBUR BLVD	1S1E29CB 3500	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. West Portland Town Center. • Centers Main Street overlay zone; zoning context; future MAX area.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
40	CM2	CE	6730-6868 SE FOSTER RD	1S2E17BA 11800	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Heart of Foster neighborhood center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
41	CM2	CE	6710 SE Foster	1S2E17BA 11800	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Heart of Foster neighborhood center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
42	CM2	CE	12109 NE GLISAN ST	1N2E34AD 900	Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE broadly in response to Policy 4.24.	• Applying CE could result in broader rezone proposal.	**Retain CM2**
43	CM2	CE	11080 NW ST HELENS RD	1N1W03AD 3600	Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE broadly in response to Policy 4.24.	• Applying CE could result in broader rezone proposal.	**Retain CM2**
44	CM2	CE	11132 SE DIVISION ST	1S2E10BA 100	Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE broadly in response to Policy 4.24.	• Applying CE could result in broader rezone proposal.	**Retain CM2**

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
45	CM2	CE	4504 SE 122ND AVE	1S2E14BB 1700	Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE broadly in response to Policy 4.24.	• Applying CE could result in broader rezone proposal.	**Retain CM2**
46	CM2	CE	5810 N. Lombard	1N1E07DA 5000	Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE in designated centers. Mid-Lombard Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
47	CM2	CE	14425 SE DIVISION ST	1S2E01CC 8900	Property Owner	**Retain CM2**	• PSC direction: do not apply CE broadly in response to Policy 4.24.	• Could result in broader rezone proposal.	**Retain CM2**
48	CM2	CE	3607-3615 NE 82ND AVE	1N2E20DD 11500	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
49	CM2	CE	3511 NE 82ND AVE	1N2E20DD 11800	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
50	CM2	CE	3435 NE 72ND AVE	1N2E29BA 11700	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
51	CM2	CE	3427 NE 72ND AVE	1N2E29BA 11900	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
52	CM2	CE	3449 NE 72ND AVE	1N2E29BA 11800	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
53	CM2	CE	3449 NE 72ND AVE	1N2E29BA 11800	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
54	CM2	CE	7126 NE SANDY BLVD	1N2E29BA 11600	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
55	CM2	Keep horses on site	5027 SE 70th	1S2E17BA 12600	Property Owner	**Retain CM2**	• Use would be considered Agriculture - a CU.		**Retain CM2**
56	CM3	CE	8816 SE FOSTER RD	1S2E16CA 12800 1S2E16CA 13700	Property Owner, Owner/Representative	**Retain CM3**	• PSC direction: do not apply CE in designated centers. Lents Town Center. • Zoning context is CM2 and CM3.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM3**
57	CM2	CE	4831 SE POWELL BLVD	1S2E07BD 11000	Property Owner, Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE in designated centers. Powell-Creston neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**
58	CM2	CE	7345 NE SANDY BLVD	1N2E20DC 13100	Property Owner, Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM2**

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
59	CM1	CE	6454 N GREELEY AVE	1N1E16CA 5900	Owner/Representative	**Retain CM1**	• PSC direction: do not apply CE broadly in response to Policy 4.24. Existing small building; zoning context.		**Retain CM1**
60	CM1	CE	16152 NE Sandy	1N2E24DD 700	Owner/Representative	**Retain CM1**	• PSC direction: do not apply CE broadly in response to Policy 4.24. Would result in broader rezone proposal.	• Applying CE could result in broader rezone proposal.	**Retain CM1**
61	CM1	CE	10354 SE HOLGATE BLVD	1S2E15BB 15500	Owner/Representative	**Retain CM1**	• PSC direction: do not apply CE broadly in response to Policy 4.24. Zoning context in this area is primarily CM1.	• Applying CE could result in broader rezone proposal.	**Retain CM1**
62	CM1	CE	12225 N JANTZEN DR	2N1E34CA 1400	Owner/Representative	**Retain CM1**	• PSC direction: do not apply CE in designated centers. Hayden Island. • Hayden Is PD allows QVS+DT on this site. • Revisit w/ HI Plan update.	• CE would allow new auto-accommodating uses and development in a center.	**Retain CM1**
63	CM1	CE	1824 SE 50TH AVE	1S2E06CA 4100	Property Owner	**Retain CM1**	• PSC direction: do not apply CE broadly in response to Policy 4.24.	• Incongruous with nearby zoning. Allows larger scale and auto accommodating use.	**Retain CM1**
64	CM1	CE	10750 NE SANDY BLVD	1N2E22BD 5500	Property Owner	**Apply CM2 – PSC direction on Low-rise Storefront area**	• PSC direction: do not apply CE in designated centers: Parkrose neighborhood center. • Zoning pattern.	• CE would allow new auto-accommodating uses and development in a center.	**Apply CM2 – PSC direction on Low-rise Storefront area**
65	CM1	CE	11214 SE POWELL BLVD	1S2E10DB 12600	Property Owner, Owner/Representative	**Retain CM1**	• PSC direction: do not apply CE broadly in response to Policy 4.24. Area is outside of a center but zoning context is CM1.		**Retain CM1**
66	CM1	CE	SW 45th and Multnomah	1S1E20CB 2100	Property Owner; Owner/Representative	**Retain CM1**	• PSC direction: do not apply CE broadly in response to Policy 4.24.		**Retain CM1**
67	CX	CE	Gateway area	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• Site is in Gateway. Not part of the MUZ zone change area.		**Retain Proposed Zoning Pattern**
68	CM3, CM2	CE	MLK and Ainsworth area	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers: Alberta-MLK Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
69	CM3	CE	SE 82nd and Foster	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Lents Town Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
70	CM3	CE	Interstate at Lombard area	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Kenton-Interstate Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
71	CM2/CE	CE	NE Chavez and Broadway	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• Do not apply CE broadly in response to Policy 4.24. PSC direction 7/26/16.	• Applying CE could result in broader rezone proposal.	**Retain Proposed Zoning Pattern**

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
72	CM2	CE	55th and Burnside	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• Do not apply CE broadly in response to Policy 4.24. PSC direction 7/26/16.	• Applying CE could result in broader rezone proposal.	**Retain Proposed Zoning Pattern**
73	CM2	CE	Barbur – West Portland Town Center area	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• Do not apply CE broadly in response to Policy 4.24. PSC direction 7/26/16. • Future MAX line.	• Applying CE could result in broader rezone proposal.	**Retain Proposed Zoning Pattern**
74	CM2	CE	SE Powell and Chavez	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Powell-Creston Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
75	CM2	CE	SE 82 and Powell	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Jade District Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
76	CM2	CE	SE Foster 67th-70th	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Heart of Foster Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
77	CM2	CE	SE Woodstock and 42nd	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Woodstock Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
78	CM3	CE	122nd/Glisan to Stark	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. 122nd/Hazelwood Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
79	CM2	CE	42nd and Killingsworth	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. 42nd and Killingsworth Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
80	CM2	CE	Hawthorne and Chavez	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Belmont-Hawthorne-Division Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
81	CM2	CE	Cully and Prescott	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Cully Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
82	CM2	CE	SE Division and 122	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Division-Midway Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
83	CM2	CE	SE 82nd and Stark	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Montavilla Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
84	CM2	CE	82nd and Burnside	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Montavilla Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
85	CM2	CE	NE Sandy and 72nd	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Roseway Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
86	CM2	CE	Stark and 148th	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Rosewood-Glenfair Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
87	CM2	CE	Stark and 162nd	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Rosewood-Glenfair Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
88	CM2	CE	Barbur and Multnomah	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Rosewood-Glenfair Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**
89	CM1	CE	33rd and Killingsworth	Multiple lots	RTF/ICSC	**Apply CM2 – see Group B.3**	• Do not apply CE broadly in response to Policy 4.24. PSC direction 7/26/16. • Staff proposes to apply the CM2 zone in this area – see B.3.	• Applying CE could result in broader rezone proposal.	**Apply CM2 – see B.3**
90	CM3, CM2	CE	NE Glisan and NE 122nd Avenue	1N2E34DA 101 1N2E34DA 102 1N2E34DA 105 1N2E34DA 106	Owner/Representative	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. 122nd/Hazelwood Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	**Retain Proposed Zoning Pattern**

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MUZ Group H. Residential to Mixed Use zoning requests

The following are zone change requests asking for a Commercial/Mixed Use zone on a property that is currently zoned Residential. In order to propose Commercial/Mixed Use zone on a property, the Comprehensive Plan designation must be Mixed Use.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	PSC Direction
1	R5	CE	2733 NE 57TH AVE	1N2E30AC 12000	Property Owner	**Retain R5**	• The Comprehensive Plan designation on this property is Residential, therefore a Commercial Mixed Use zone cannot be applied.	• Would require a change to the Comprehensive Plan.	**Retain R5**
2	R2.5	CM1	5515 NEC/ ELLIS & SE MILWAUKIE AVE	1S1E14DB 15900	Community Member	**Retain R2.5**	• The Comprehensive Plan designation on this property is Residential, therefore a Commercial Mixed Use zone cannot be applied.	• Would require a change to the Comprehensive Plan.	**Retain R2.5**
3	R1	CM2	5025 NE 8TH AVE	1N1E23BB 19300	Property Owner	**Retain R1**	• The Comprehensive Plan designation on this property is Residential, therefore a Commercial Mixed Use zone cannot be applied.	• Would require a change to the Comprehensive Plan.	**Retain R1**
4	R1	CM2	5421 NE 14TH PL	1N1E23AB 7300	Property Owner	**Retain R1**	• The Comprehensive Plan designation on this property is Residential, therefore a Commercial Mixed Use zone cannot be applied.	• Would require a change to the Comprehensive Plan.	**Retain R1**
5	R1	CM2	5010 NE 19TH AVE	1N1E23AA 19400	Property Owner	**Retain R1**	• The Comprehensive Plan designation on this property is Residential, therefore a Commercial Mixed Use zone cannot be applied.	• Would require a change to the Comprehensive Plan.	**Retain R1**
6	RH	CM3	SE Morrison/14th	1S1E02BA 300	Property Owner, Community Members	**Retain RH**	• The Comprehensive Plan designation on this property is Residential, therefore a Commercial Mixed Use zone cannot be applied.	• Would require a change to the Comprehensive Plan.	**Retain RH**

MUZ Other: Changes to Centers Main Street Overlay zone (m)

See the map atlas for changes to the m overlay zone boundaries in the following Neighborhood Centers and Town Centers:

1. **Cully Neighborhood Center**
2. **Roseway Neighborhood Center**
3. **Midway Town Center**
4. **West Portland Town Center**
5. **Kenton/Lombard Neighborhood Center**
6. **Killingsworth/Interstate Town Center**

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Map Atlas Part 2

Mixed Use Zones Zoning Map Testimony
PSC Work Session
August 9, 2016

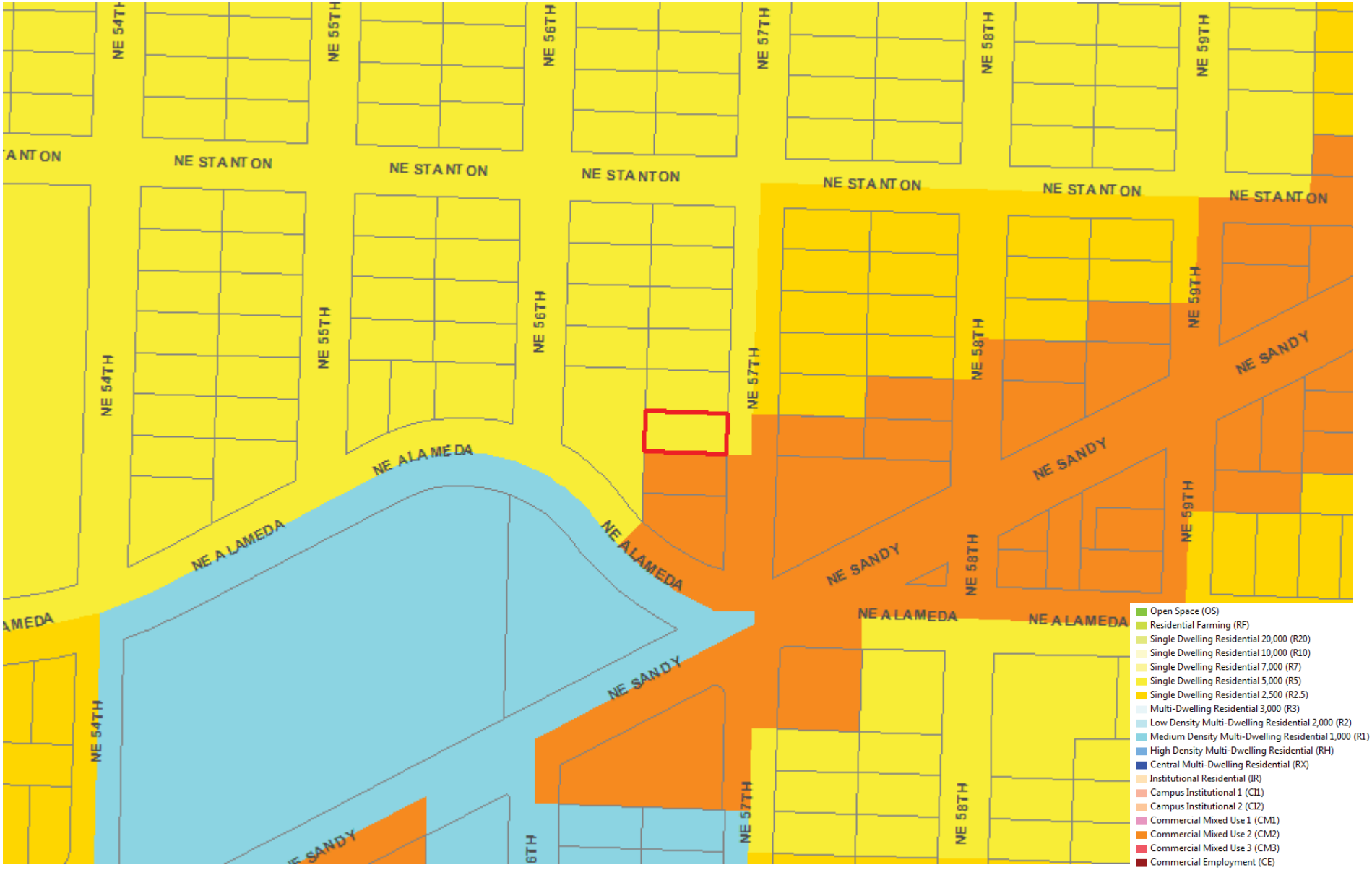
This set of reference maps is provided to assist you with your consideration of testimony related to the Zoning Map

1. Base Zone Map Change Requests (slides 2-7)

- Each map is numbered in the top left corner to correspond with the related item in your work sheet.
- Maps depict zoning as shown in the May 2016 Proposed Composite Zoning Map. Individual properties subject to testimony are outlined by a red or light blue border. Groups of properties being considered are outlined in black.
- At the bottom left of each map, you will find the Zoning Map designation as shown in the May 2016 proposal.

2. Centers Main Street Overlay Zone Changes (slides 8-9)

Group H, 1: 2733 NE 57TH AVE



R5

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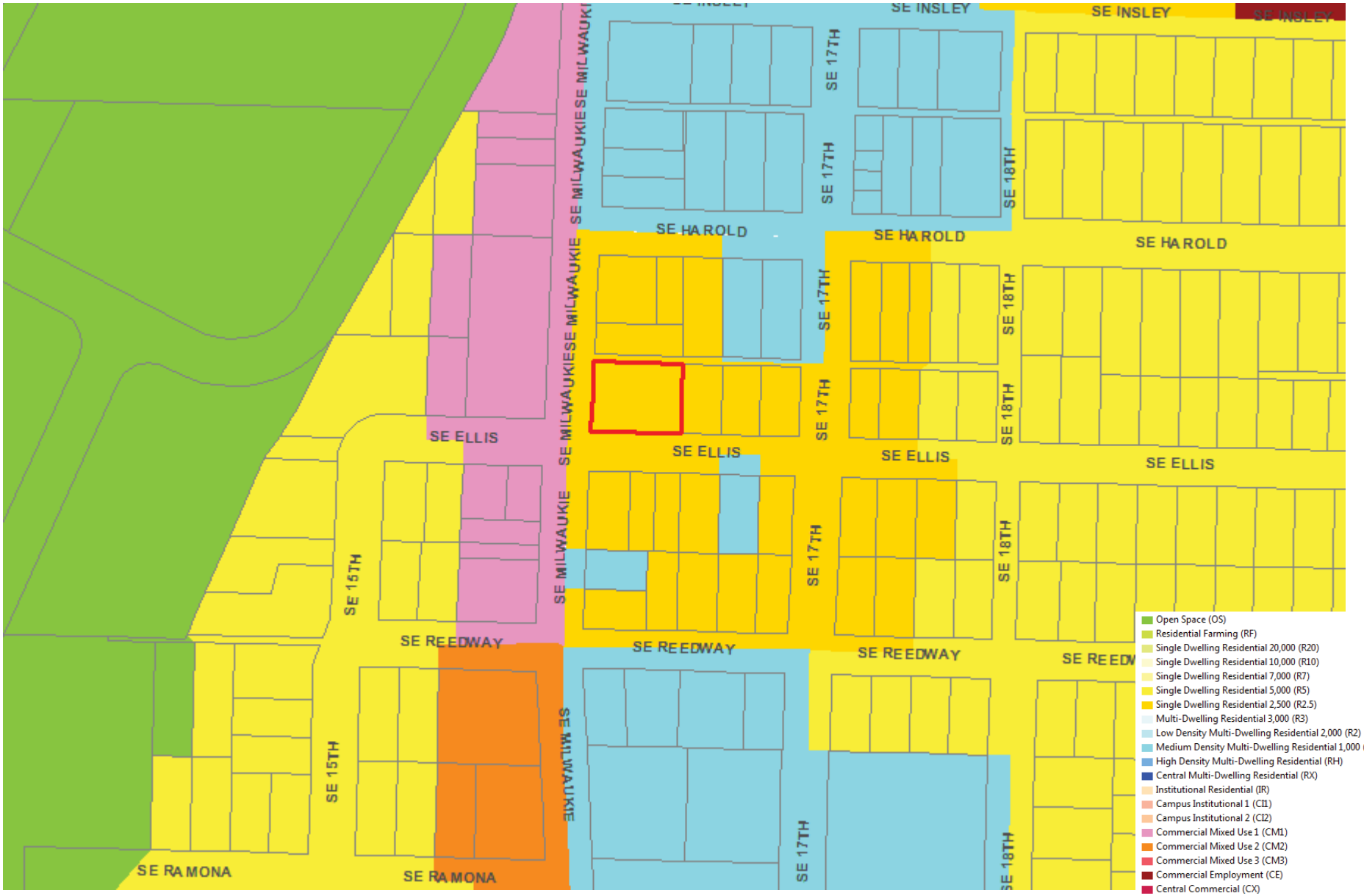
Group H, 2: 5515 NEC/ ELLIS & SE MILWAUKIE AVE



R2.5

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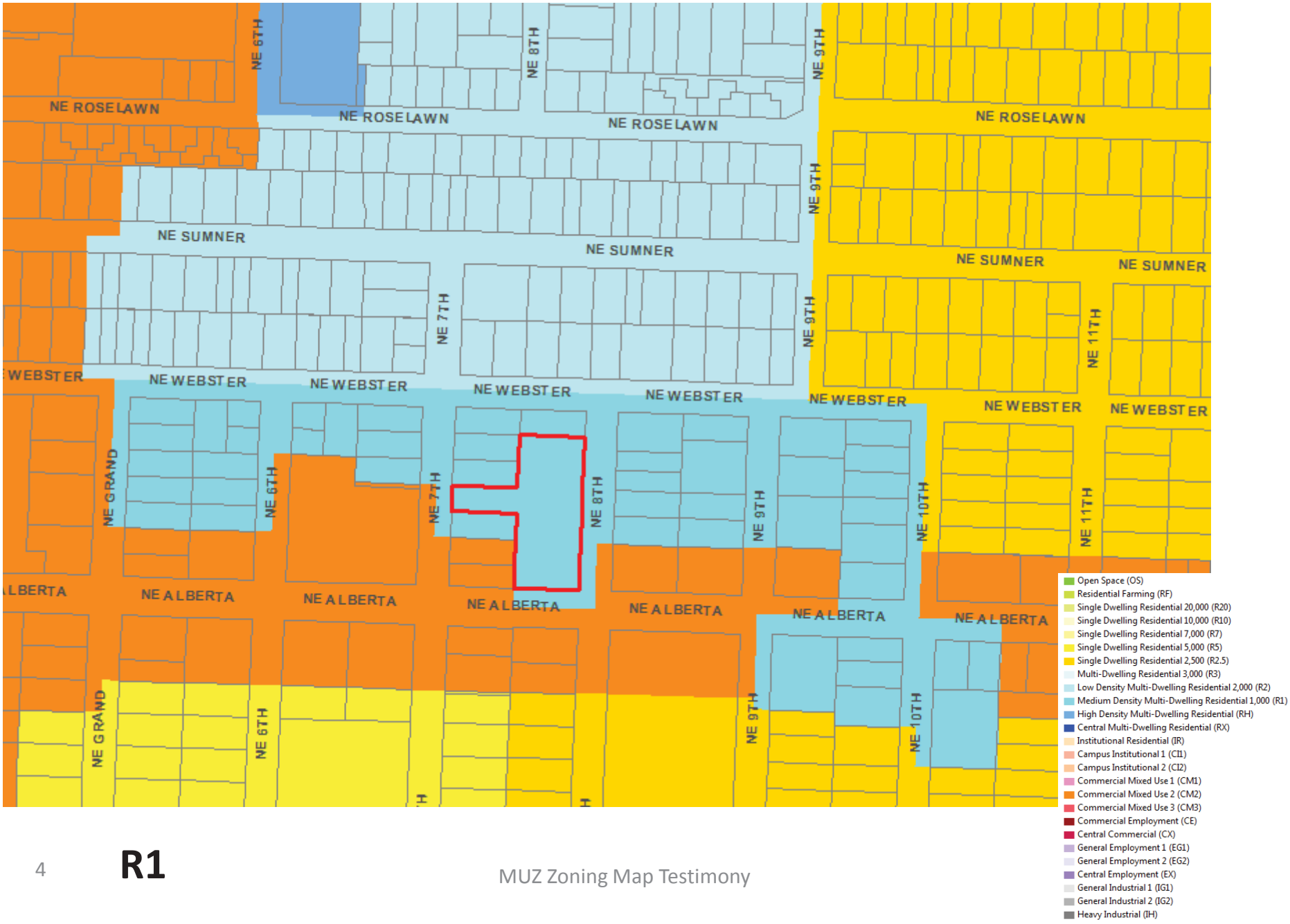
Group H, 3: 5025 NE 8TH AVE



R1

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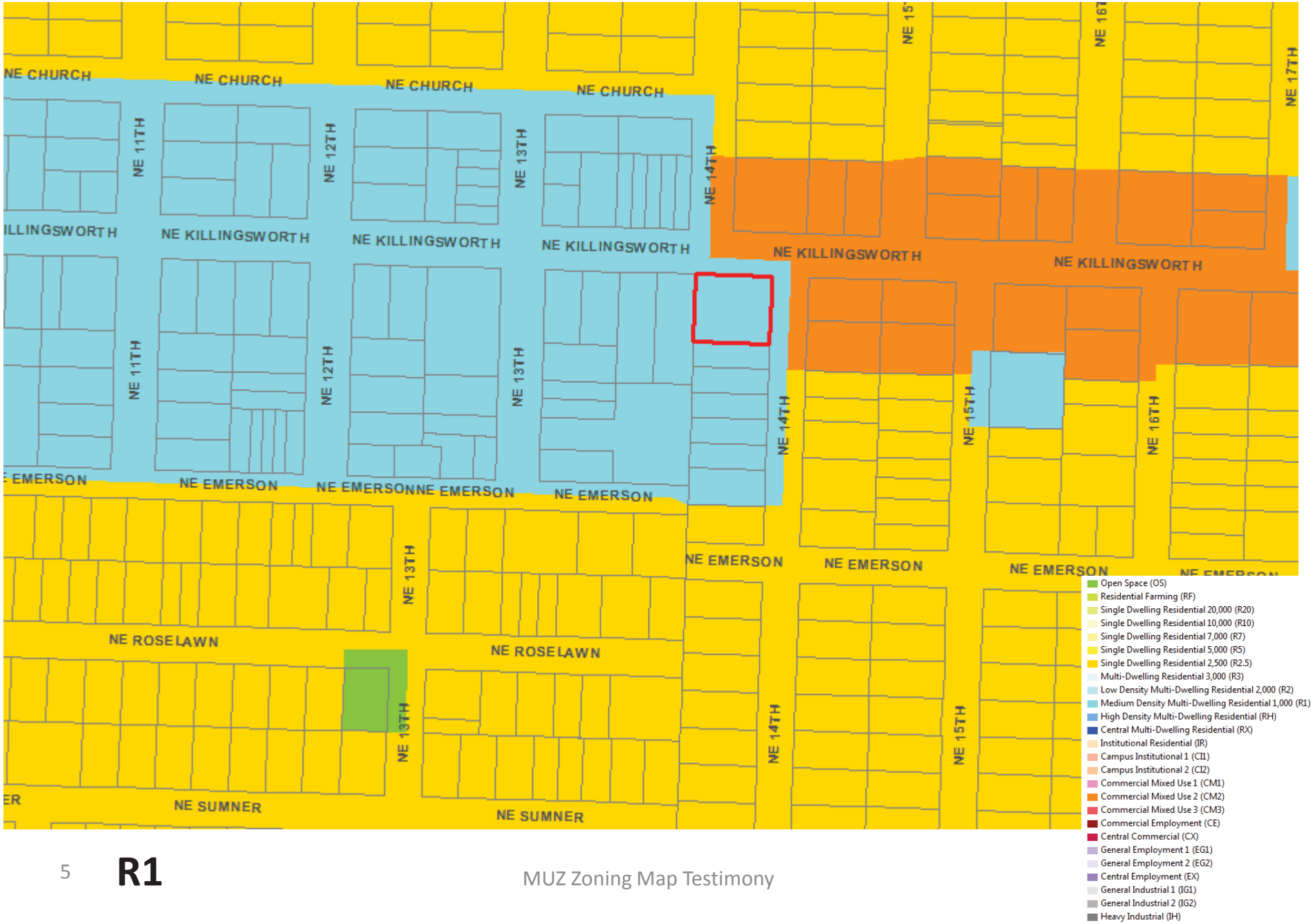
Group H, 4: 5421 NE 14TH PL



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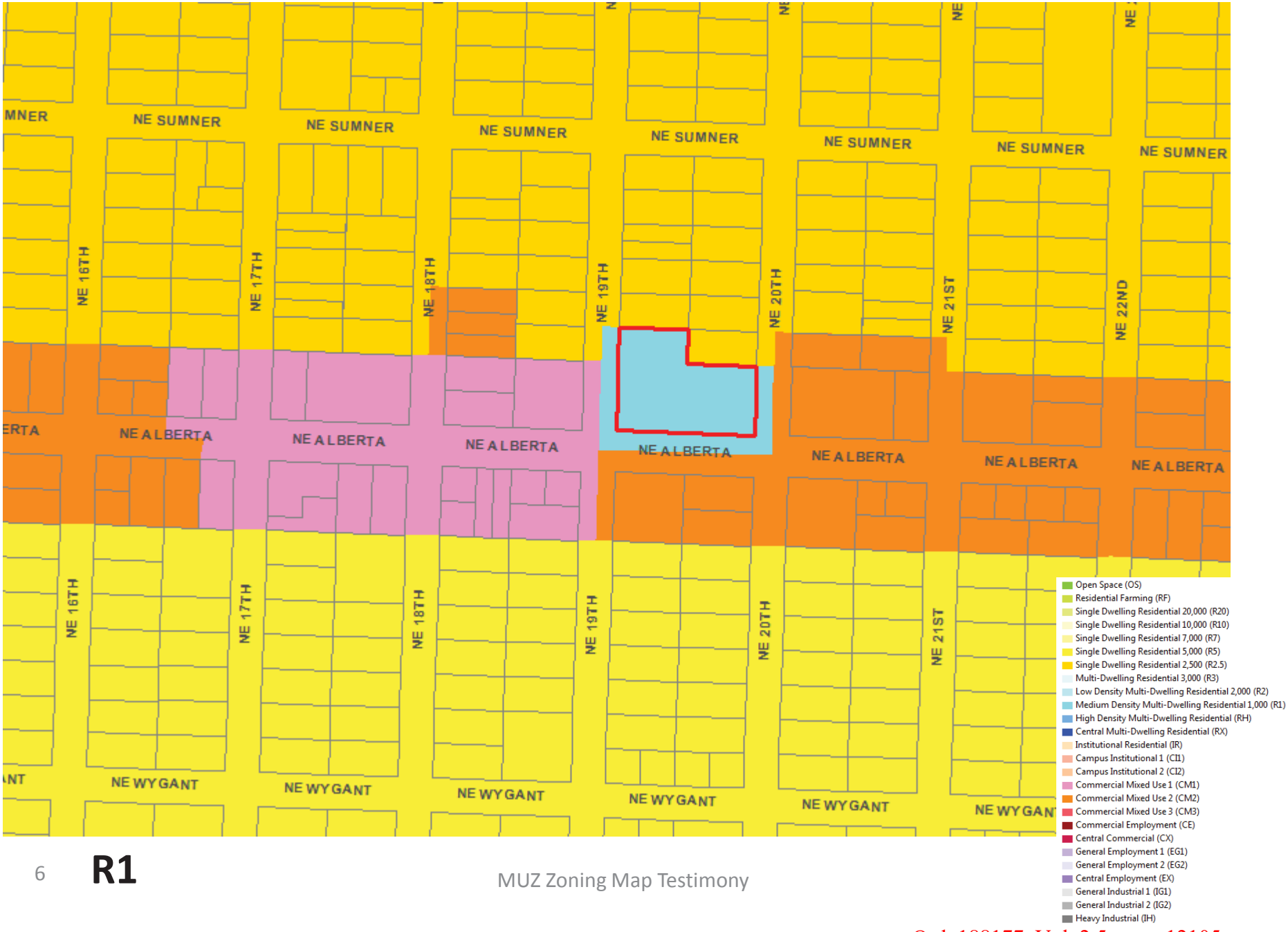
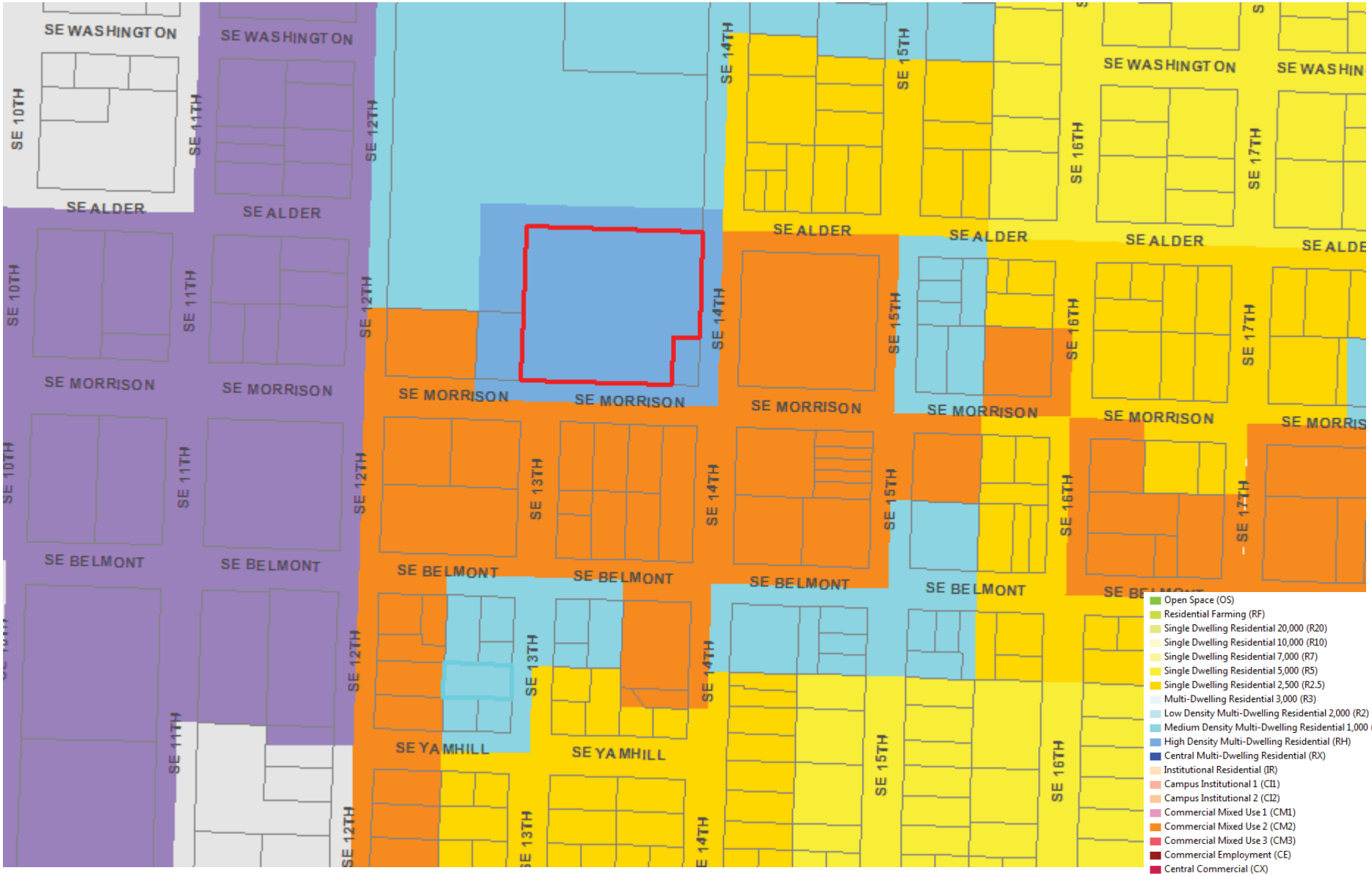
Group H, 5: 5010 NE 19TH AVE



R1

Ord. 188177, Vol. 2.5, page 12105

Group H, 6: SE MORRISON/14TH (PPS PROPERTY)

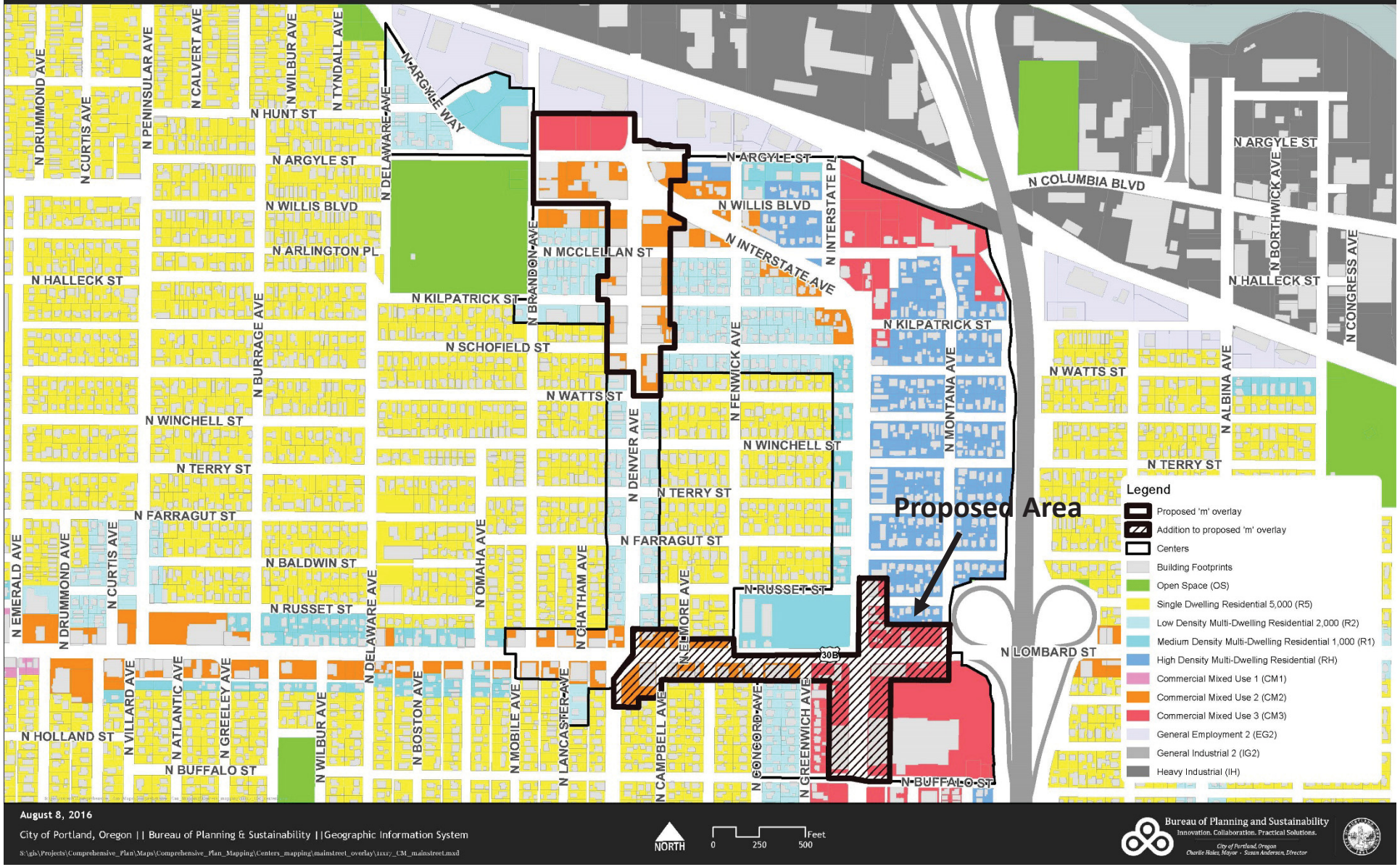


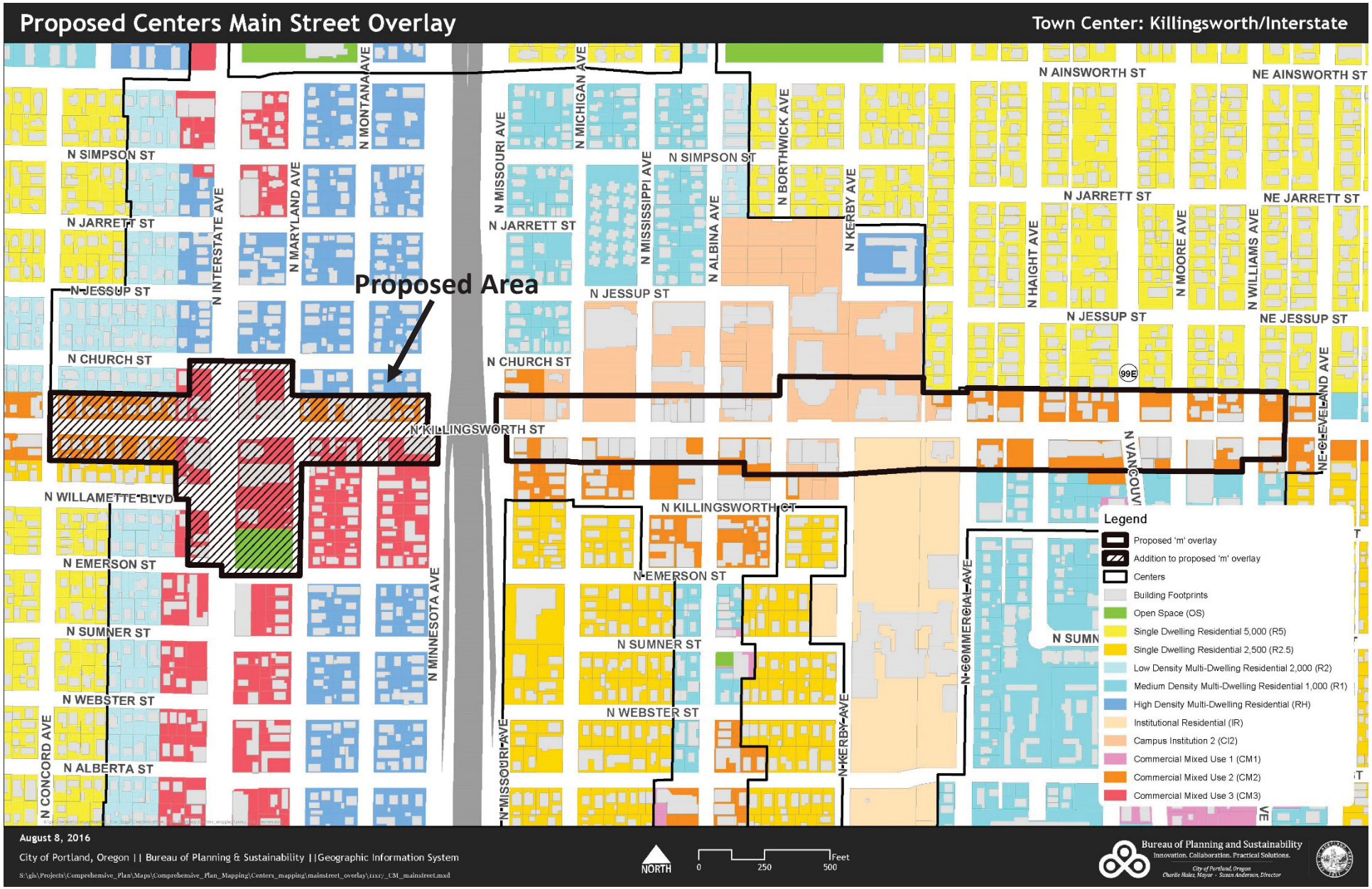
RH

Ord. 188177, Vol. 2.5, page 12106

Proposed Centers Main Street Overlay

Neighborhood Center: Kenton Lombard




Proposed Centers Main Street Overlay
Town Center: Killingsworth/Interstate
Proposed Area
N MONTANA AVE
N MICHIGAN AVE
N AINSWORTH ST
NE AINSWORTH ST
N SIMPSON ST
N MISSOURI AVE
N BORTHWICK AVE
N JARRETT ST
NE JARRETT ST
N INTERSTATE AVE
N MARYLAND AVE
N MISSISSIPPI AVE
N ALBINA AVE
N KERBY AVE
N HAIGHT AVE
N MOORE AVE
N WILLIAMS AVE
N JESSUP ST
NE JESSUP ST
N CHURCH ST
99E
N KILLINGSWORTH ST
NE CLEVELAND AVE
N VANCOUVER
N WILLAMETTE BLVD
N KILLINGSWORTH CT
N EMERSON ST
N COMMERCIAL AVE
N SUMNER ST
N MINNESOTA AVE
N WEBSTER ST
N MISSOURI AVE
N KERBY AVE
N CONCORD AVE
N ALBERTA ST
Legend
Proposed 'm' overlay
Addition to proposed 'm' overlay
Centers
Building Footprints
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Institutional Residential (IR)
Campus Institution 2 (CI2)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
August 8, 2016
City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System
S:\gis\Projects\Comprehensive_Plan\Maps\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\11x17_CM_mainstreet.mxd
NORTH
0
250
500
Feet
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Map Atlas

Mixed Use Zones Zoning Map Testimony
PSC Work Session
August 9, 2016

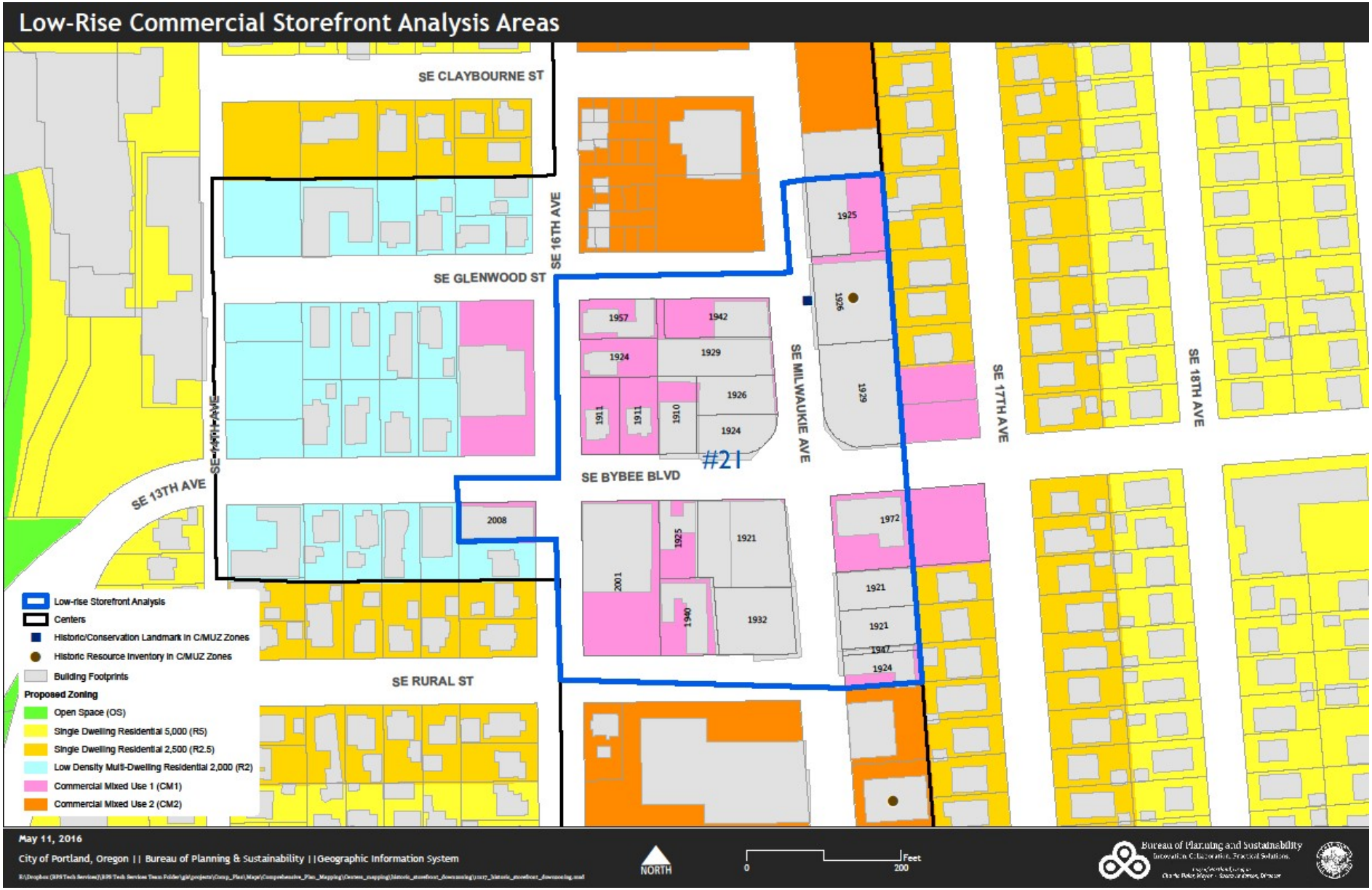
This set of reference maps is provided to assist you with your consideration of testimony related to the Zoning Map

1. Base Zone Map Change Requests (slides 2-48)

- Each map is numbered in the top left corner to correspond with the related item in your work sheet.
- Maps depict zoning as shown in the May 2016 Proposed Composite Zoning Map. Individual properties subject to testimony are outlined by a red or light blue border. Groups of properties being considered are outlined in black.
- At the bottom left of each map, you will find the Zoning Map designation as shown in the May 2016 proposal.

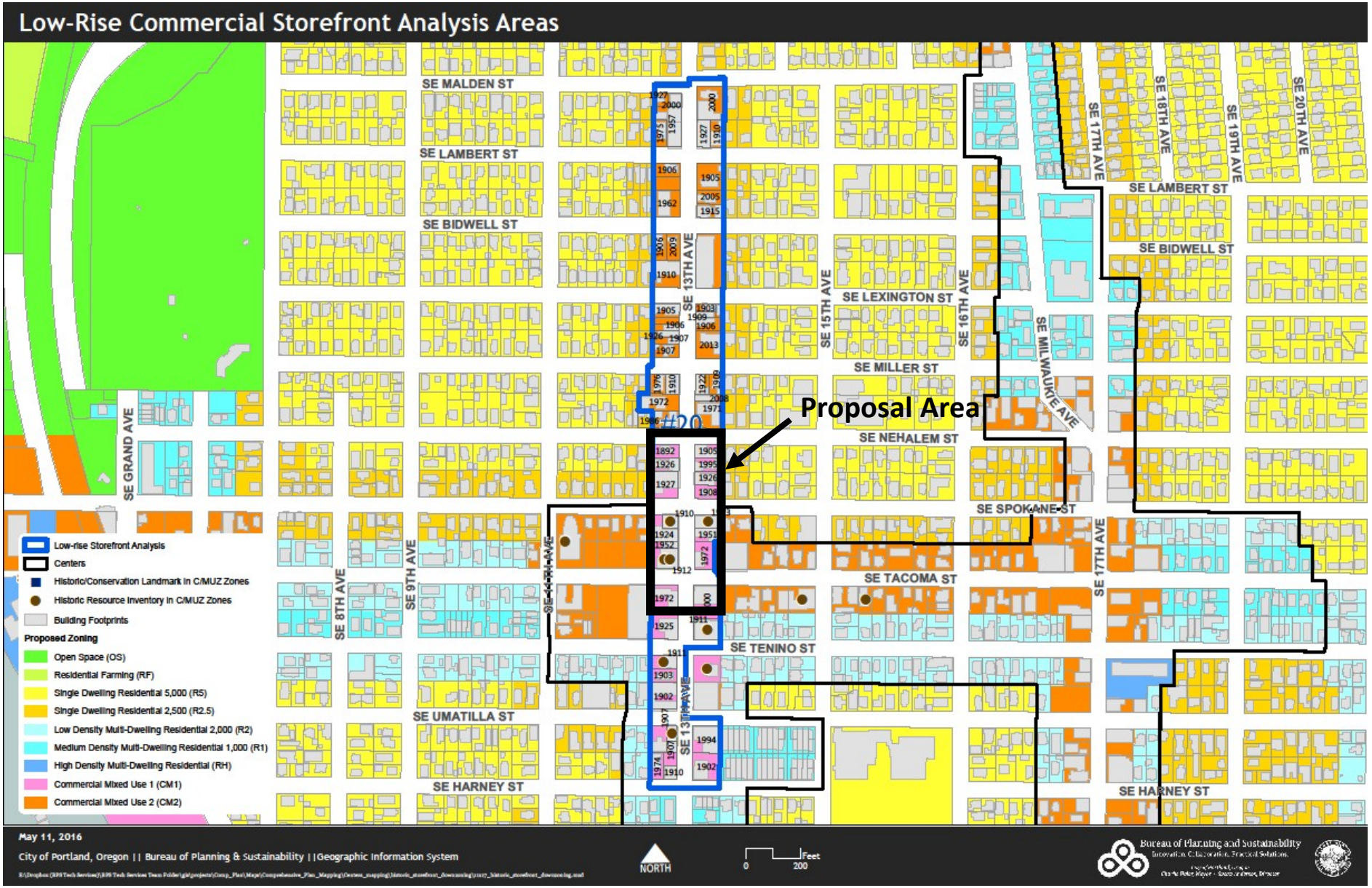
2. Centers Main Street Overlay Zone Changes (slides 49-52)

Group A.1: Moreland



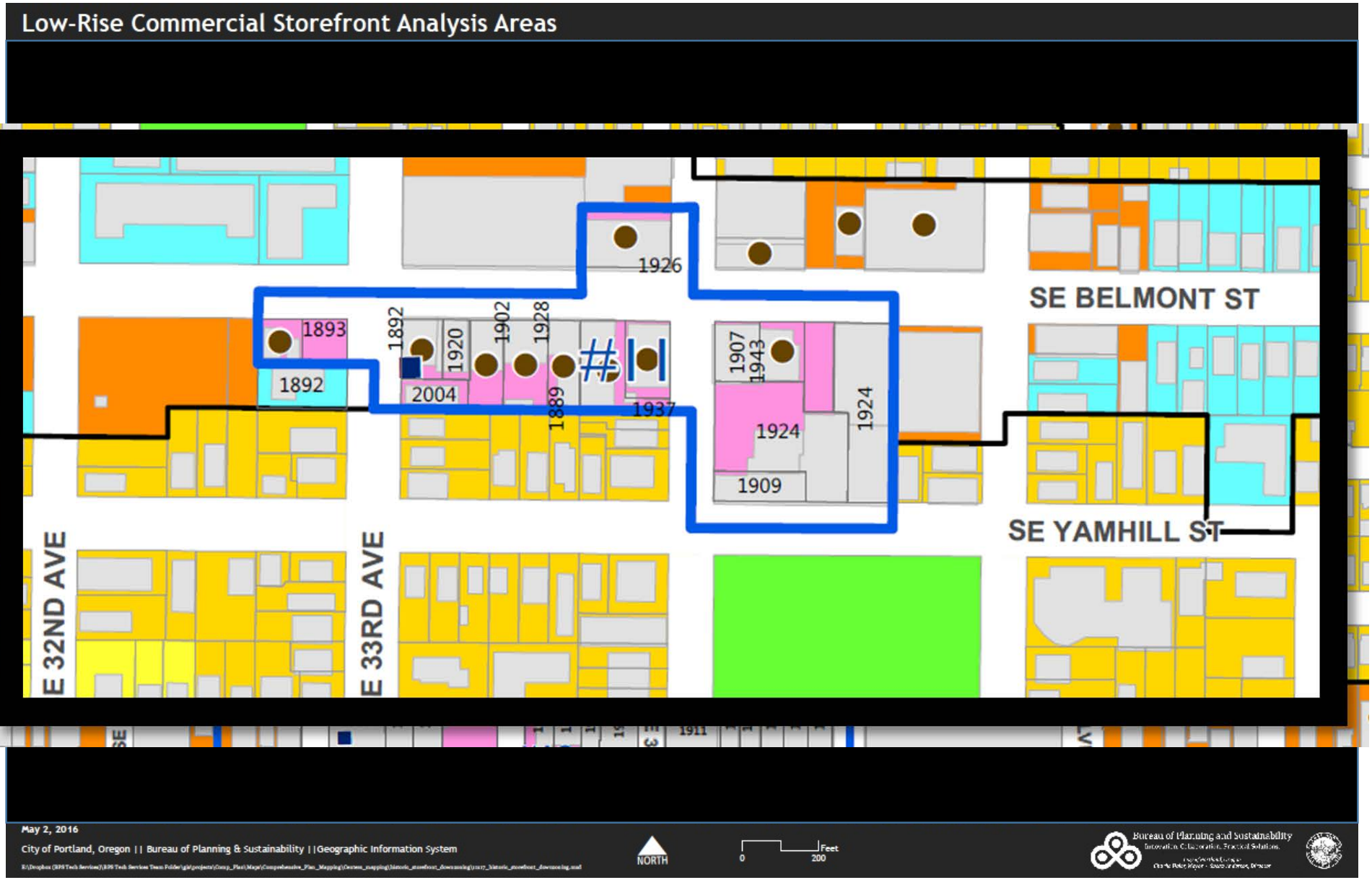
Ord. 188177, Vol. 2.5, page 12110

Group A.2: Sellwood



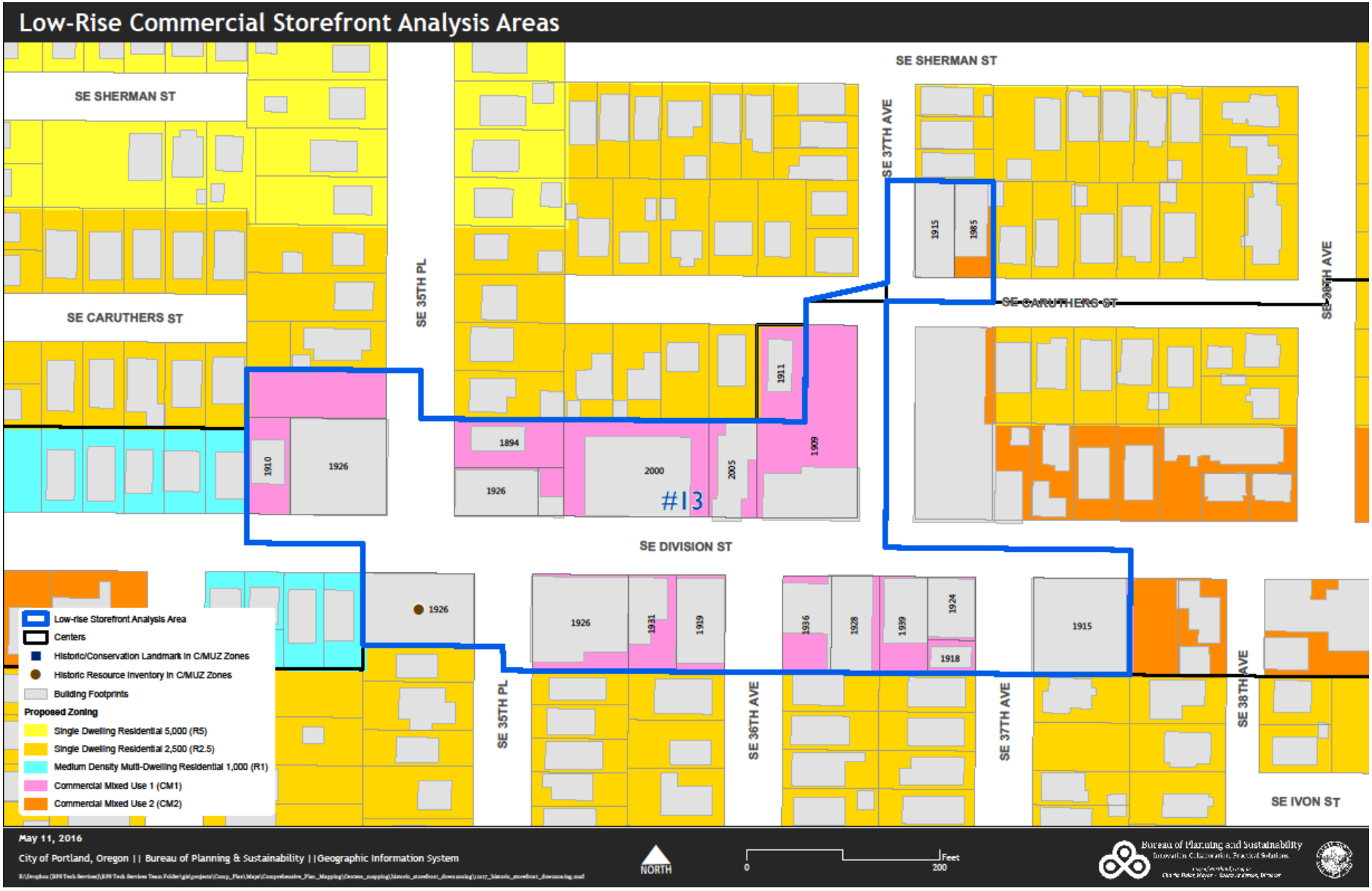
Ord. 188177, Vol. 2.5, page 12111

Group A.3: Belmont



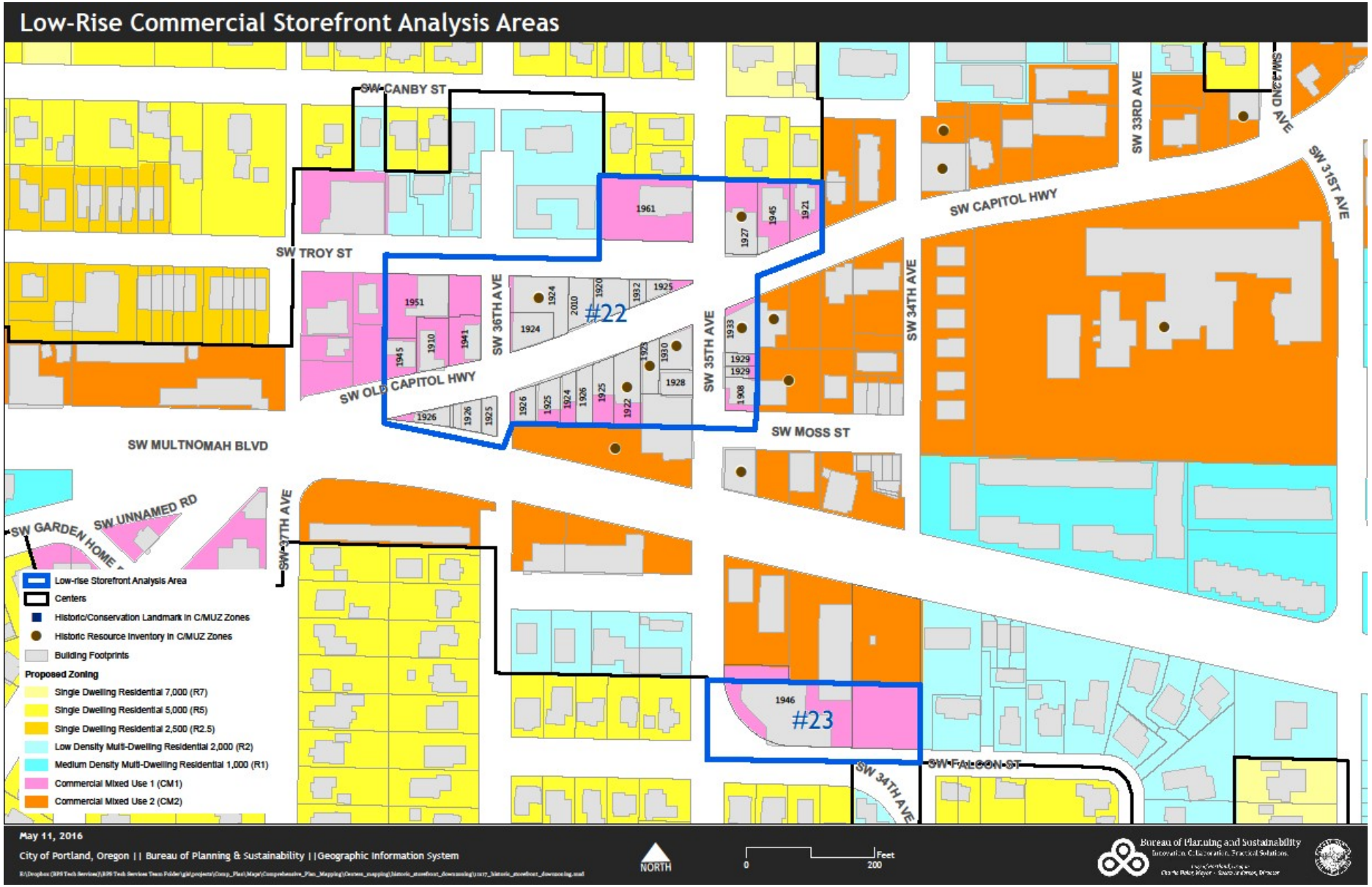
Ord. 188177, Vol. 2.5, page 12112

Group A.4: Division



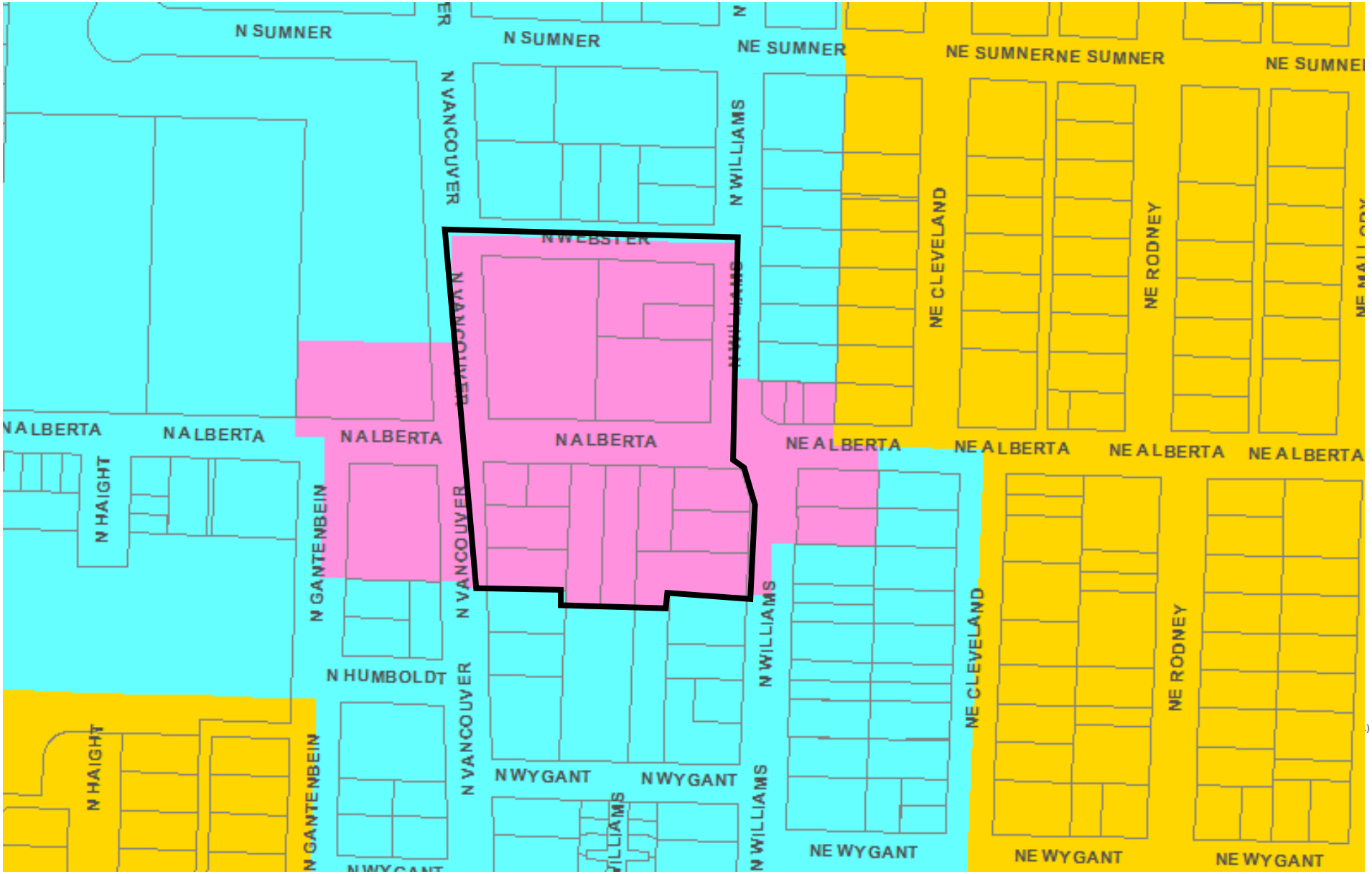
Ord. 188177, Vol. 2.5, page 12113

Group A.5: Multnomah



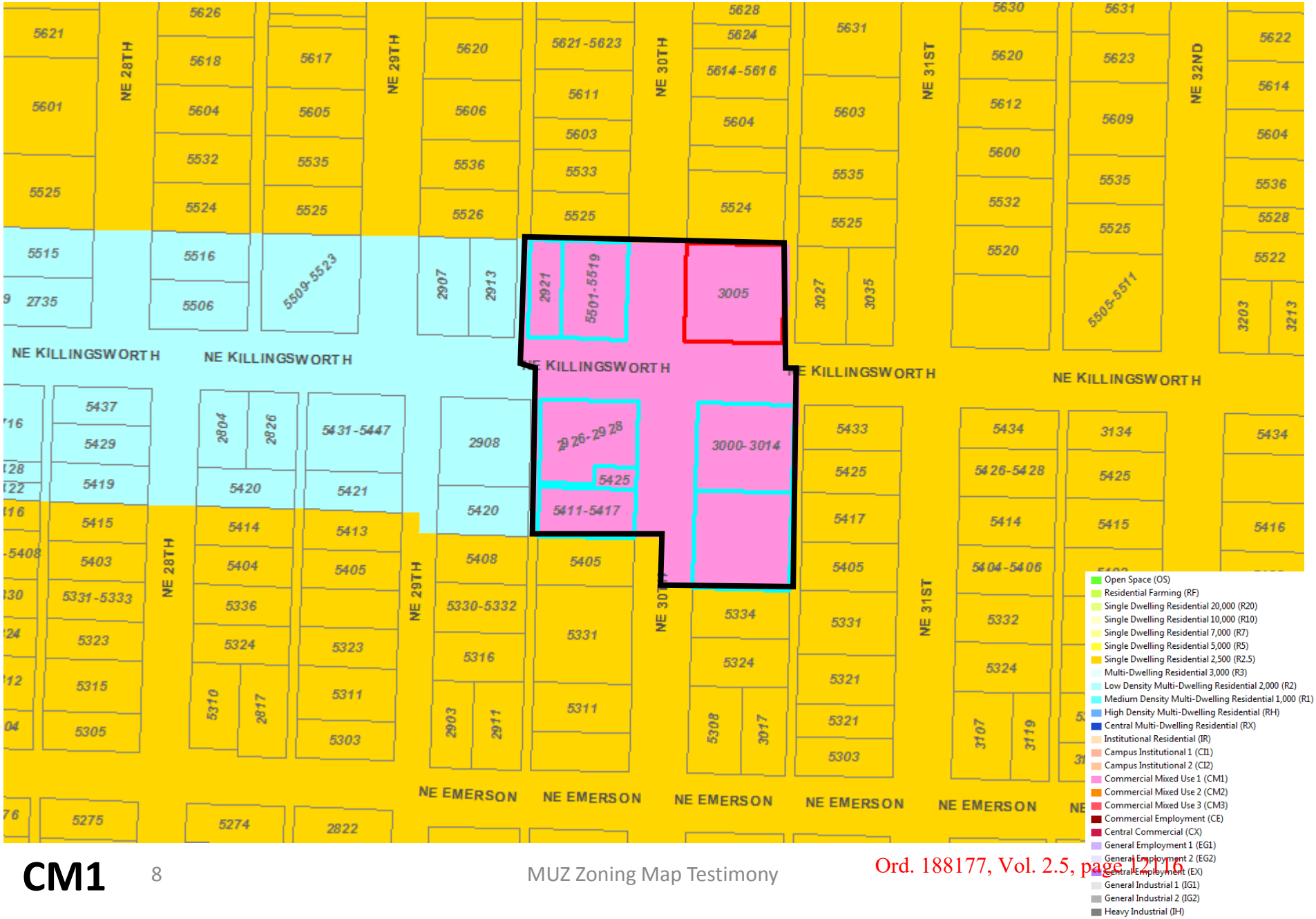
Ord. 188177, Vol. 2.5, page 12114

Group B, 1: N ALBERTA AND WILLIAMS



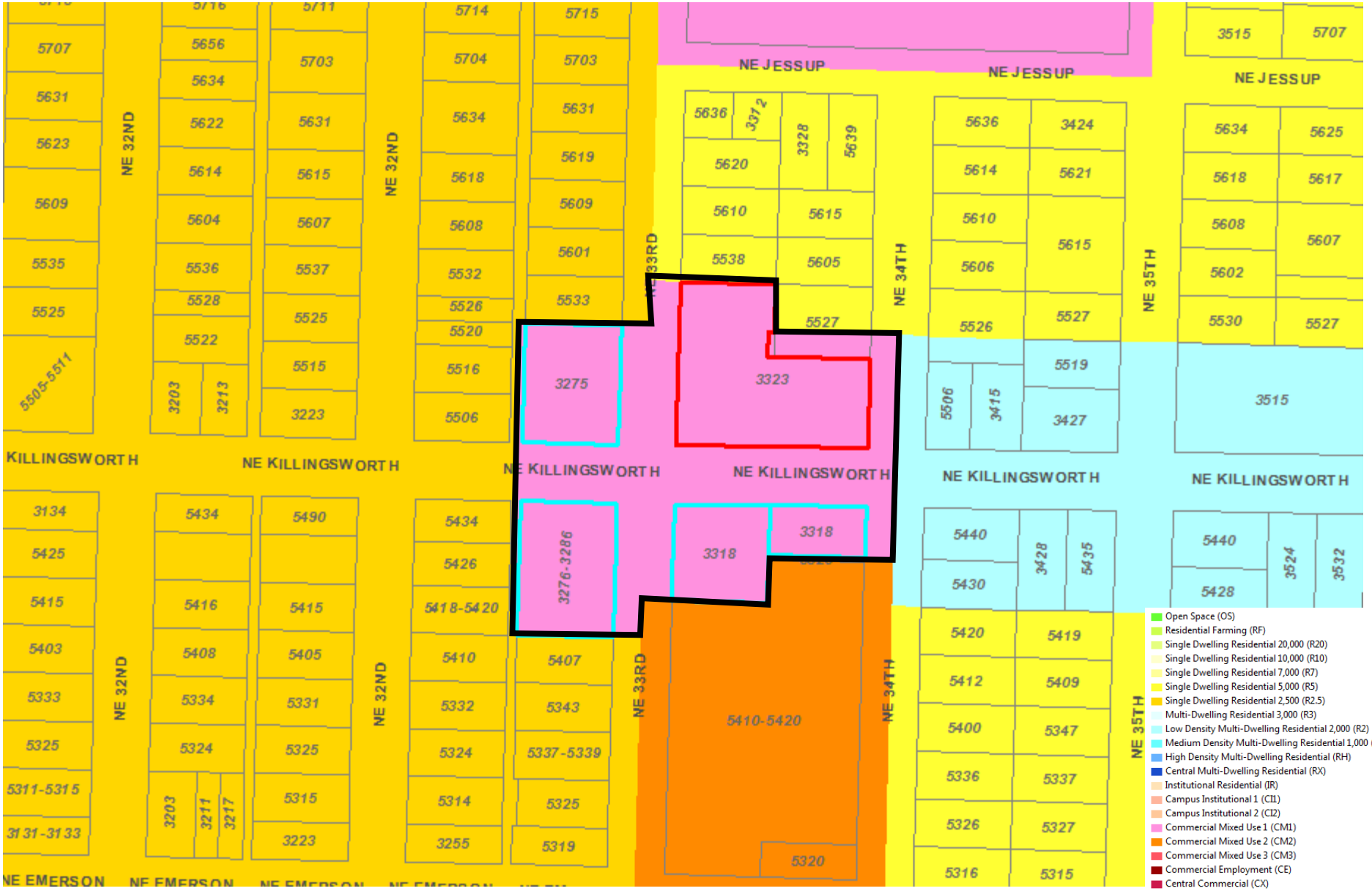
Ord. 188177, Vol. 2.5, page 1215

Group B, 2: NE 30TH AND KILLINGSWORTH



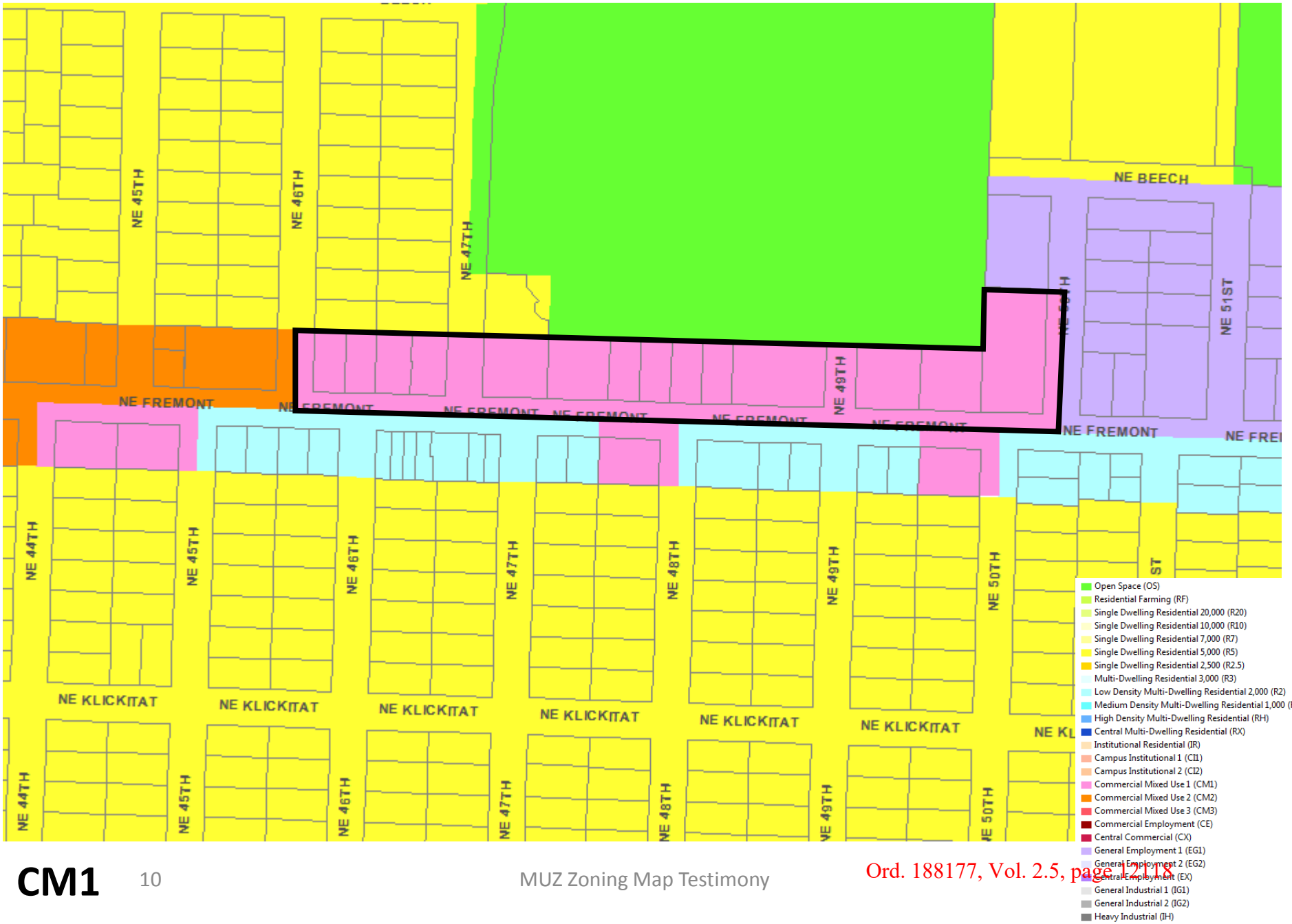
- Open Space (OS)
- Residential Farming (RF)
- Single Dwelling Residential 20,000 (R20)
- Single Dwelling Residential 10,000 (R10)
- Single Dwelling Residential 7,000 (R7)
- Single Dwelling Residential 5,000 (R5)
- Single Dwelling Residential 2,500 (R2.5)
- Multi-Dwelling Residential 3,000 (R3)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)
- Institutional Residential (IR)
- Campus Institutional 1 (CI1)
- Campus Institutional 2 (CI2)
- Commercial Mixed Use 1 (CM1)
- Commercial Mixed Use 2 (CM2)
- Commercial Mixed Use 3 (CM3)
- Commercial Employment (CE)
- Central Commercial (CX)
- General Employment 1 (EG1)
- General Employment 2 (EG2)
- Central Employment (EX)
- General Industrial 1 (IG1)
- General Industrial 2 (IG2)
- Heavy Industrial (IH)

Group B, 3: NE 33RD AND KILLINGSWORTH



Ord. 188177, Vol. 2.5, page 12102

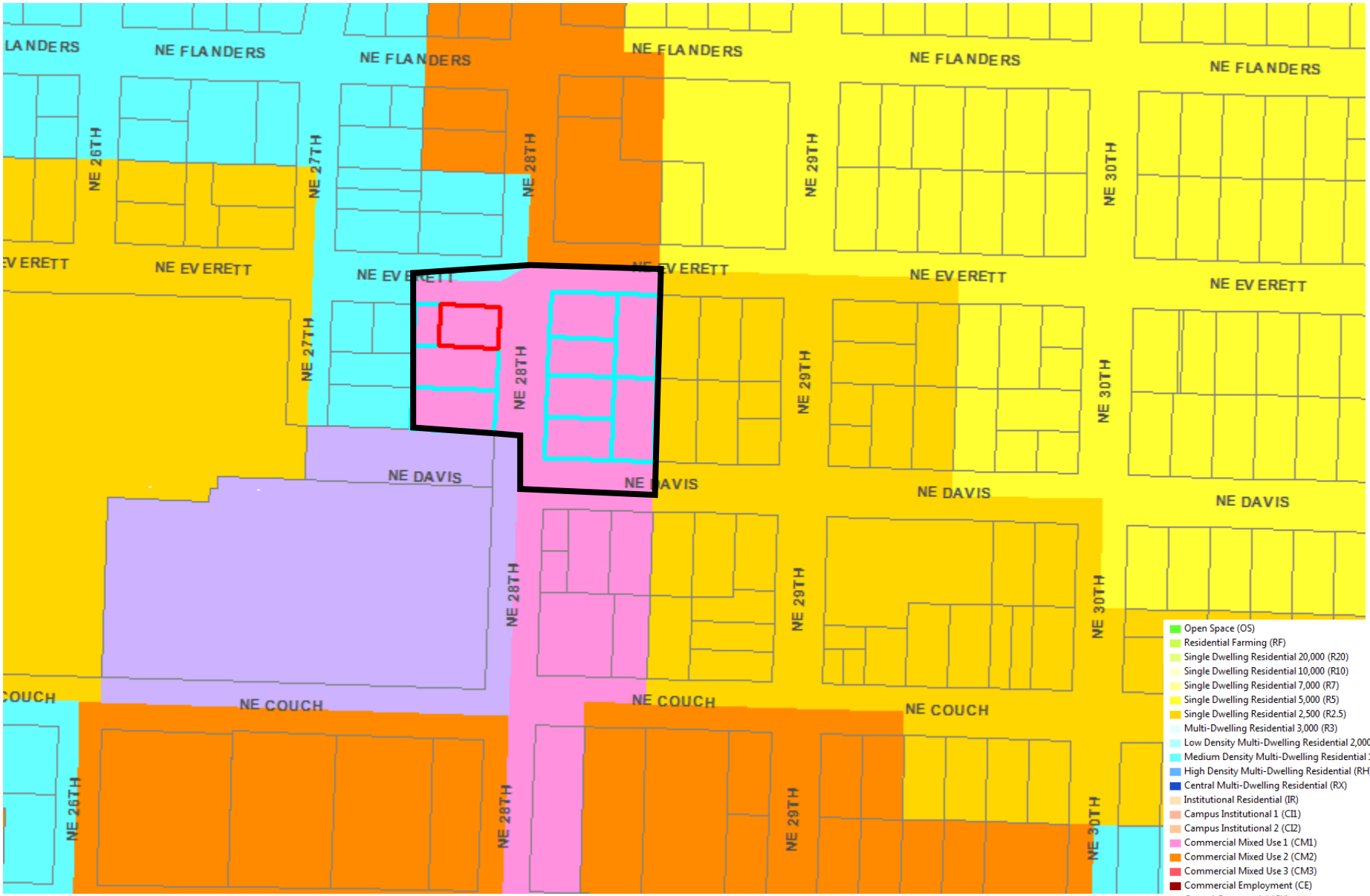
Group B, 4: NE FREMONT AND 47TH



CM1

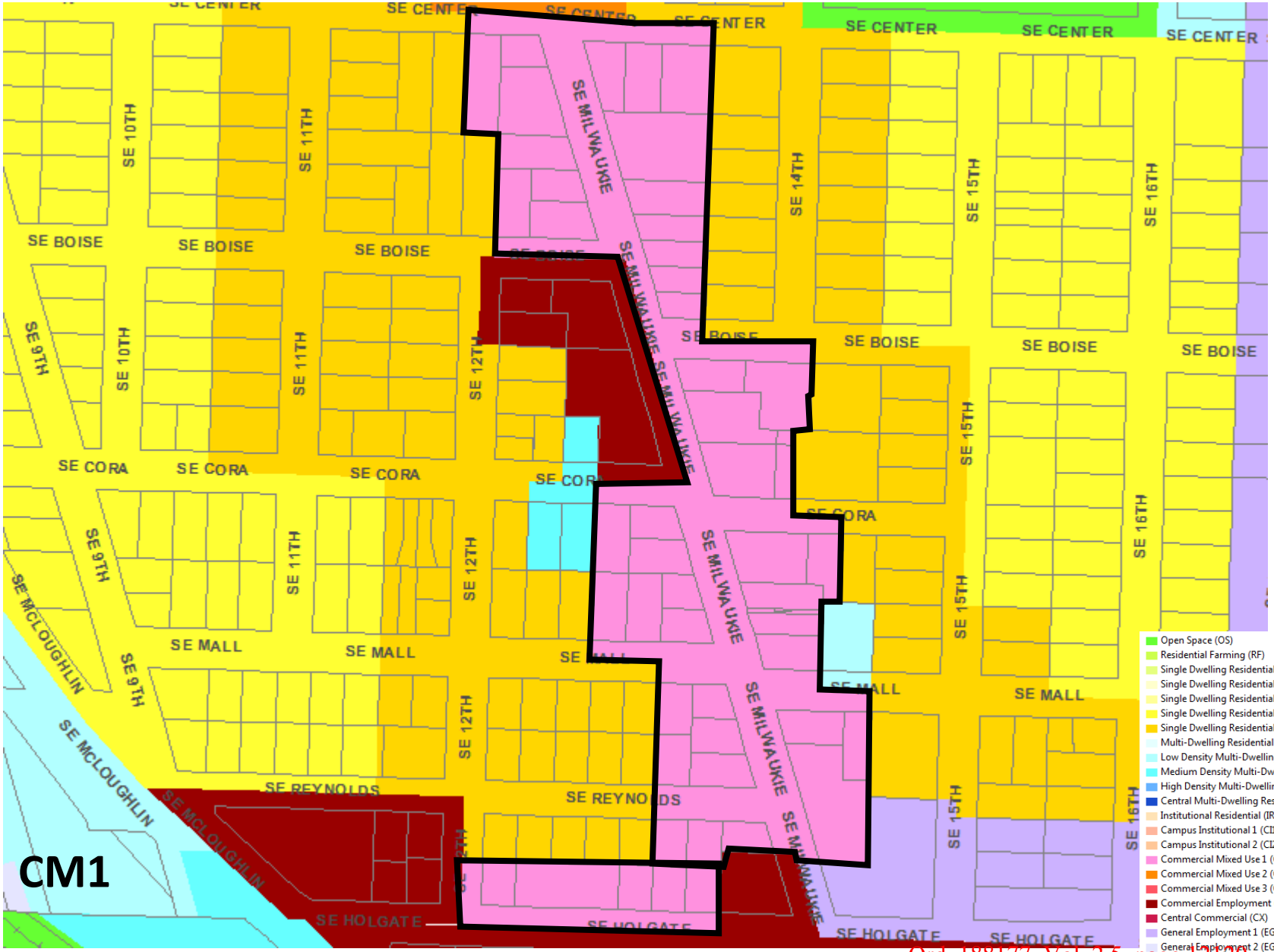
Ord. 188177, Vol. 2.5, page 12118

Group B, 5: NE 28TH - EVERETT TO DAVIS



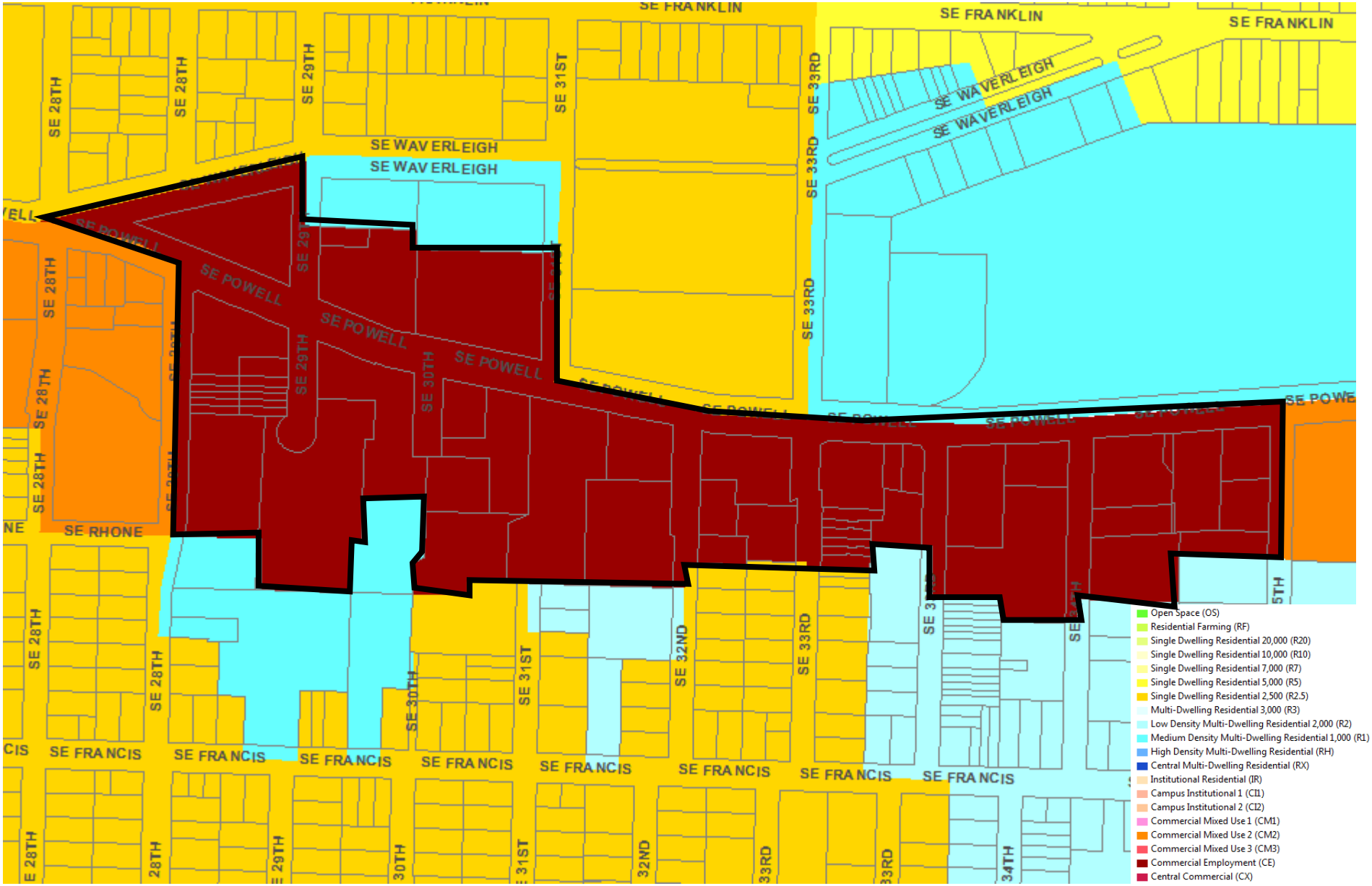
CM1

Group B, 6: SE MILWAUKIE AVE. FROM CENTER TO HOLGATE, **7:** E HOLGATE FROM SE 12TH TO MILWAUKIE



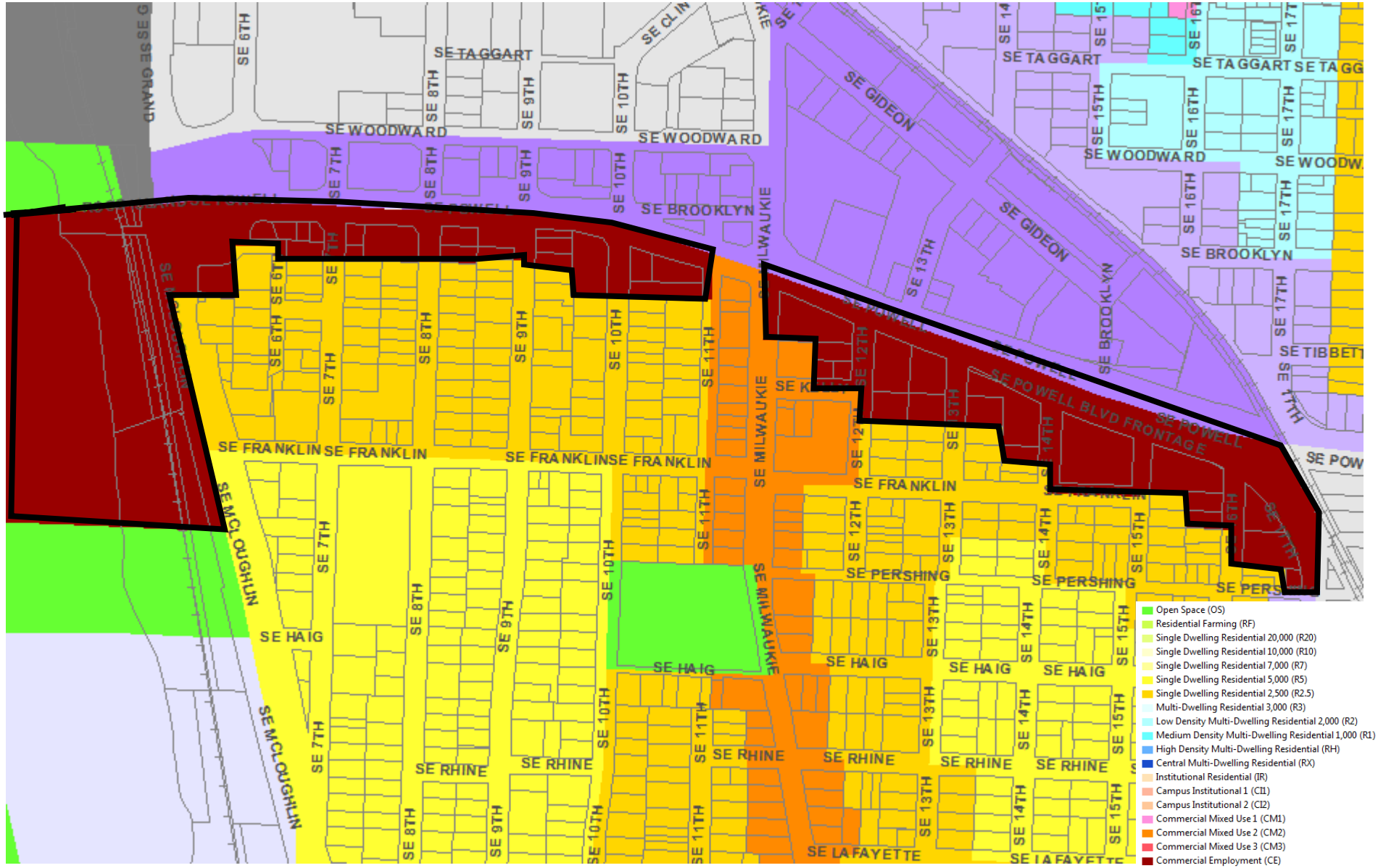
Ord. 188177, Vol. 2.5, page 12220

Group B, 8: POWELL BLVD ROSS IS TO 35TH



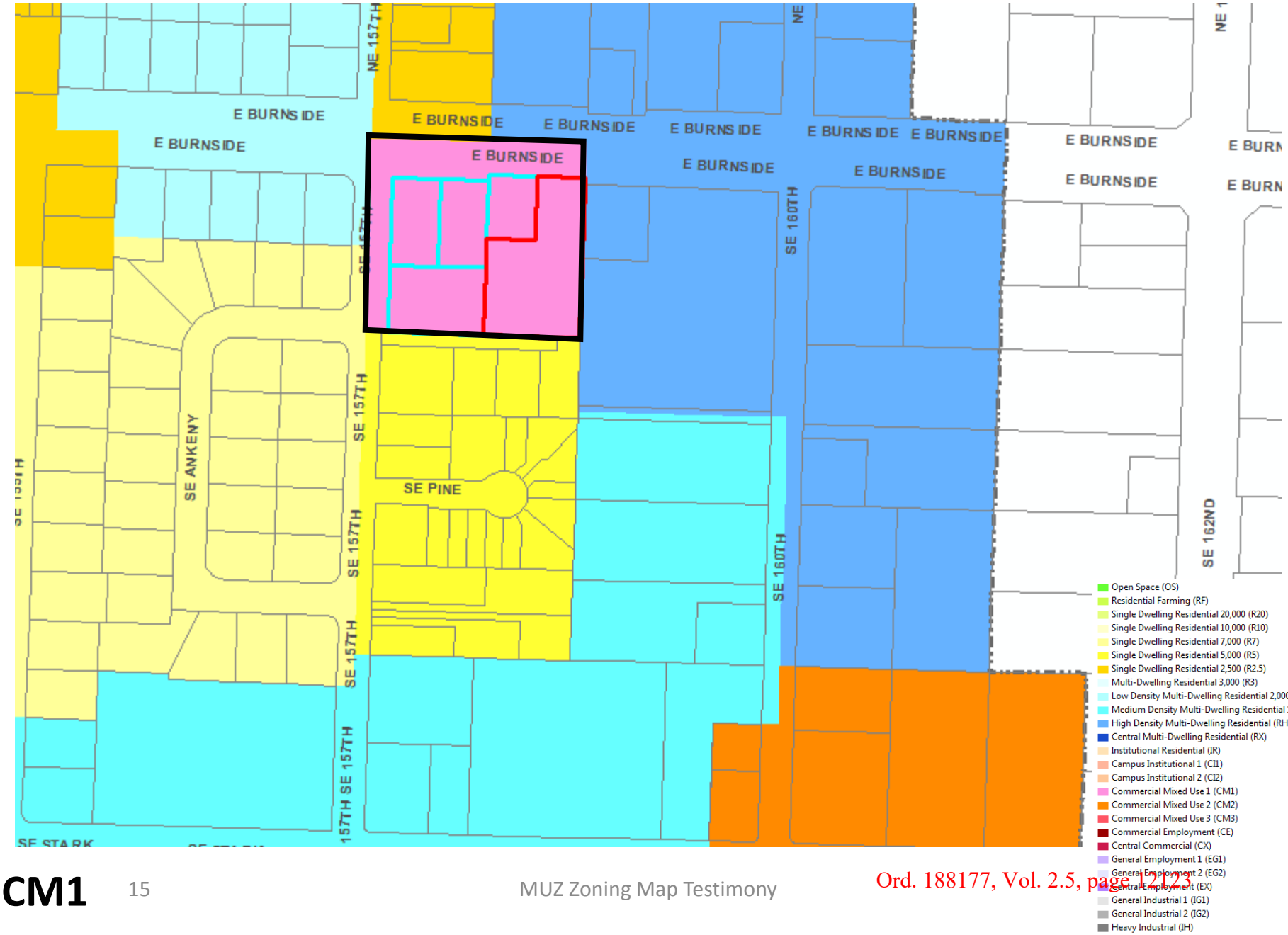
Ord. 188177, Vol. 2.5, page 1221

Group B, 9: POWELL BLVD – RI BRIDGE TO SE 17TH

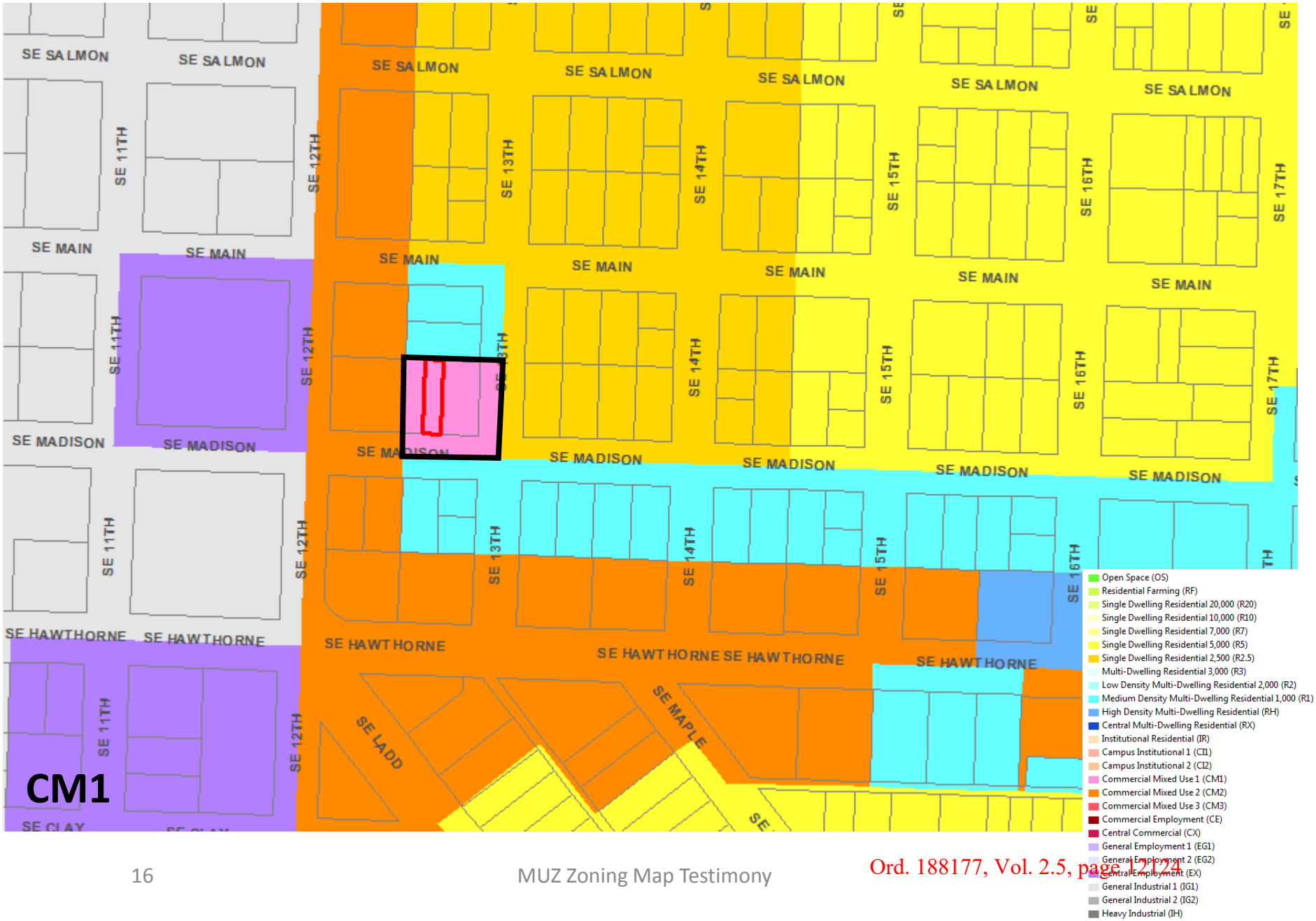


Ord. 188177, Vol. 2.5, page 12222

Group B, 10: E BURNSIDE AT 157TH

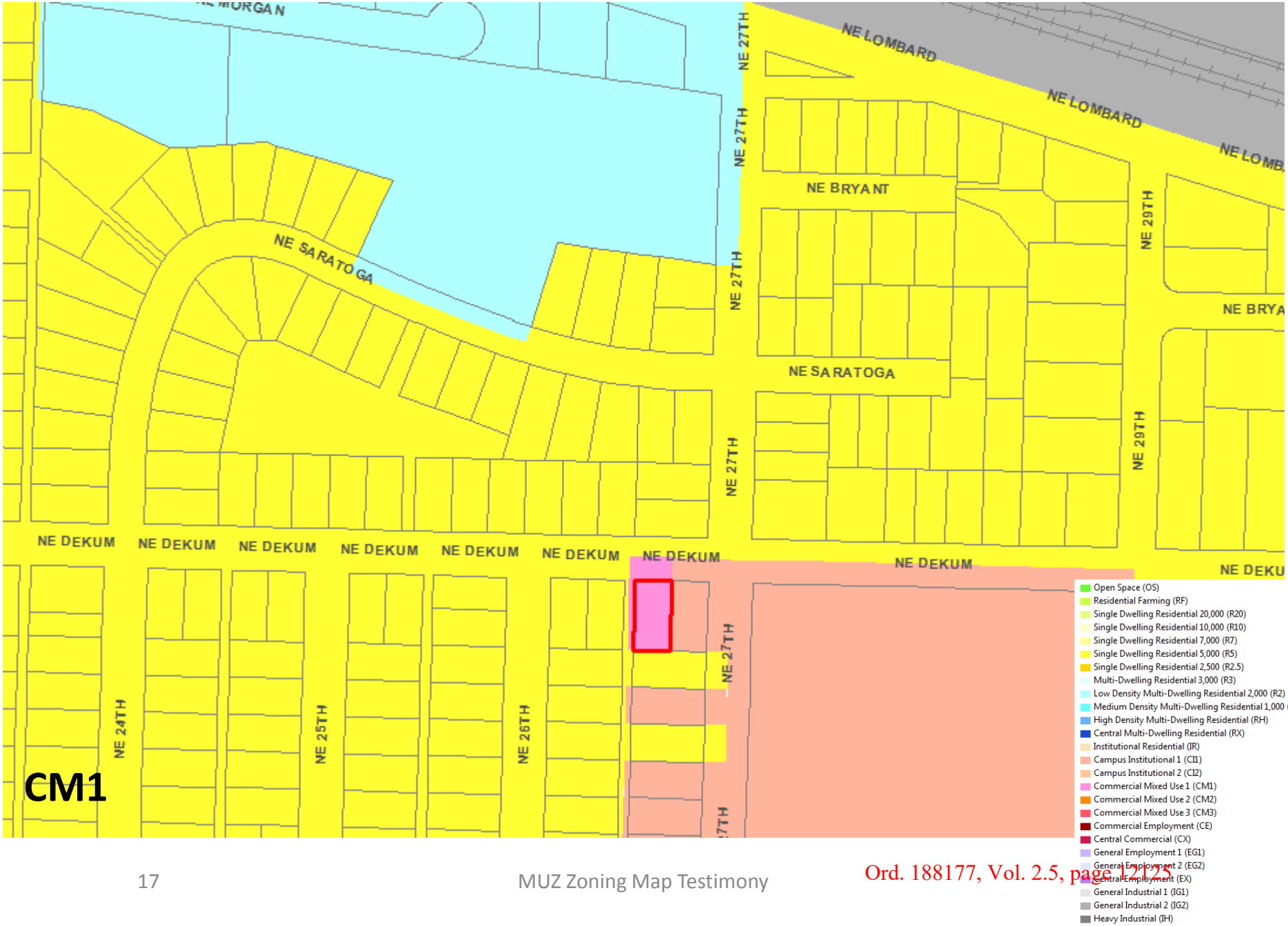


Group C, 1: 1221 W/ SE MADISON ST



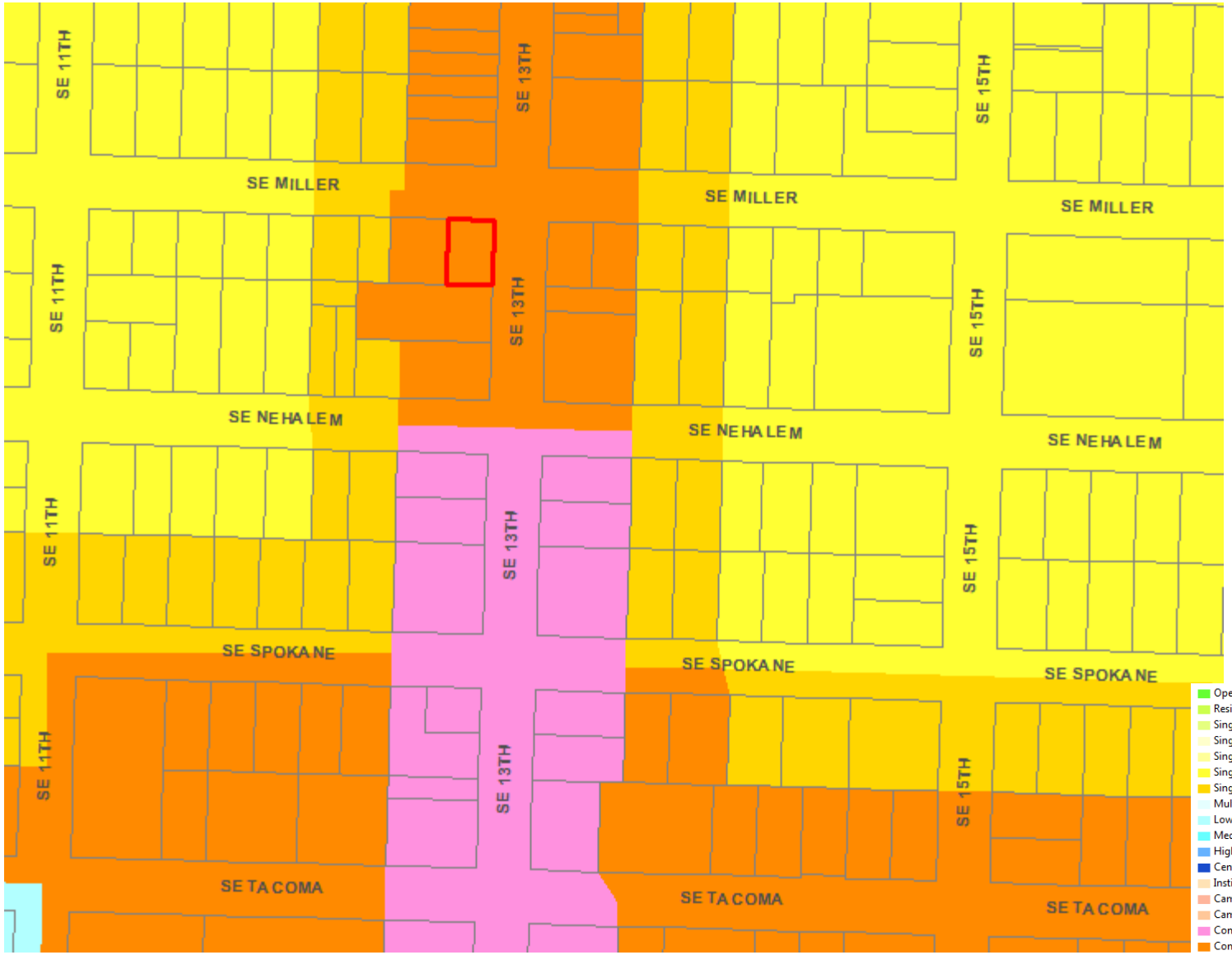
Ord. 188177, Vol. 2.5, page 12224

Group C, 2: 2626 NE DEKUM ST



Ord. 188177, Vol. 2.5, page 1225

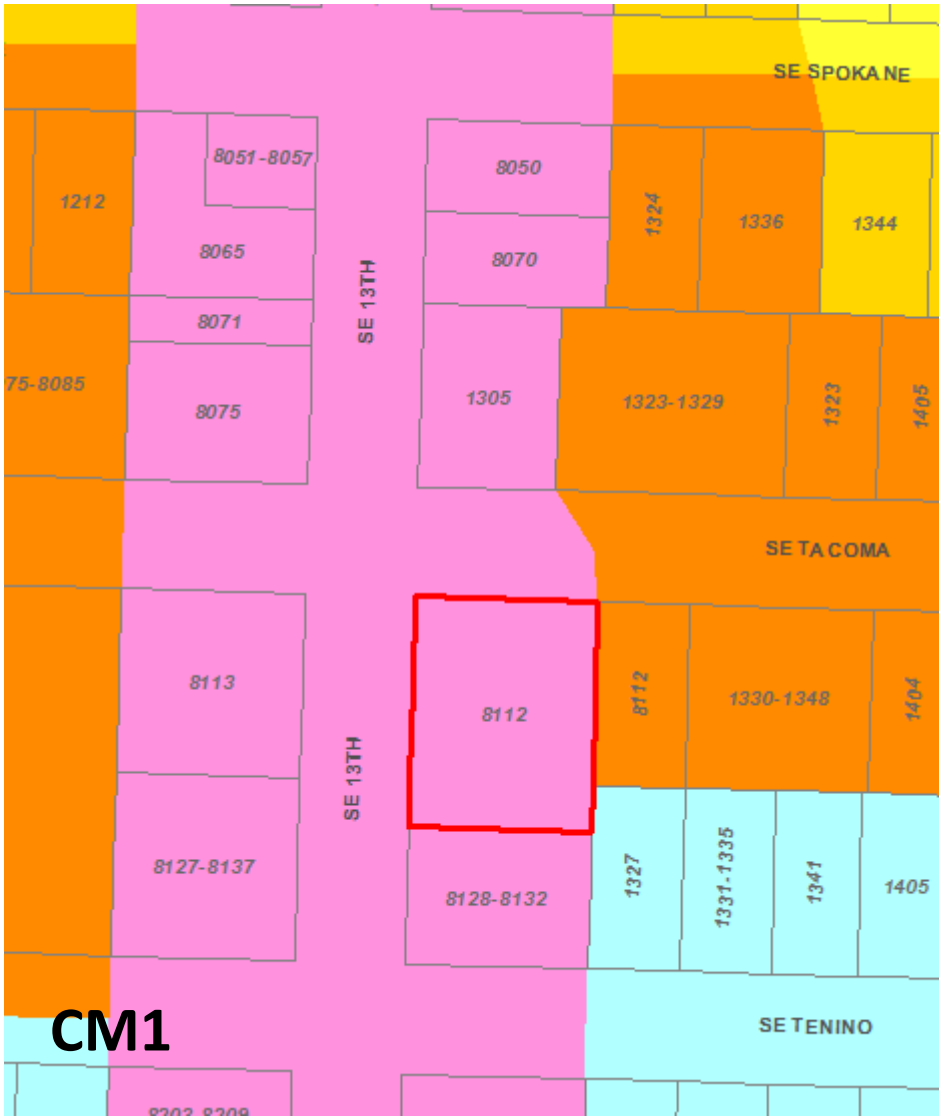
Group C, 3: 7953-7961 SE 13TH AVE



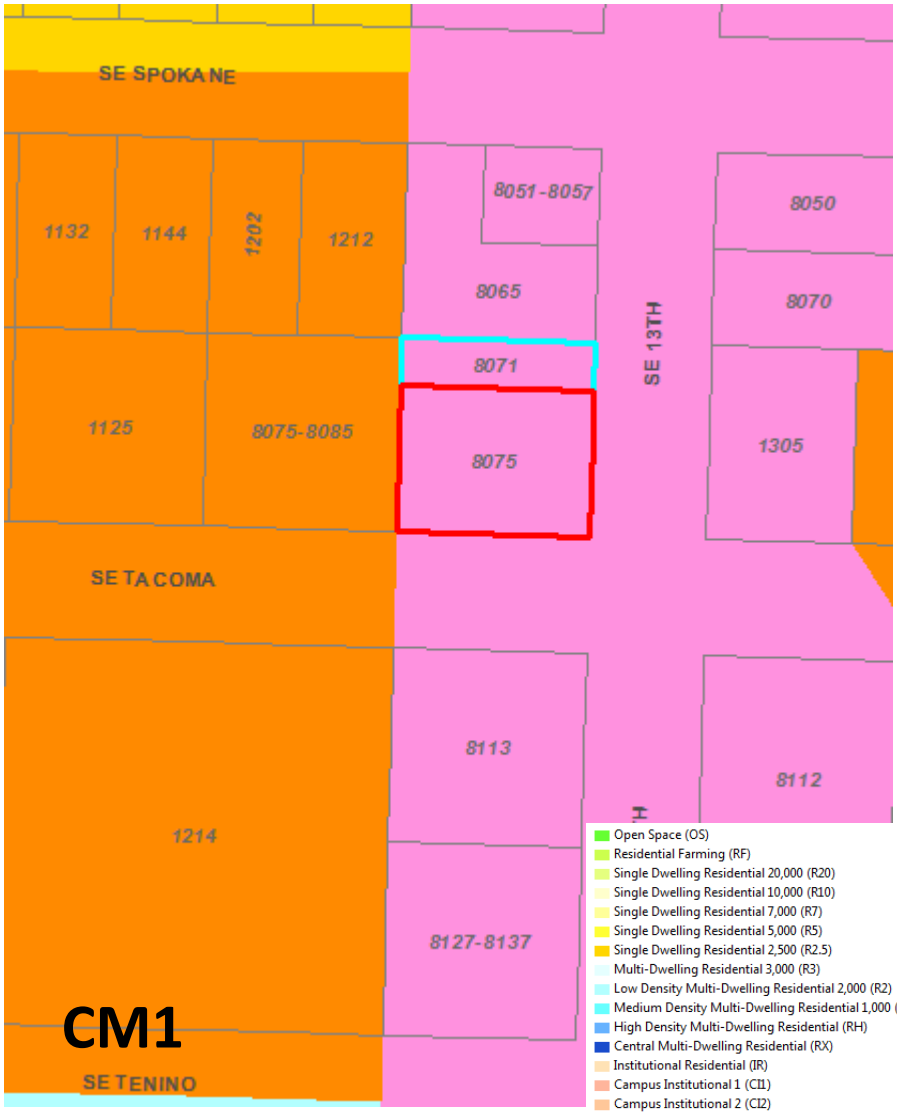
CM2

Ord. 188177, Vol. 2.5, page 12226

Group C, 4: 8112 SE 13TH AVE, **5:** 8075 SE 13TH AVE & 8071 SE 13th AVE



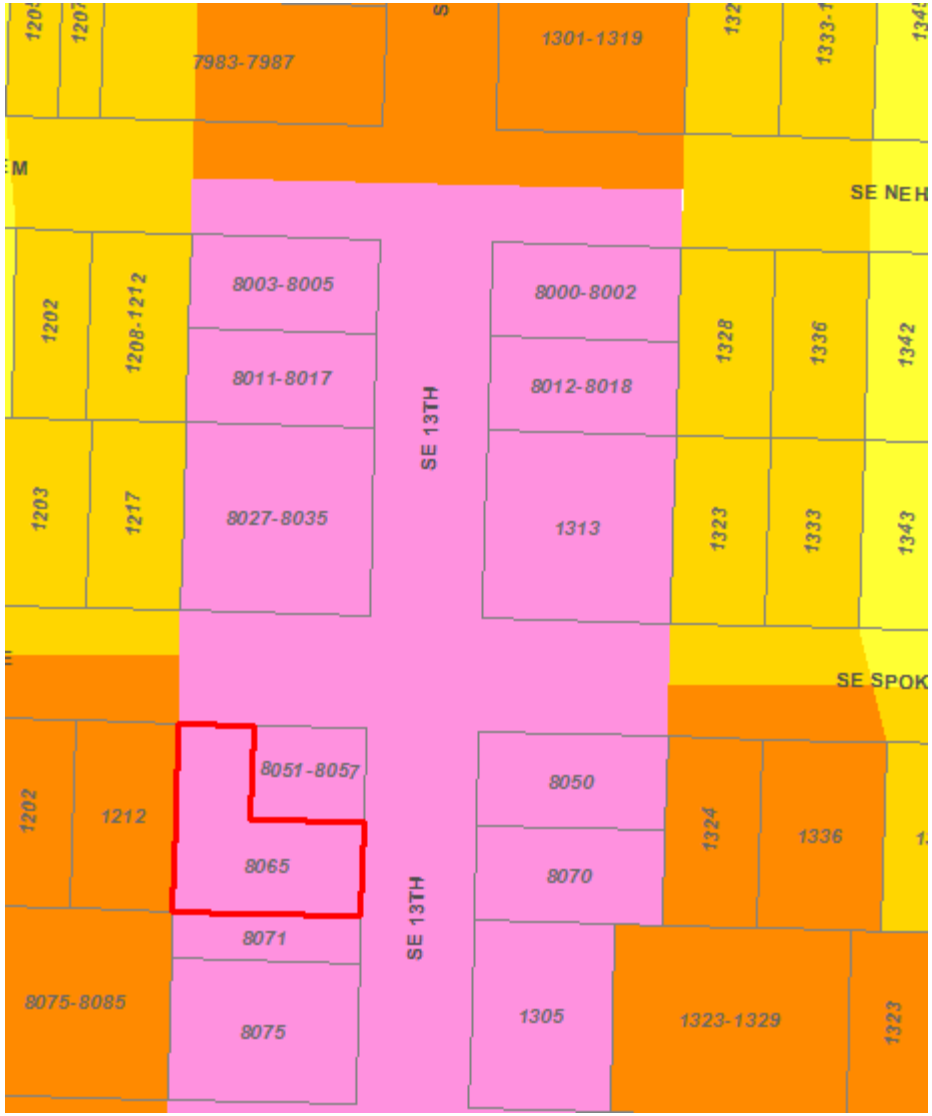
8112 SE 13TH AVE



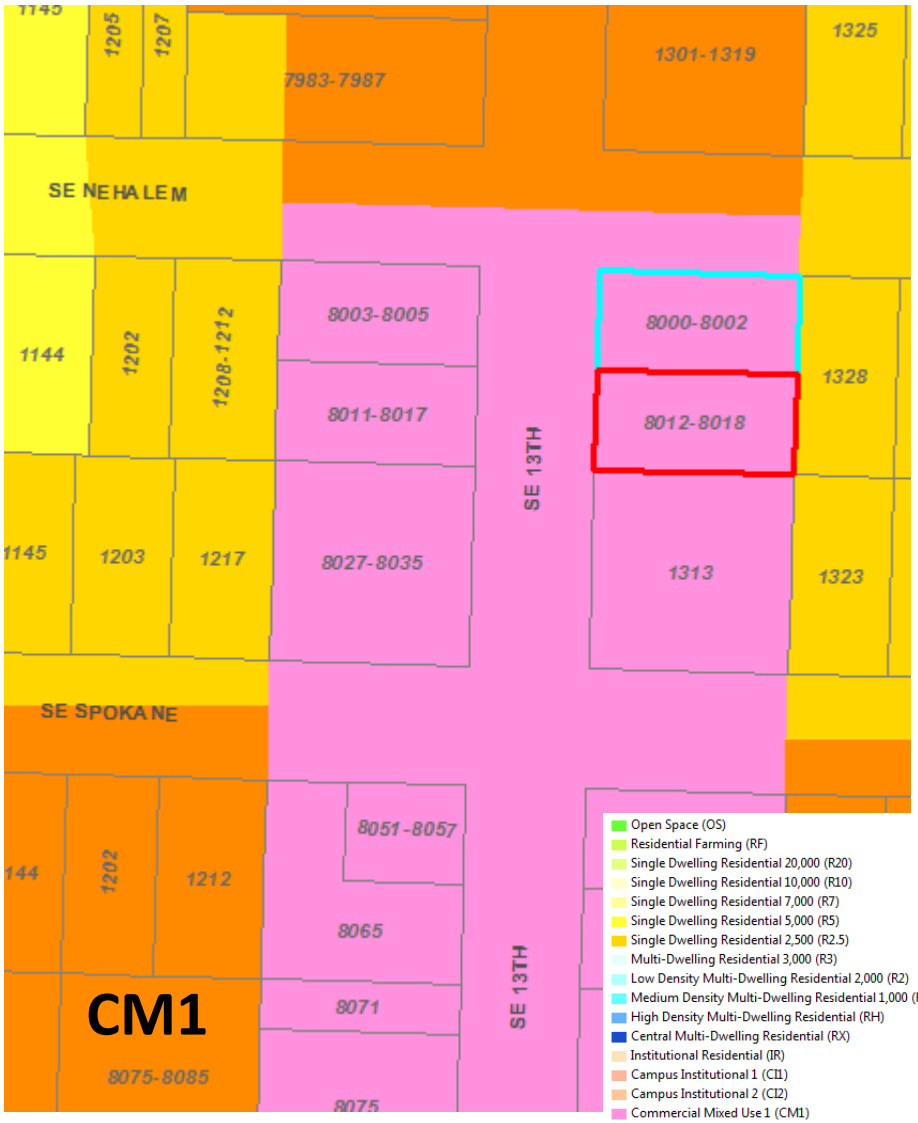
8075 SE 13TH AVE &
8071 SE 13th AVE

Ord. 188177, Vol. 2.5, page 12227

Group C, 6: 8065 SE 13TH AVE, **7:** 8012-8018 SE 13TH AVE, **8:** 8000-8002 SE 13TH AVE



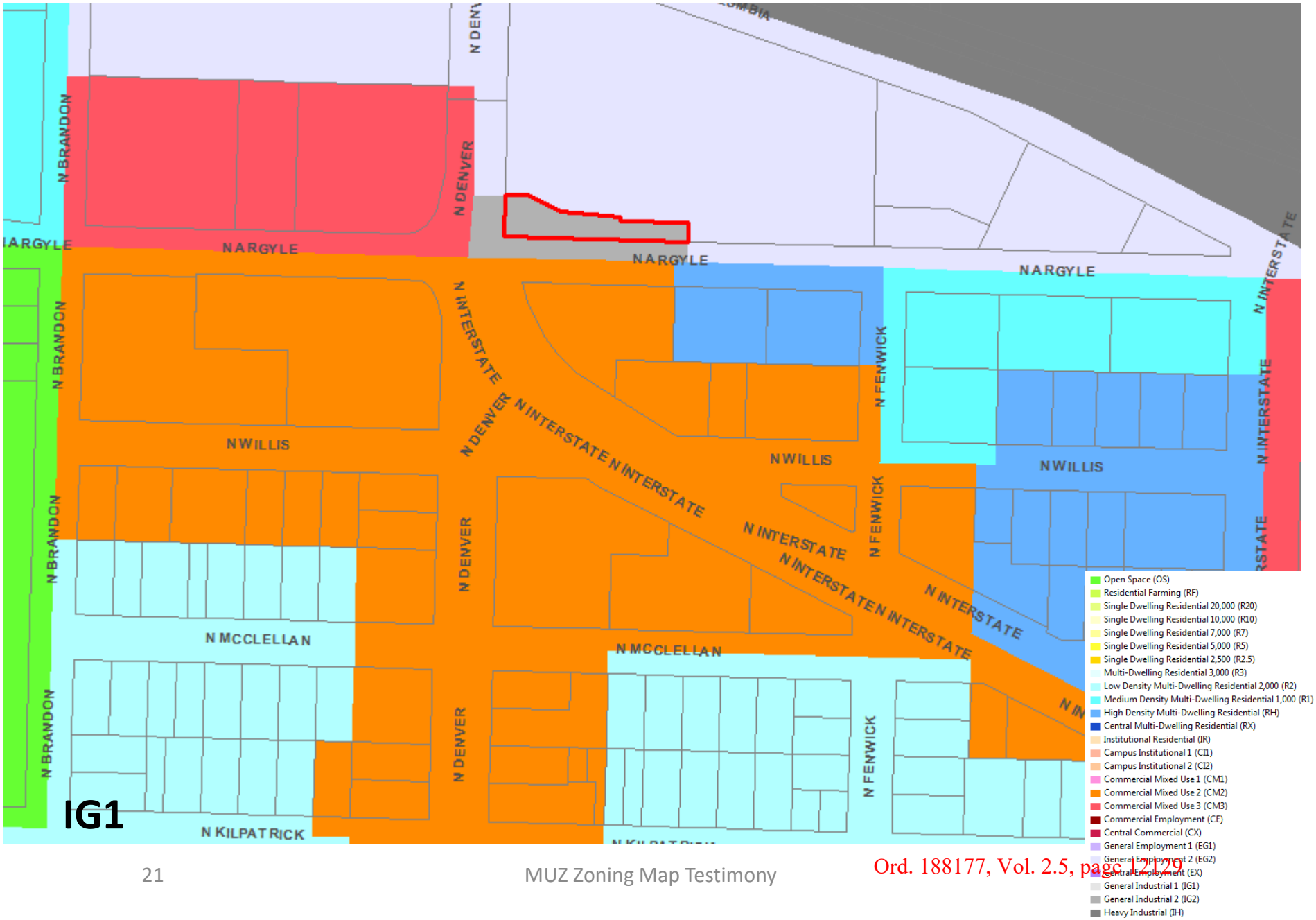
CM1 8065 SE 13TH AVE



8012-8018 SE 13TH AVE &
8000-8002 SE 13TH AVE

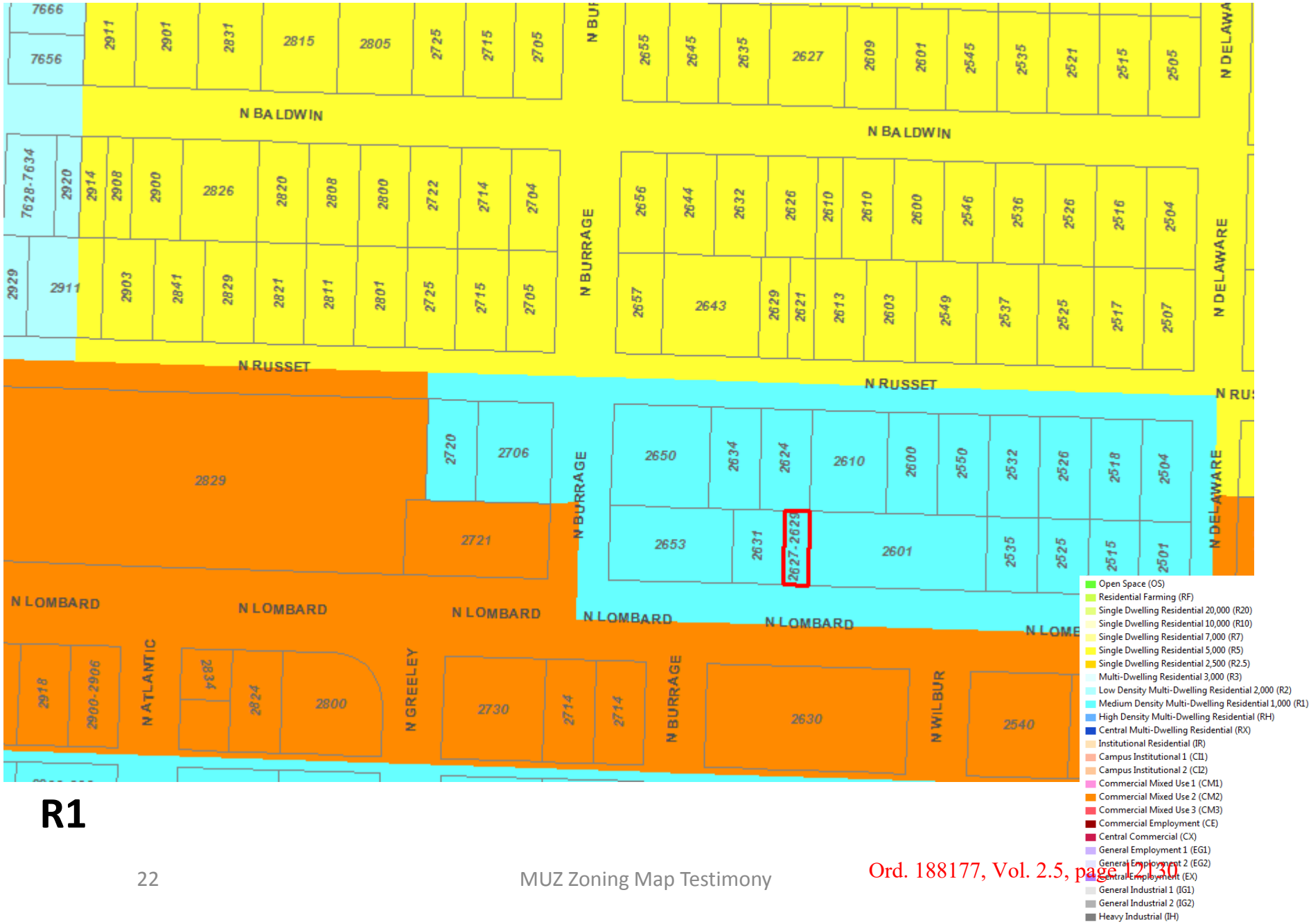
Ord. 188177, Vol. 2.5, page 1228

Group C, 9: 1935 N ARGYLE ST



Ord. 188177, Vol. 2.5, page 1229

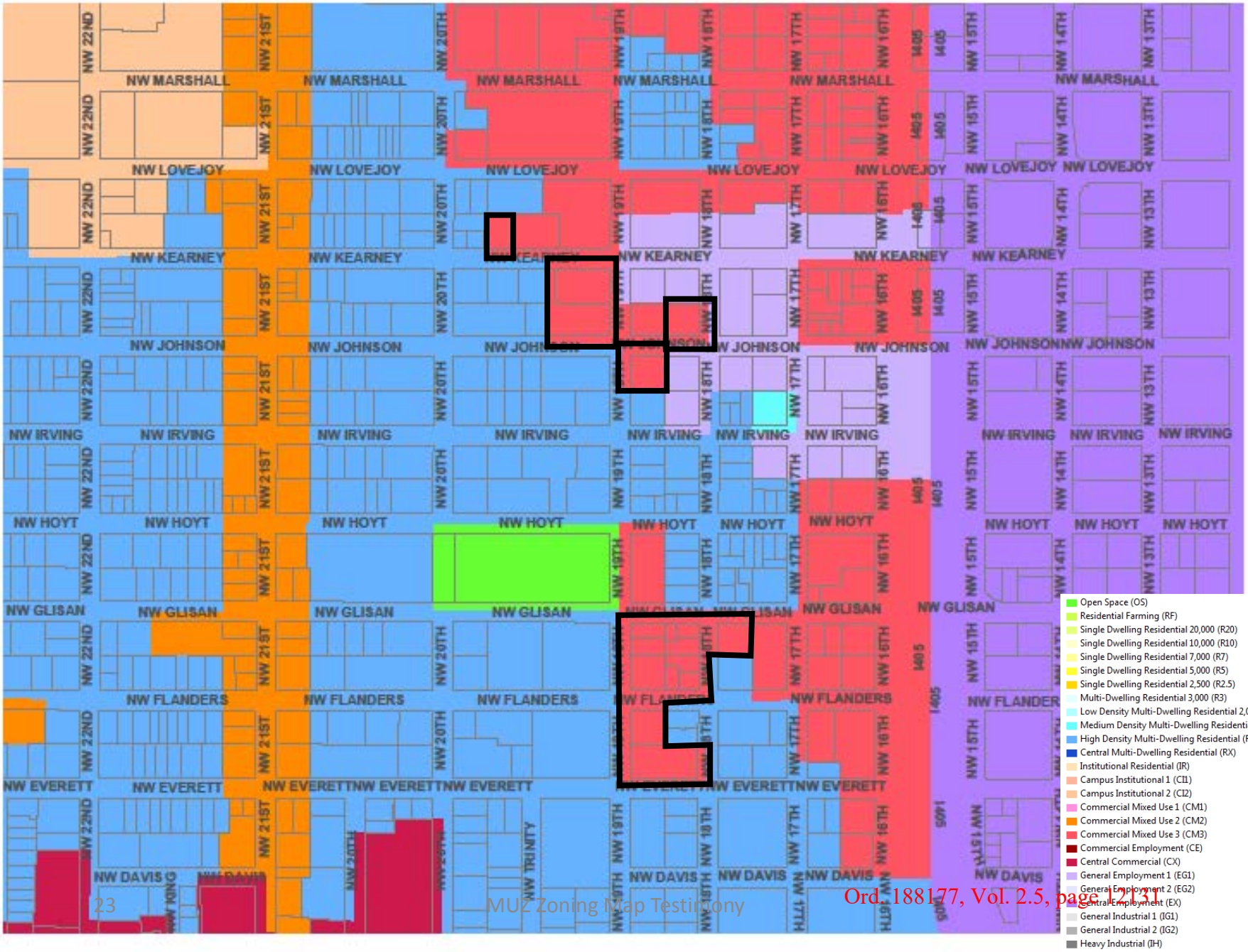
Group C, 10: 2627-2629 N LOMBARD ST



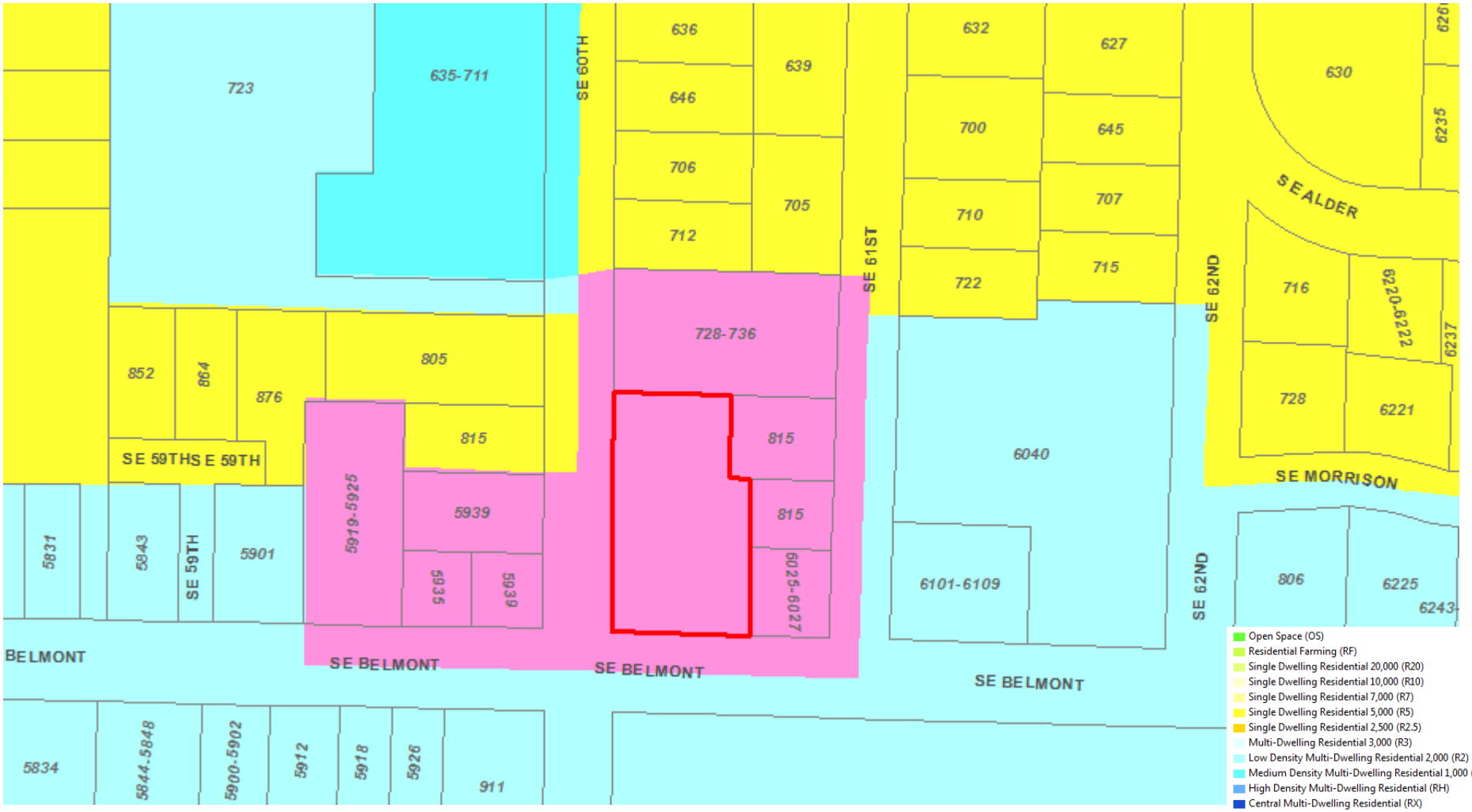
R1

Ord. 188177, Vol. 2.5, page 1230

Group C, 11: NW ALPHABET DISTRICT



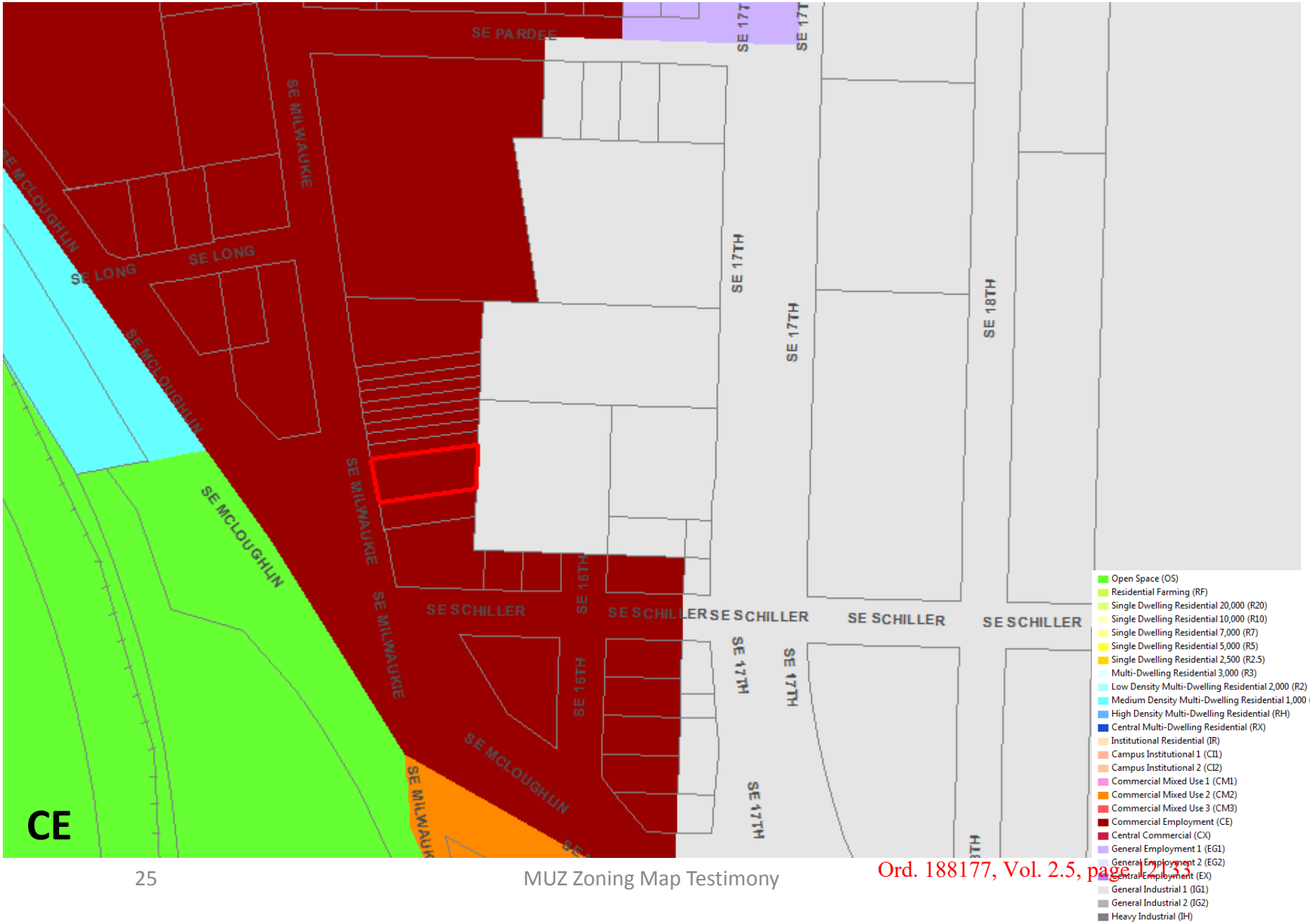
Group C, 12: 60TH & SE BELMONT ST



CM1

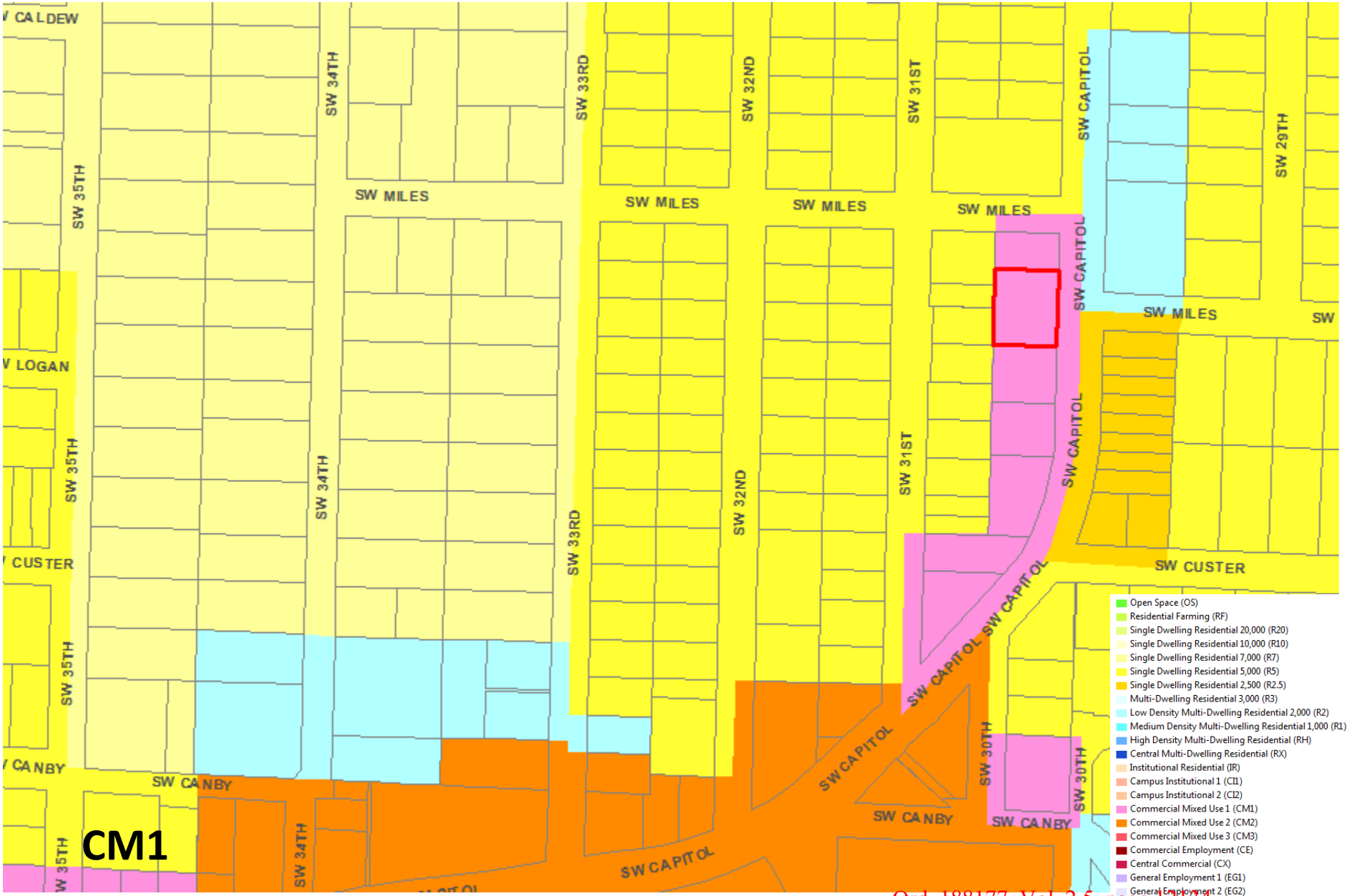
Ord. 188177, Vol. 2.5, page 12332

Group C, 13: 4764 SE MILWAUKIE AVE (near Holgate)



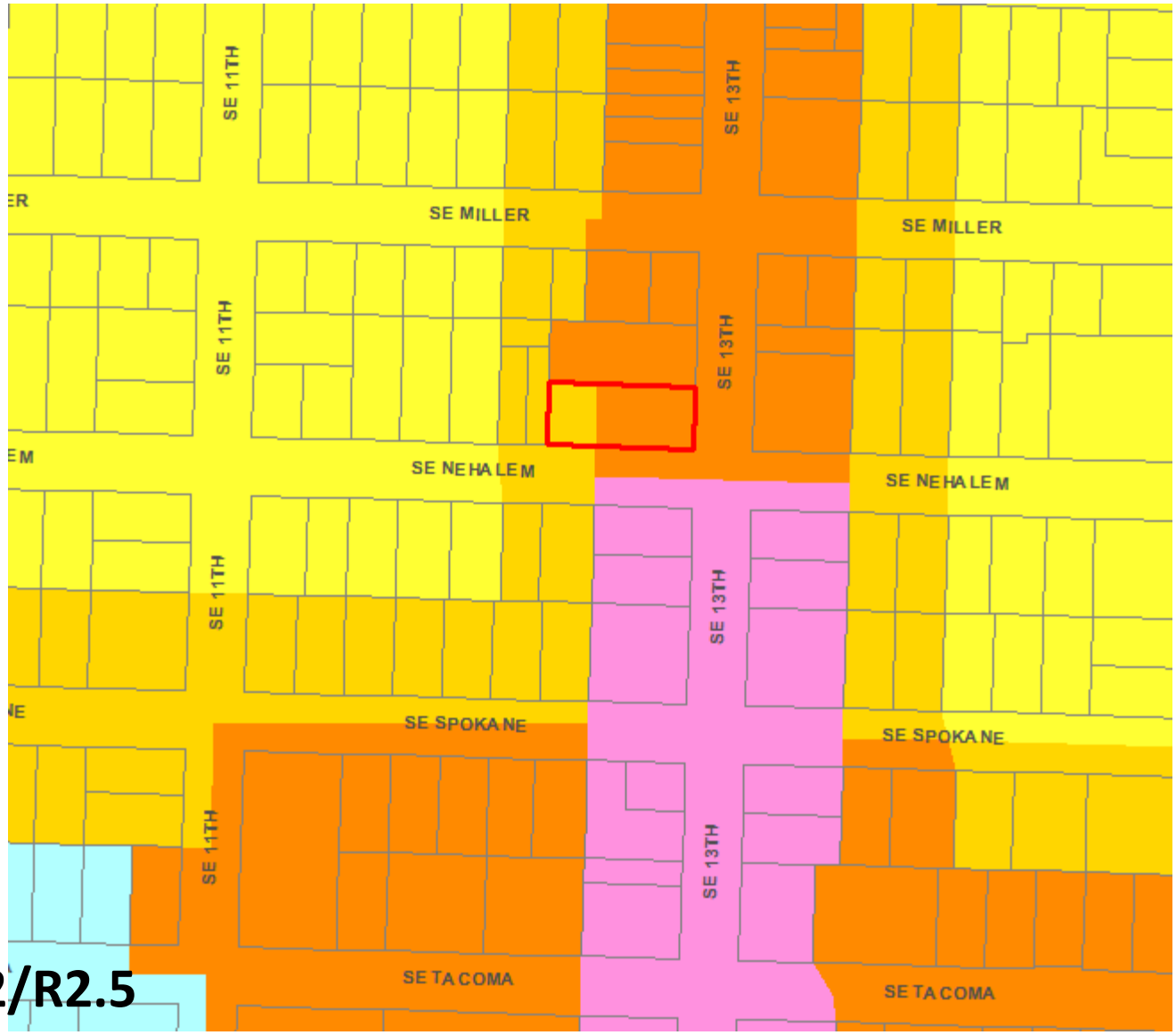
Ord. 188177, Vol. 2.5, page 12333

Group C, 14: 7409-7429 SW CAPITOL HWY



Ord. 188177, Vol. 2.5, page 12334

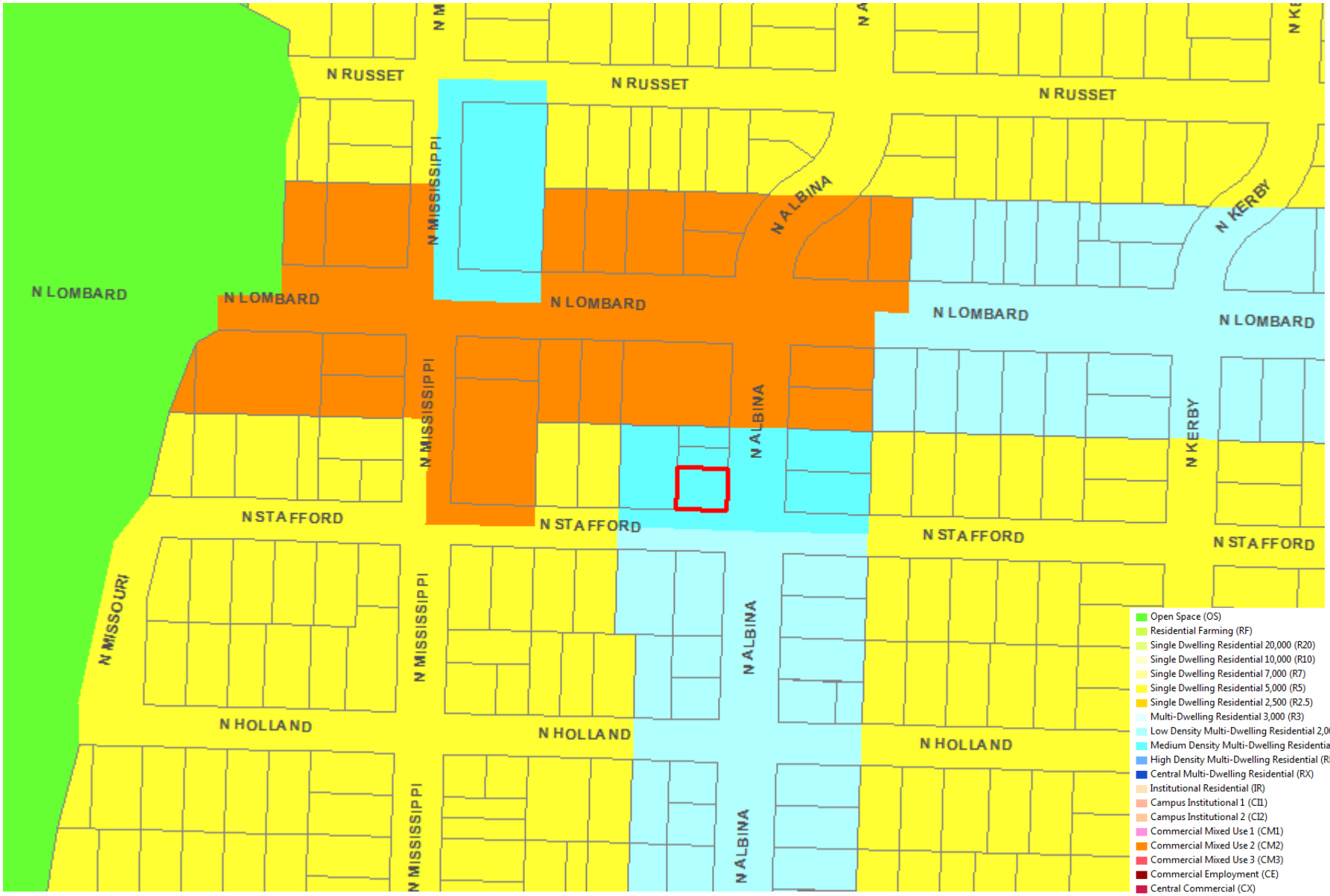
Group C, 15: 7983-7987 SE 13TH AVE



CM2/R2.5

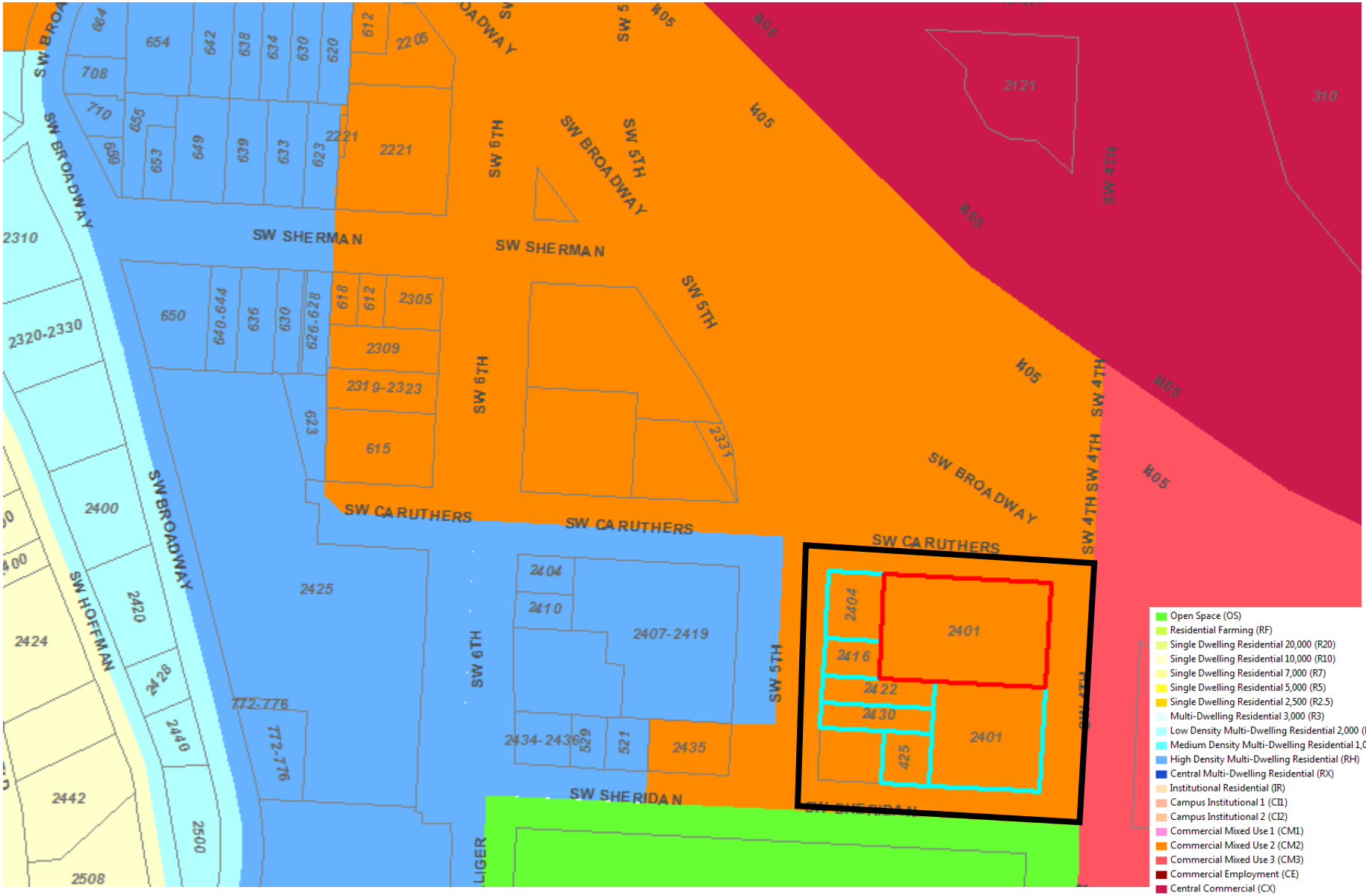
Ord. 188177, Vol. 2.5, pg. 12195

Group C, 16: 7401 N ALBINA AVE



Ord. 188177, Vol. 2.5, page 12136

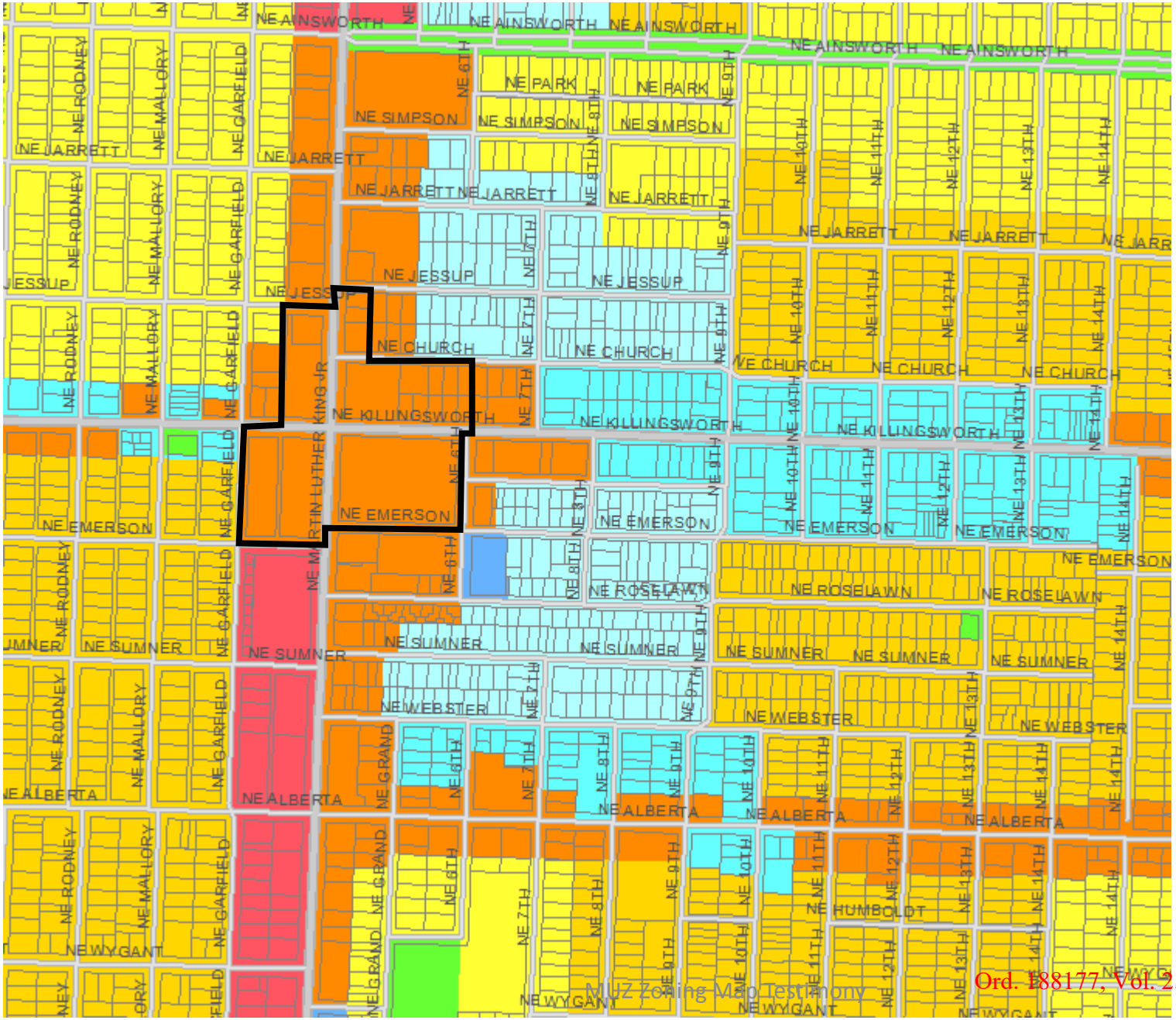
Group D, 1: 2401 WI/ SW 4TH AVE



CM2

Ord. 188177, Vol. 2.5, page 12357

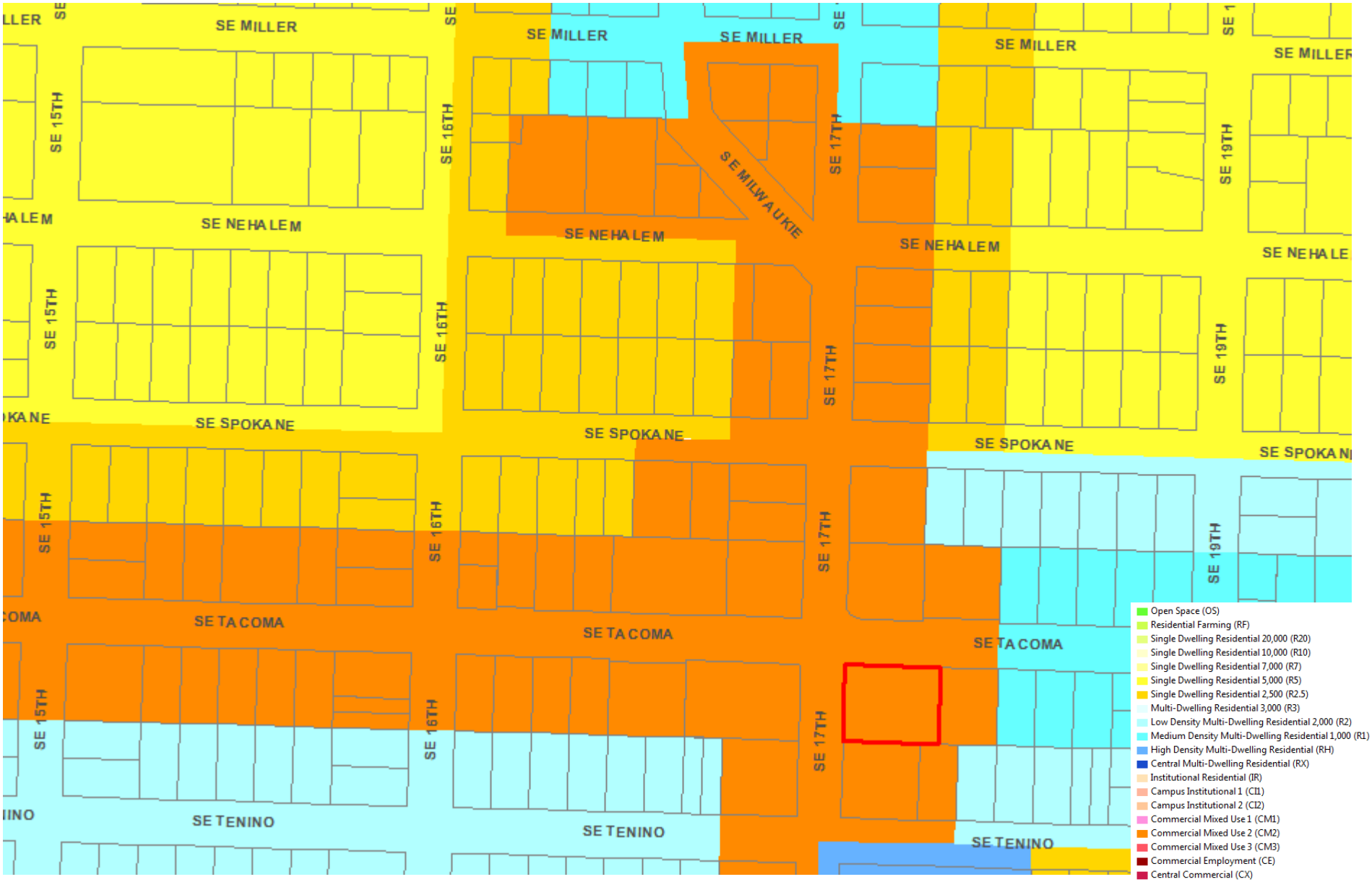
Group D, 2: MLK JR BLVD: FROM WYGANT TO AINSWORTH



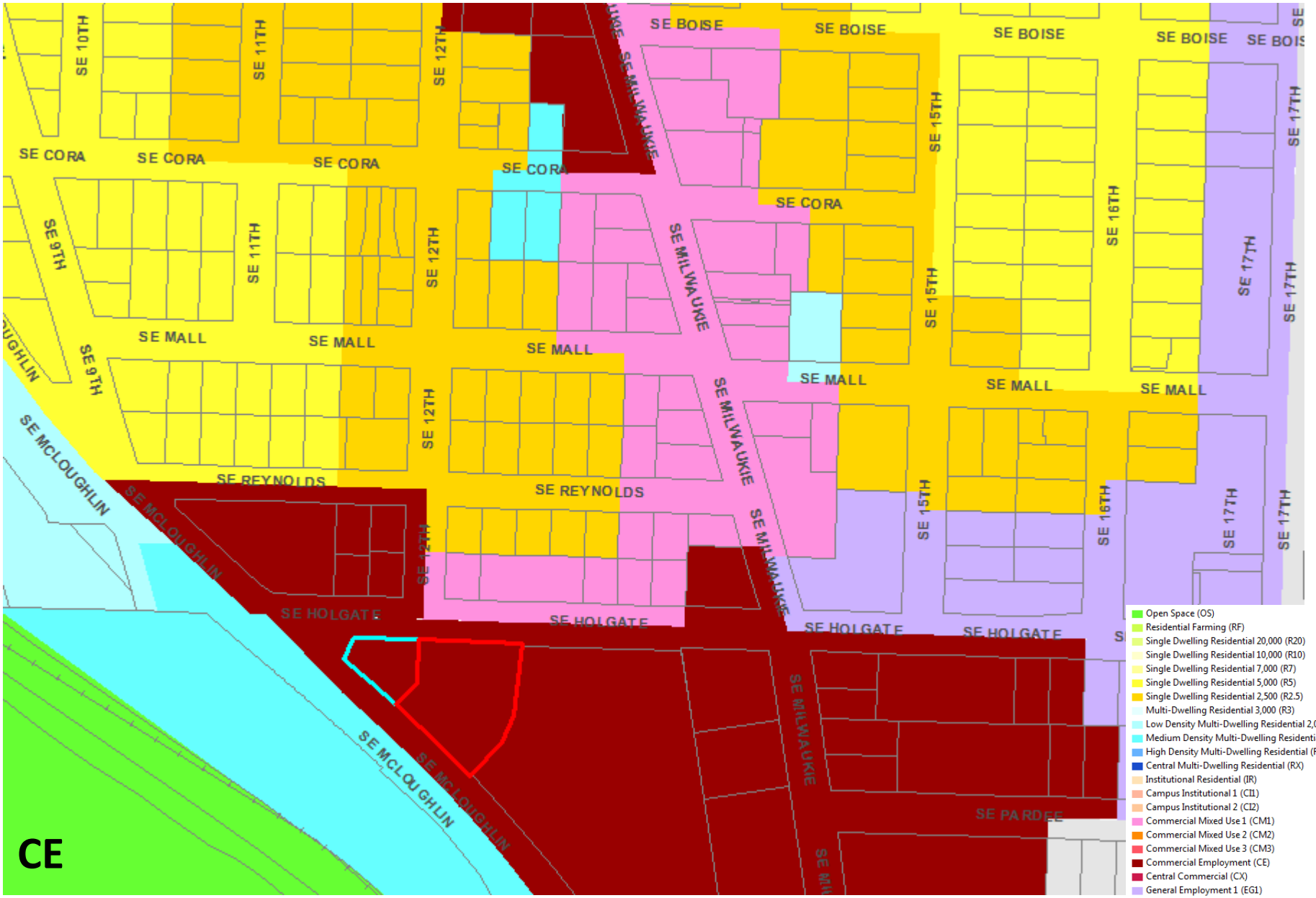
CM2

- Open Space (OS)
- Residential Farming (RF)
- Single Dwelling Residential 20,000 (R20)
- Single Dwelling Residential 10,000 (R10)
- Single Dwelling Residential 7,000 (R7)
- Single Dwelling Residential 5,000 (R5)
- Single Dwelling Residential 2,500 (R2.5)
- Multi-Dwelling Residential 3,000 (R3)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)
- Institutional Residential (IR)
- Campus Institutional 1 (CI1)
- Campus Institutional 2 (CI2)
- Commercial Mixed Use 1 (CM1)
- Commercial Mixed Use 2 (CM2)
- Commercial Mixed Use 3 (CM3)
- Commercial Employment (CE)
- Central Commercial (CX)
- General Employment 1 (EG1)
- General Employment 2 (EG2)
- General Employment (EX)
- General Industrial 1 (IG1)
- General Industrial 2 (IG2)
- Heavy Industrial (IH)

Group D, 3: 1710 SE TACOMA ST

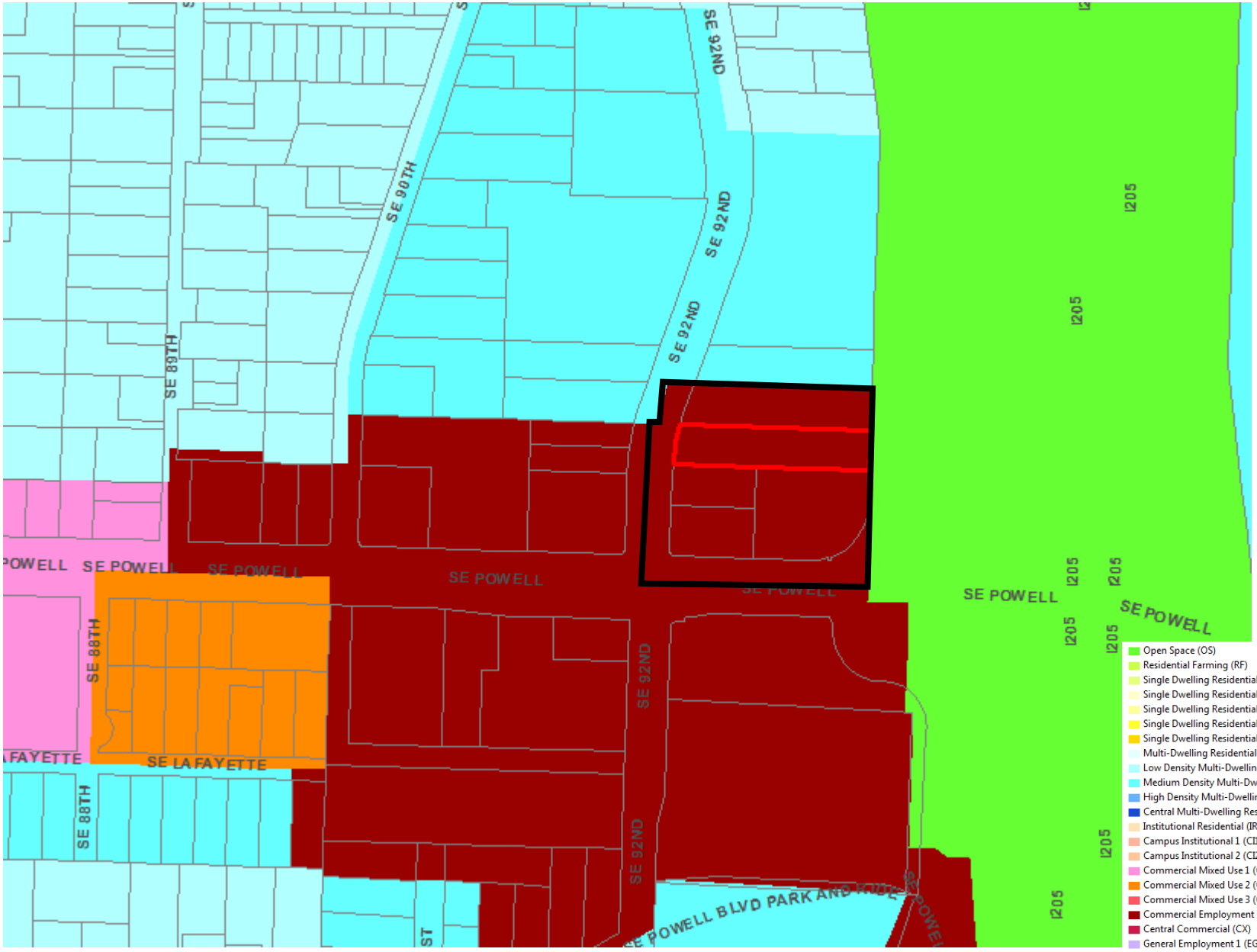


Group D, 4: 4534 SE MCLOUGHLIN BLVD



Ord. 188177, Vol. 2.5, page 12140

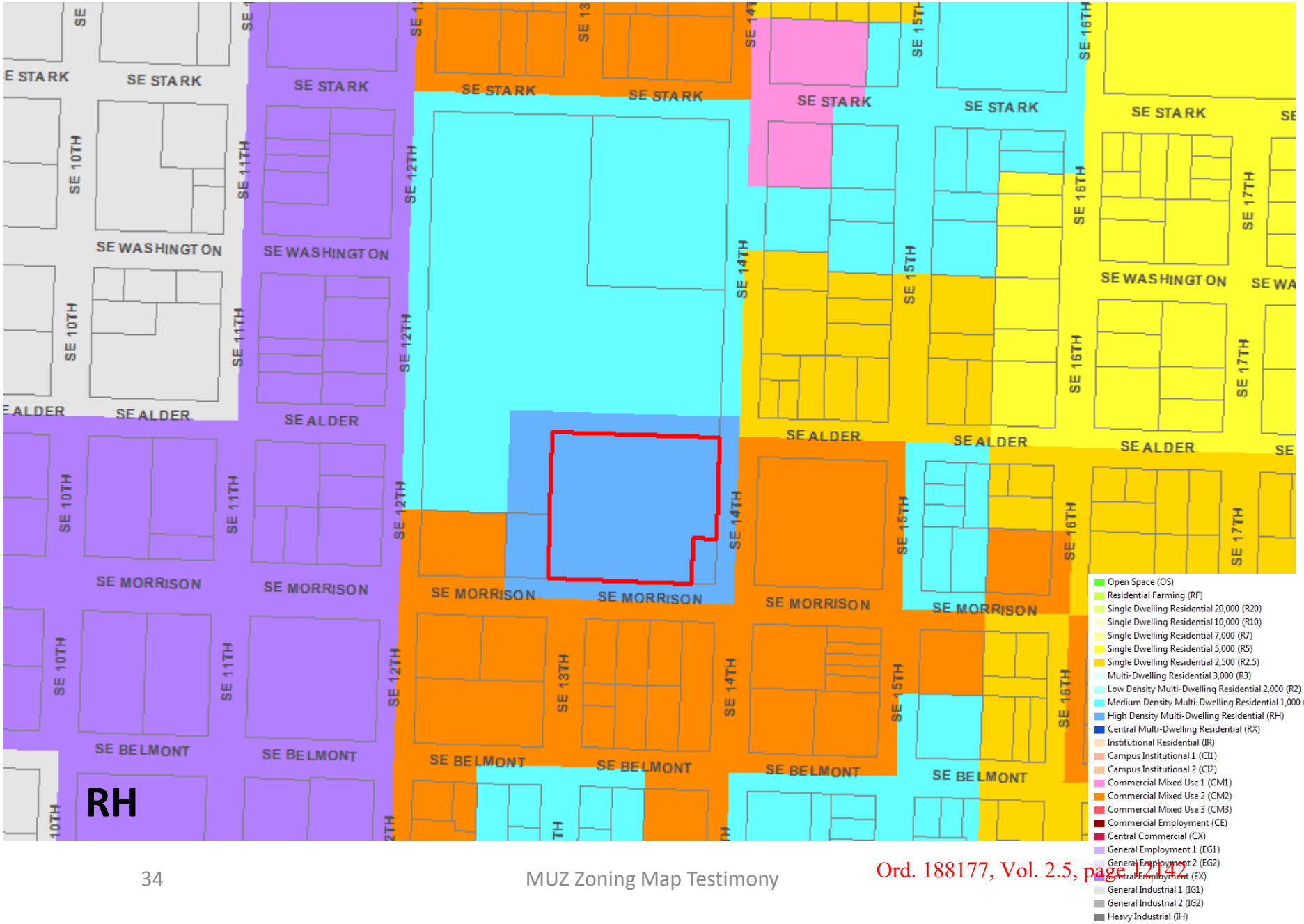
Group D, 5: 3318 SE 92ND AVE



CE

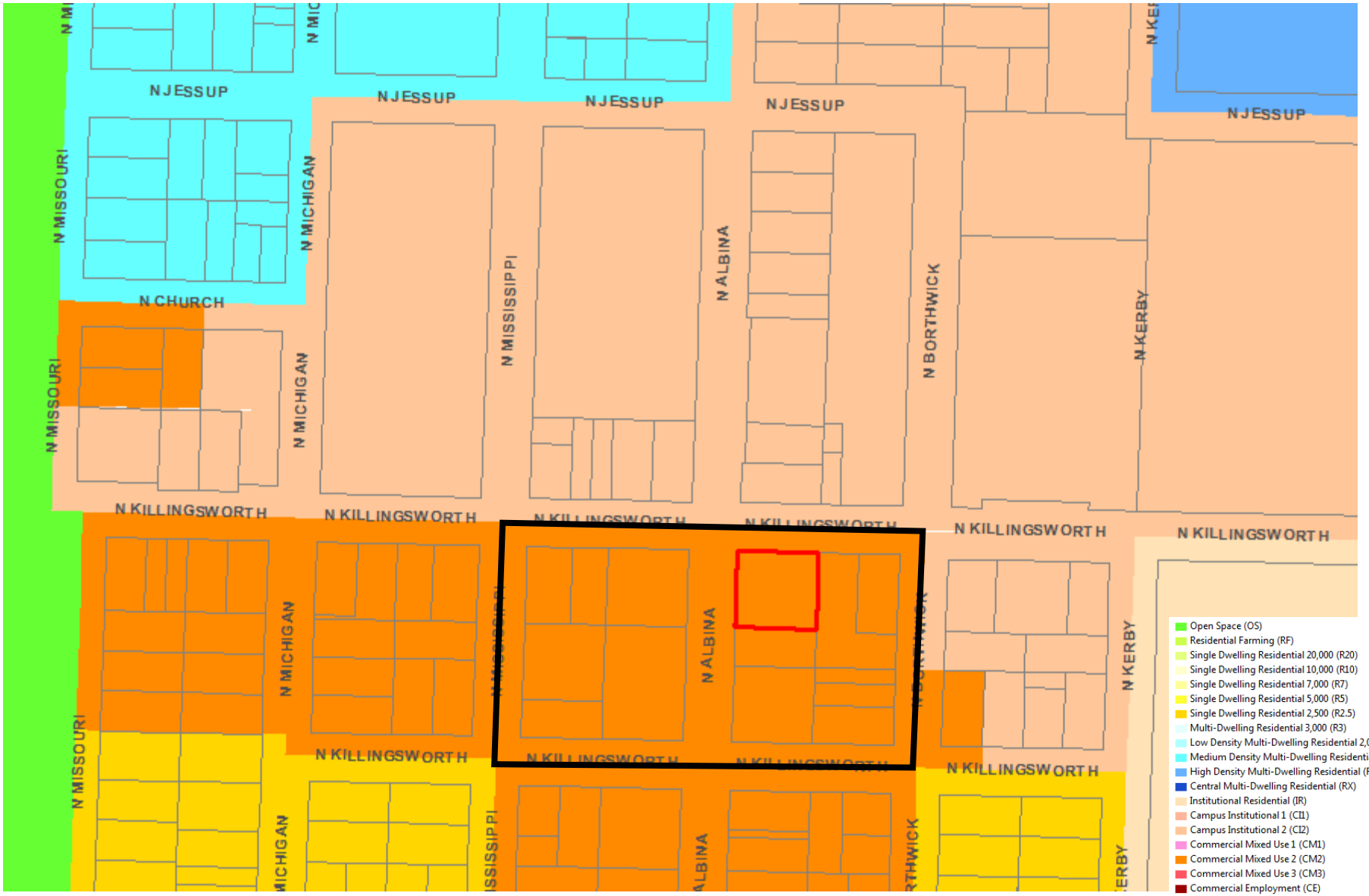
Ord. 188177, Vol. 2.5, page 1241

Group D, 6: SE 14TH AVE/MORRISON



Ord. 188177, Vol. 2.5, page 12142

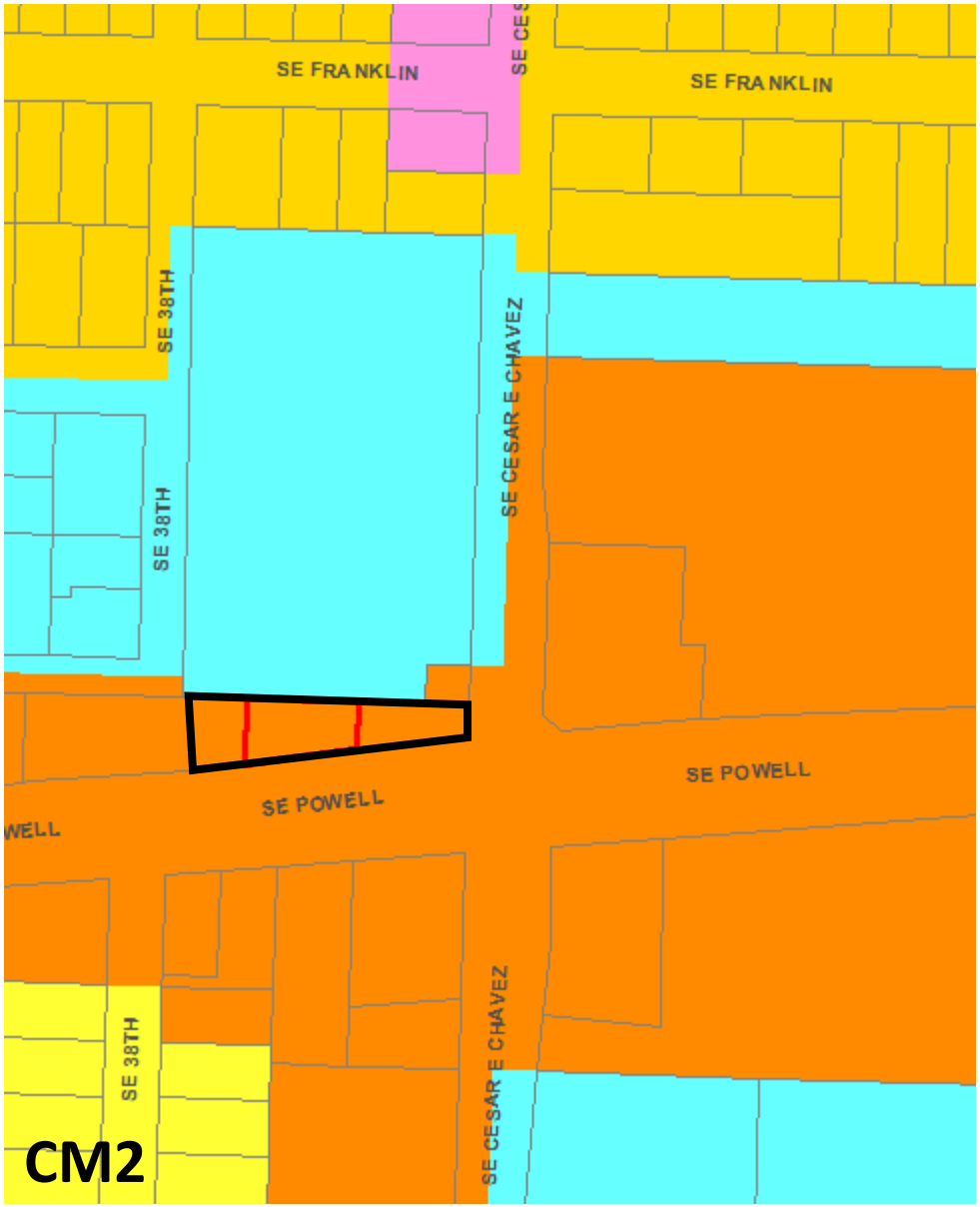
Group D, 7: 722-740 N KILLINGSWORTH ST



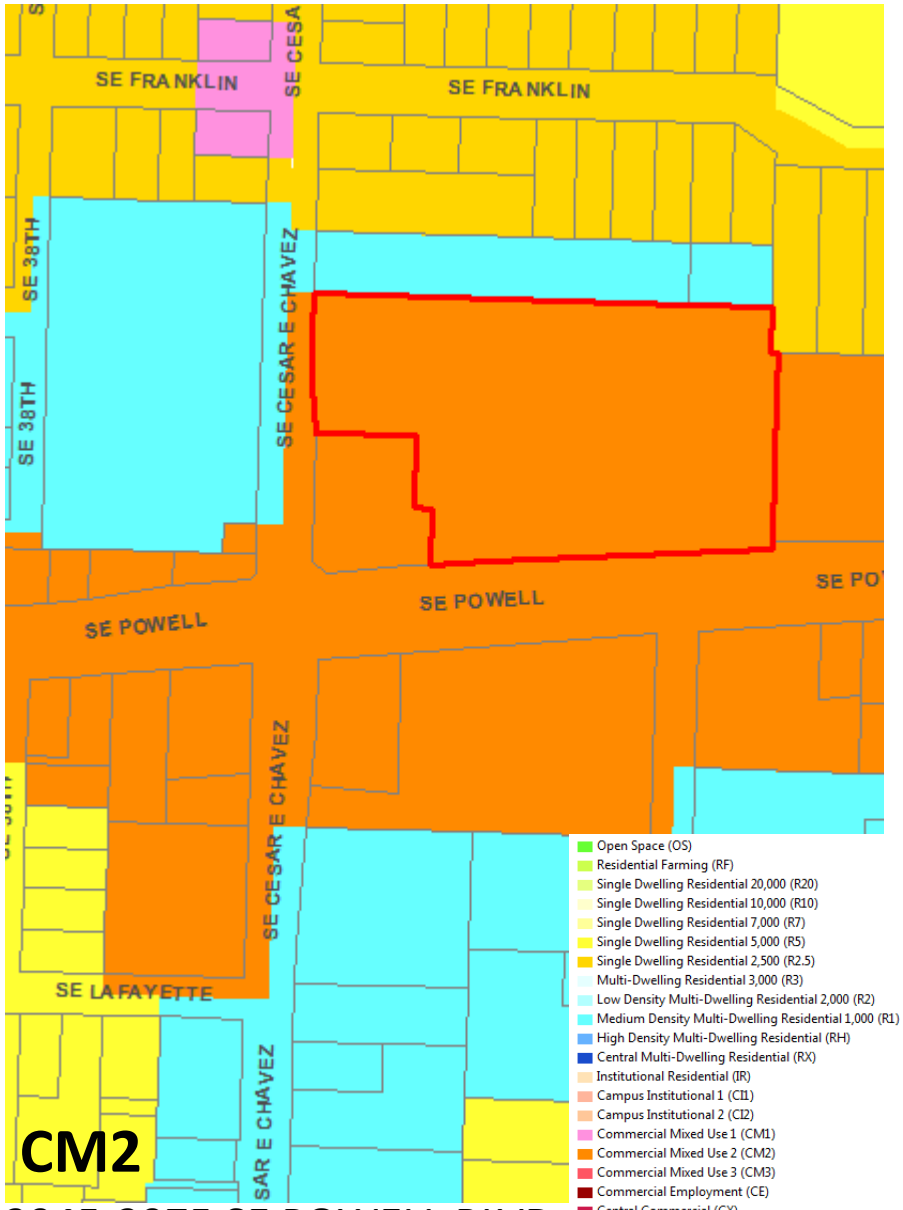
CM2

Ord. 188177, Vol. 2.5, page 12143

Group D, 8: 3835 WI/ SE POWELL BLVD, **9:** 3945-3975 SE POWELL BLVD

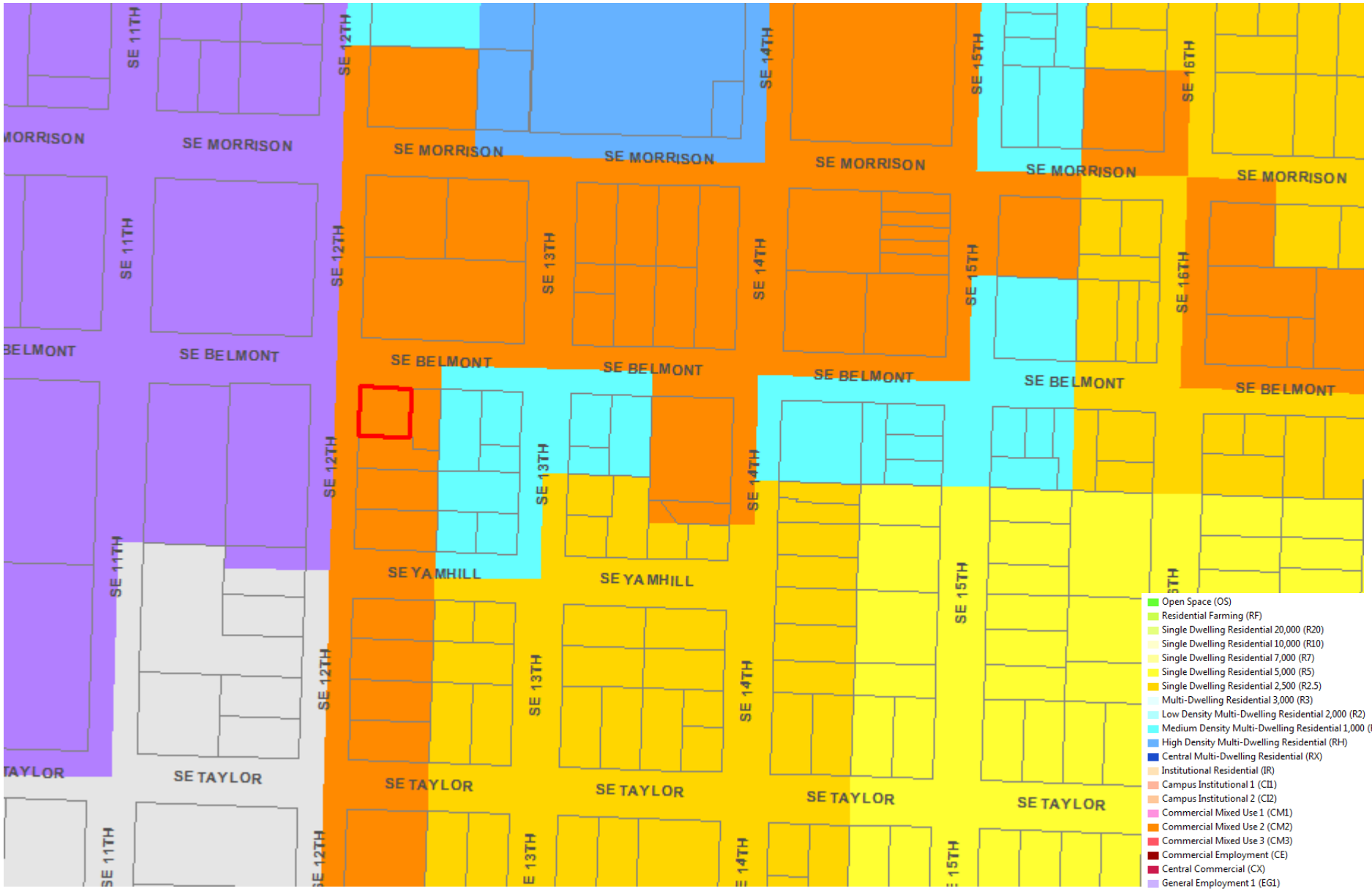


3835 WI/ SE POWELL BLVD



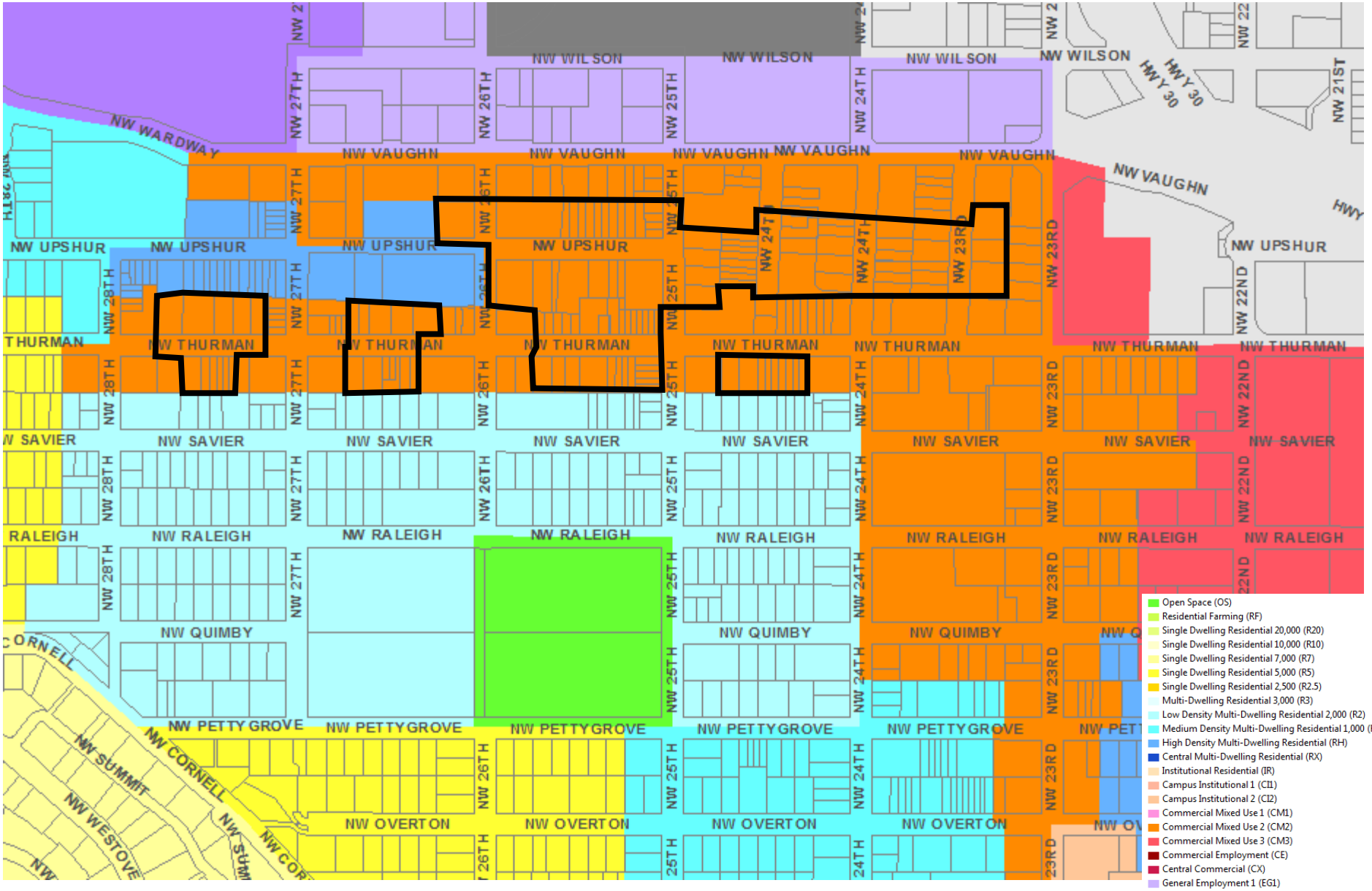
3945-3975 SE POWELL BLVD

Group D, 10: 1206 SE BELMONT ST



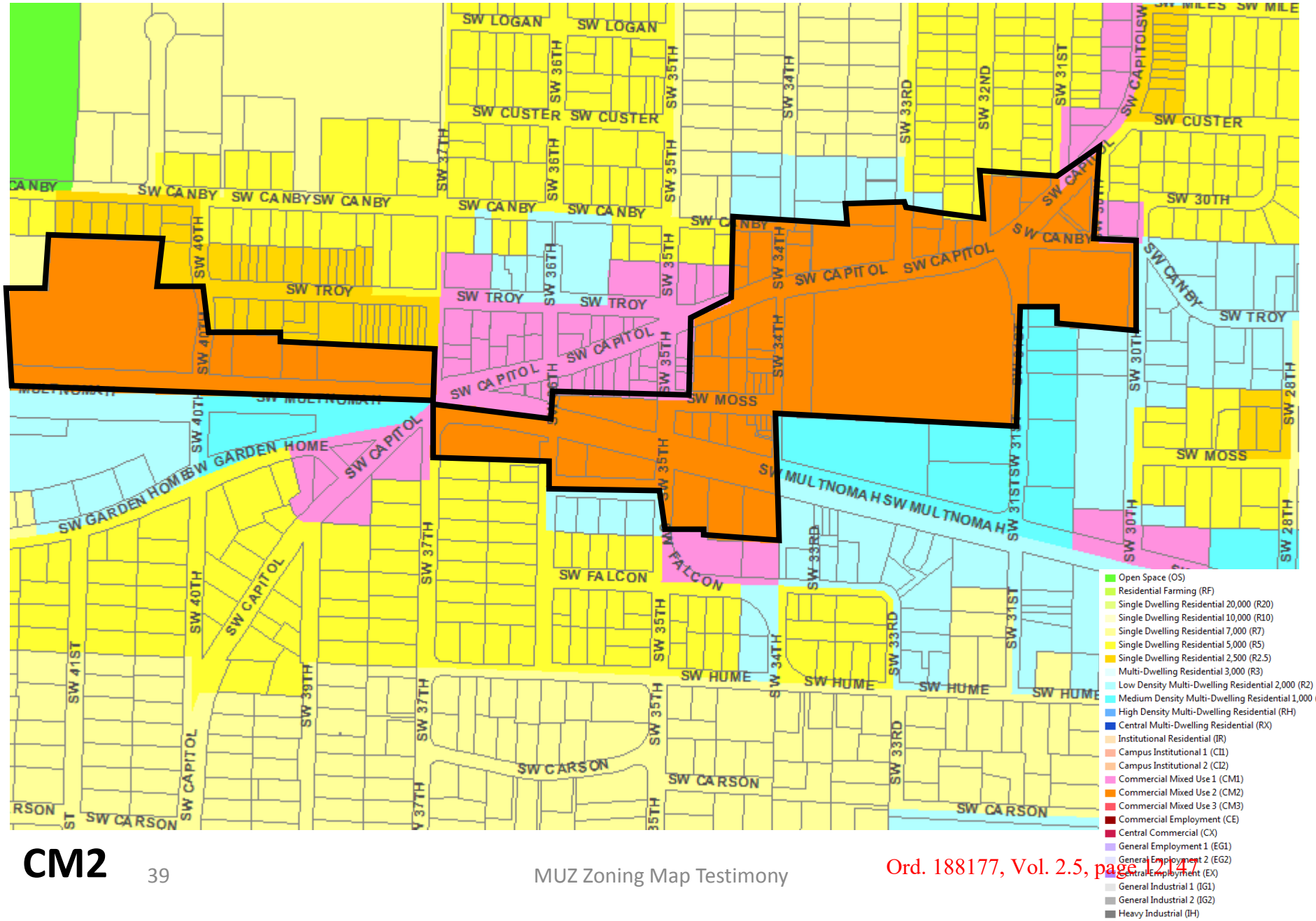
Ord. 188177, Vol. 2.5, page 1245

Group E, 1: NW THURMAN CORRIDOR



Ord. 188177, Vol. 2.5, page 12146

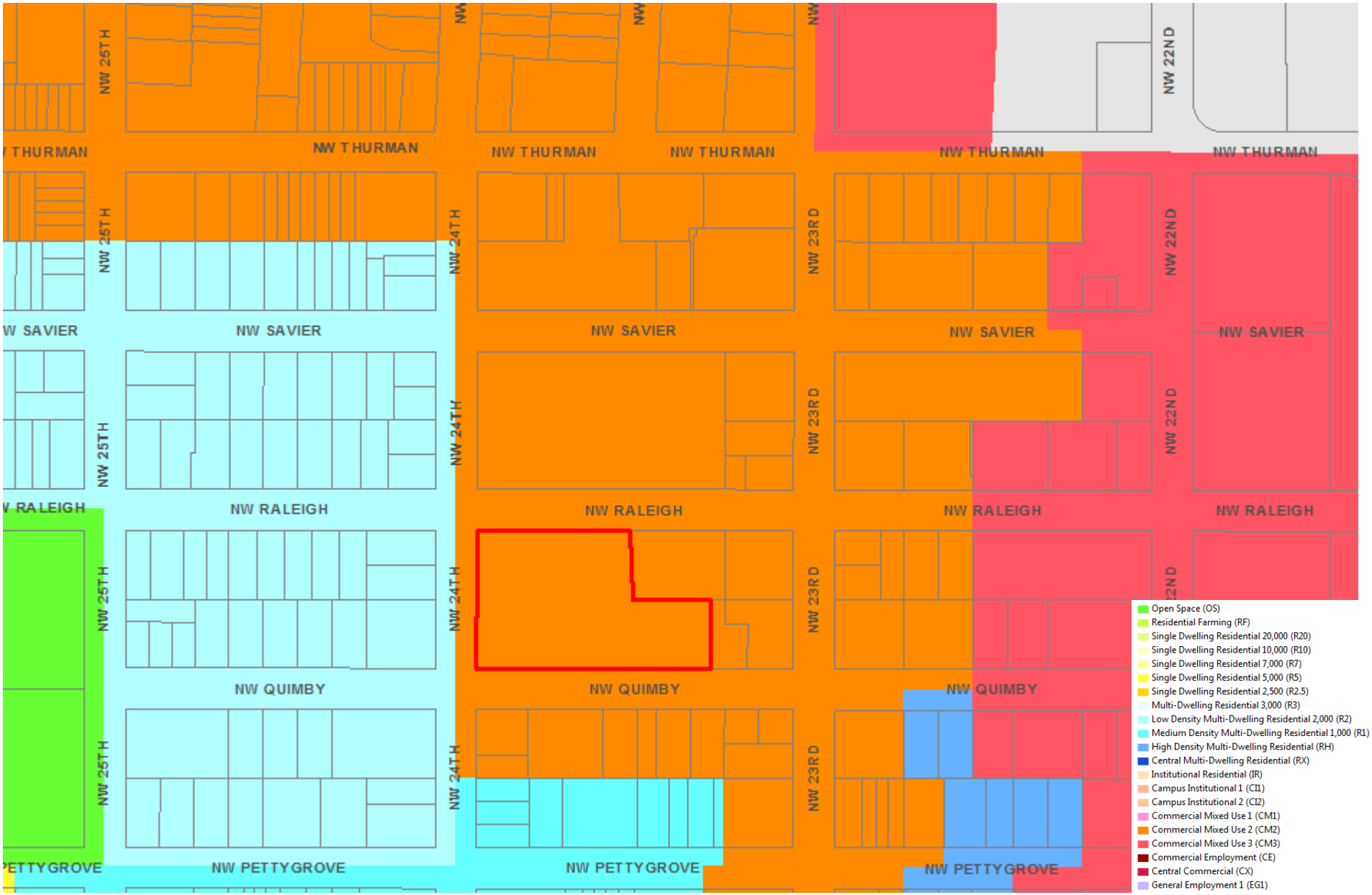
Group E, 2: MULTNOMAH VILLAGE (OUTSIDE CM1 LOW-RISE AREA)



CM2

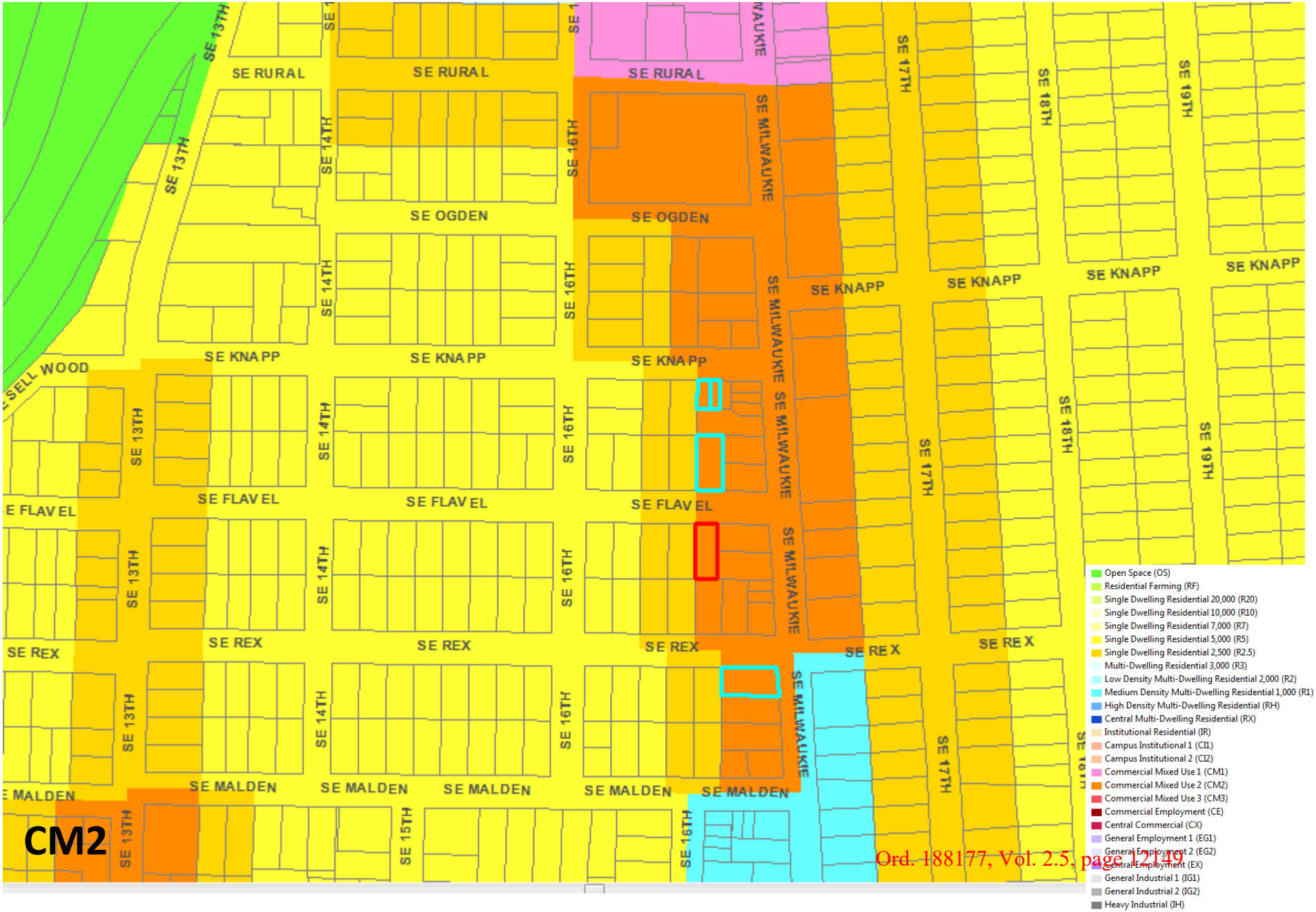
Ord. 188177, Vol. 2.5, page 1247

Group E, 3: 2341 NW QUIMBY ST



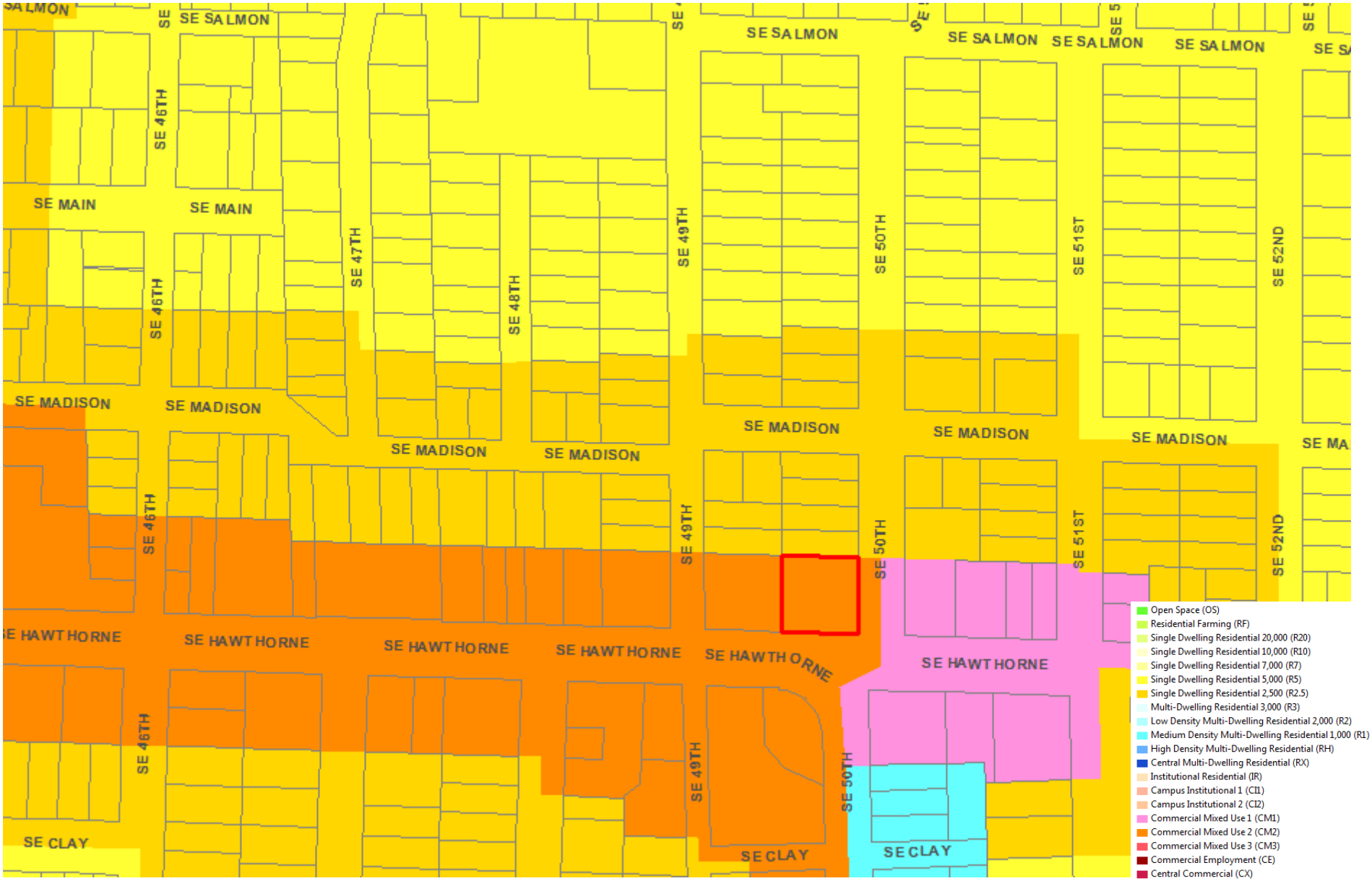
Ord. 188177, Vol. 2.5, page 2148

Group E, 4: 1644-1648 SE REX ST; 1630 AND 1631 SE FLAVEL; 1636 AND 1632 SE KNAPP



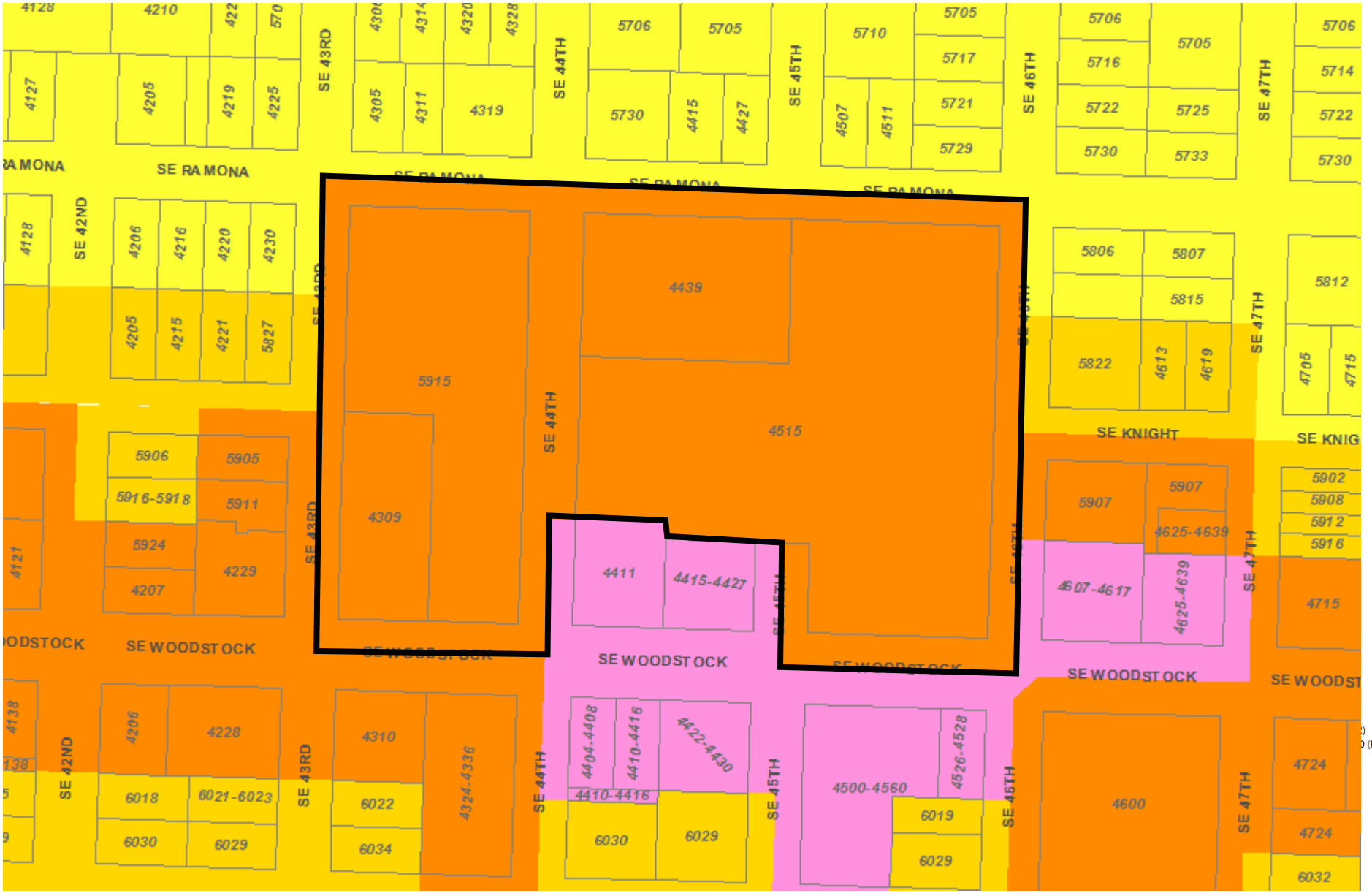
Ord. 188177, Vol. 2.5, page 2149

Group E, 5: 4929 SE HAWTHORNE BLVD



Ord. 188177, Vol. 2.5, page 1250

Group E, 6: 4439, 4515, 4315, and 4309 SE WOODSTOCK BLVD



General Employment 1 (EG1)
General Employment 2 (EG2)
Central Employment (EX)
General Industrial 1 (IG1)
General Industrial 2 (IG2)
Heavy Industrial (IH)

Ord. 188177, Vol. 2.5, page 1251

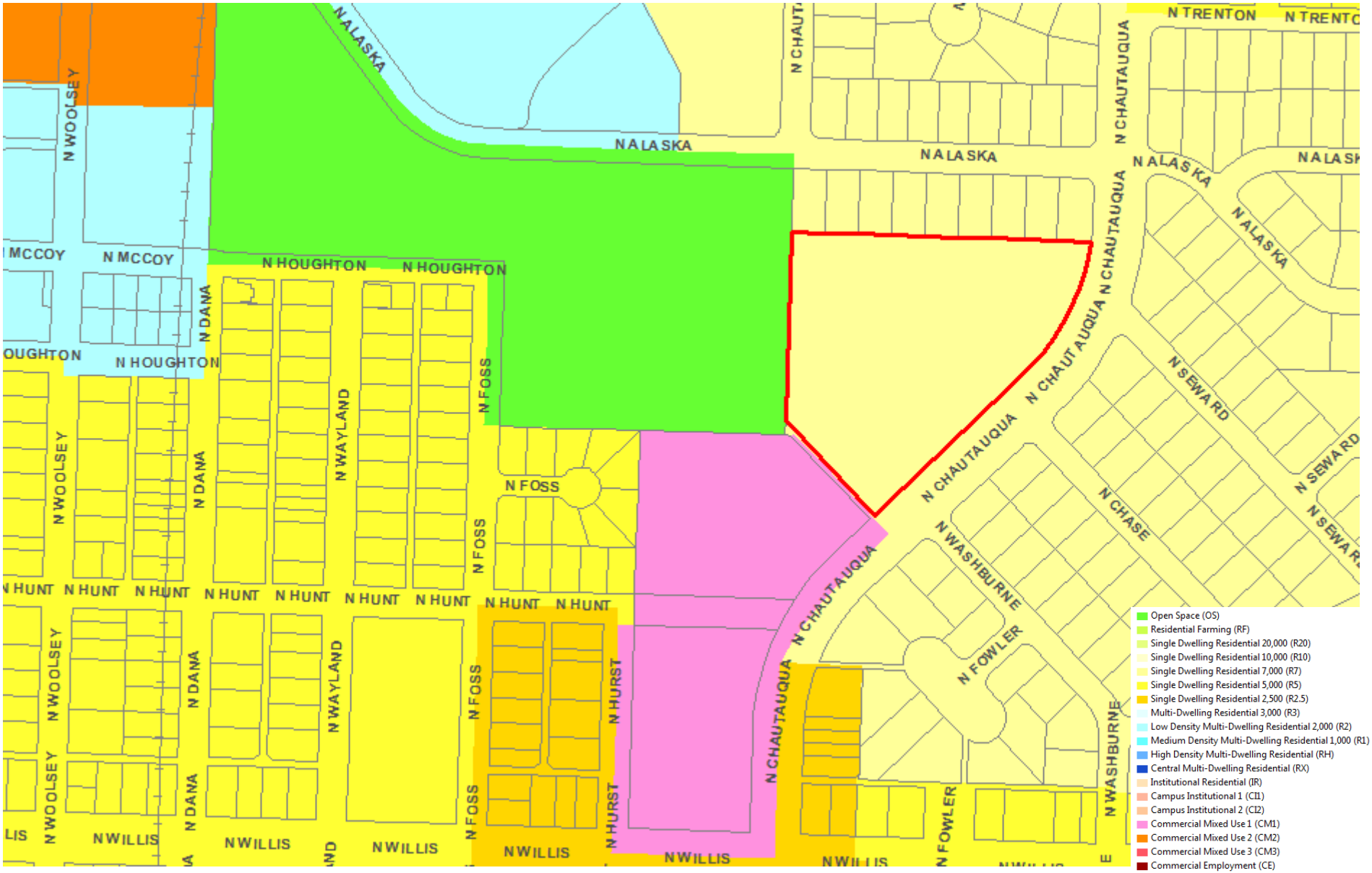
Group E, 7: BRIDGETON



CM2

Ord. 188177, Vol. 2.5, page 1252

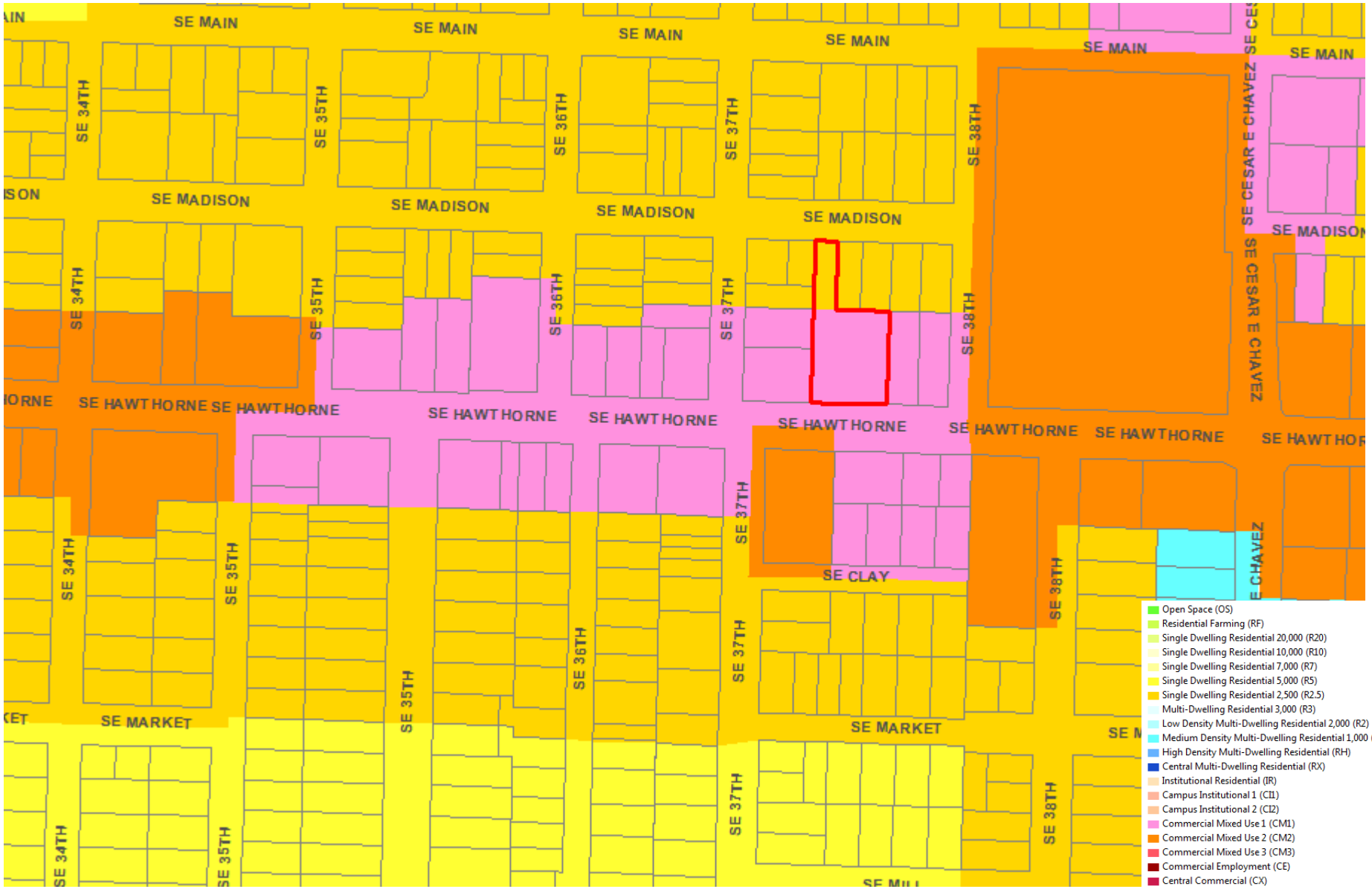
Group E, 8: 8801 N CHAUTAUQUA BLVD



R7

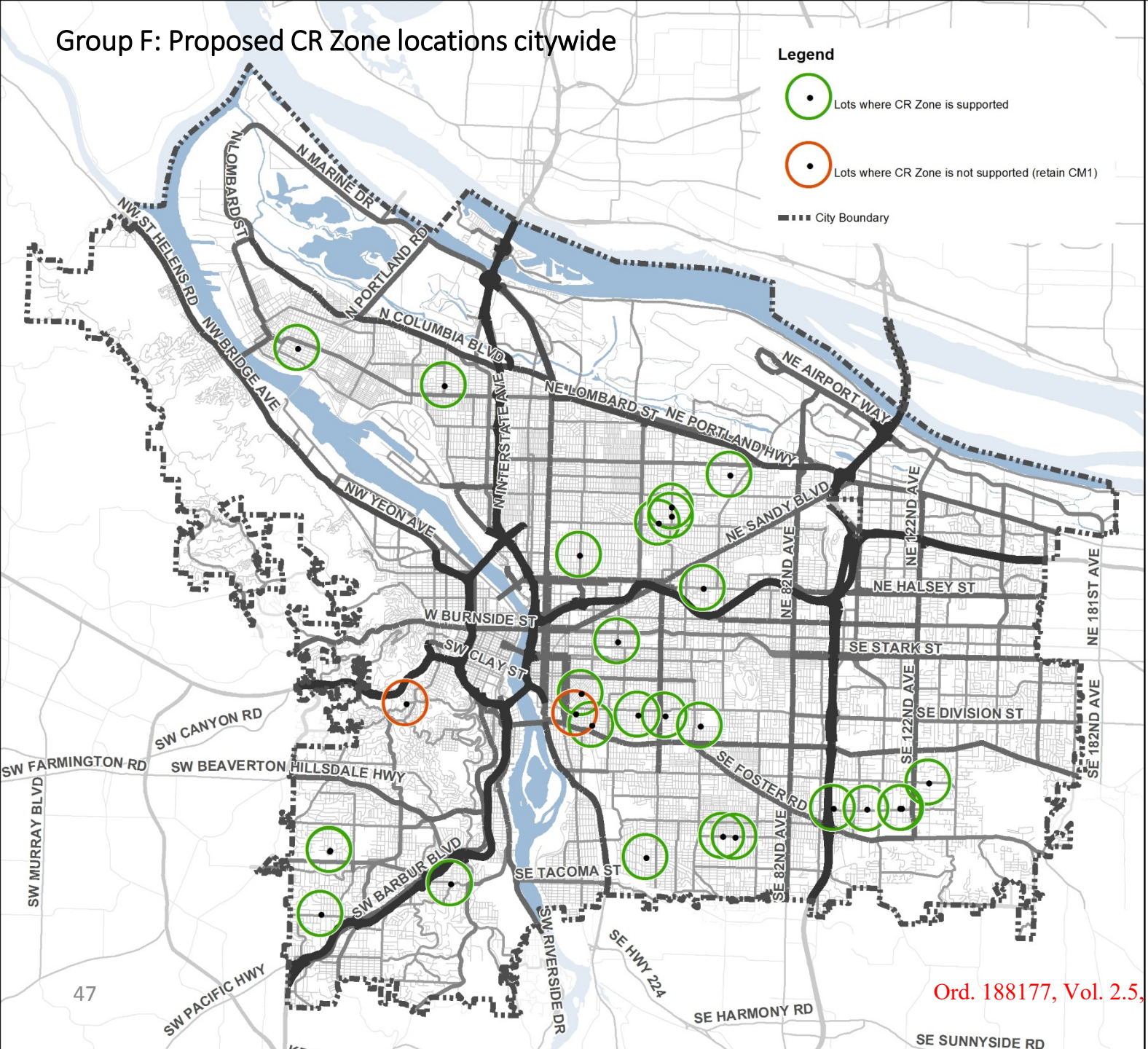
Ord. 188177, Vol. 2.5, page 1253

Group E, 9: 3735-3739 SE HAWTHORNE BLVD



CM1

Group F: Proposed CR Zone locations citywide



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Geographic Information Systems

Group F

CM1 nonconforming use sites and other special situations

TSP: Traffic Classes

- Regional Trafficway
- Regional Trafficway & Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street (CCTMP only)
- Local Service Traffic Street

NORTH

0 1 2 Miles

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

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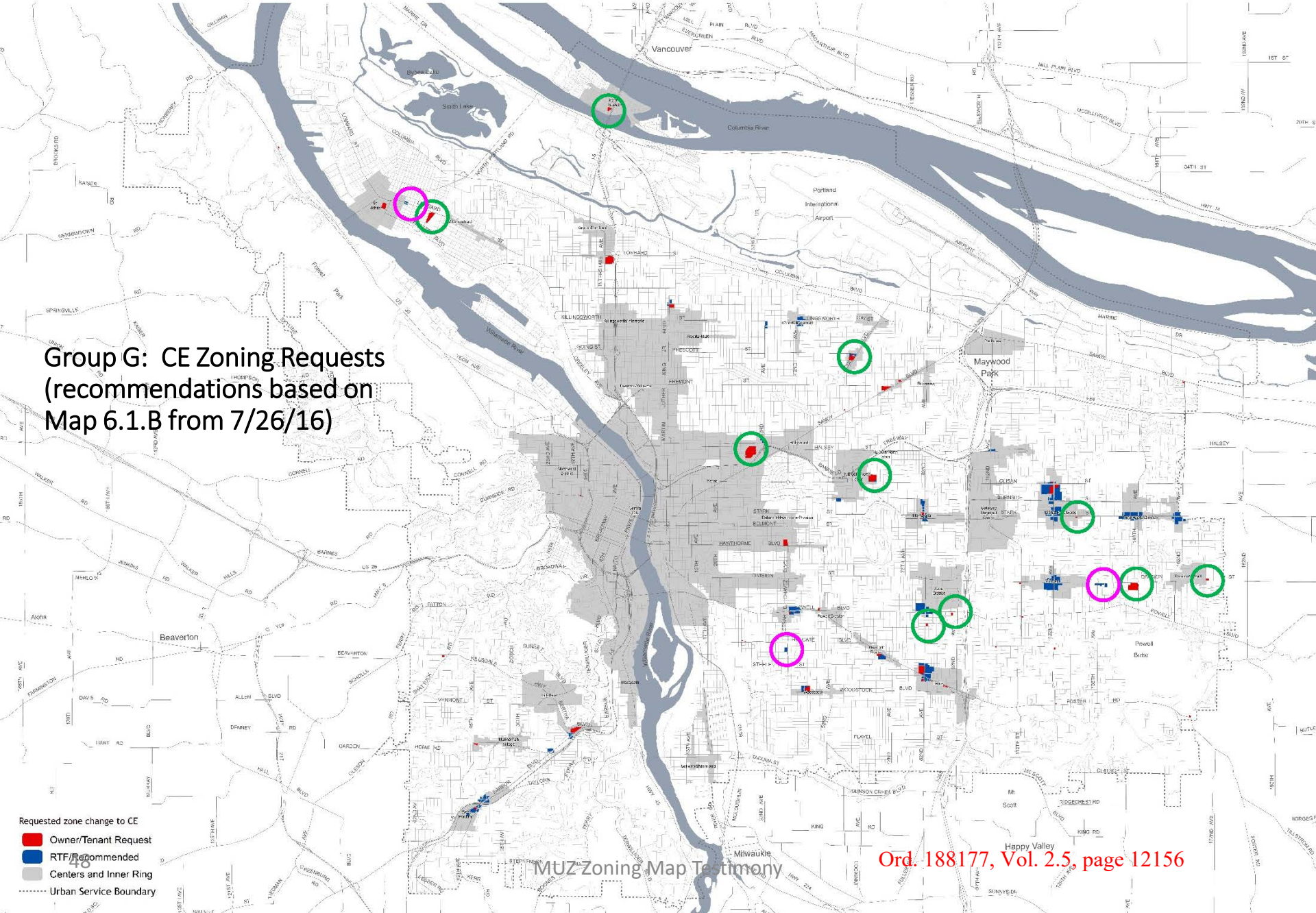
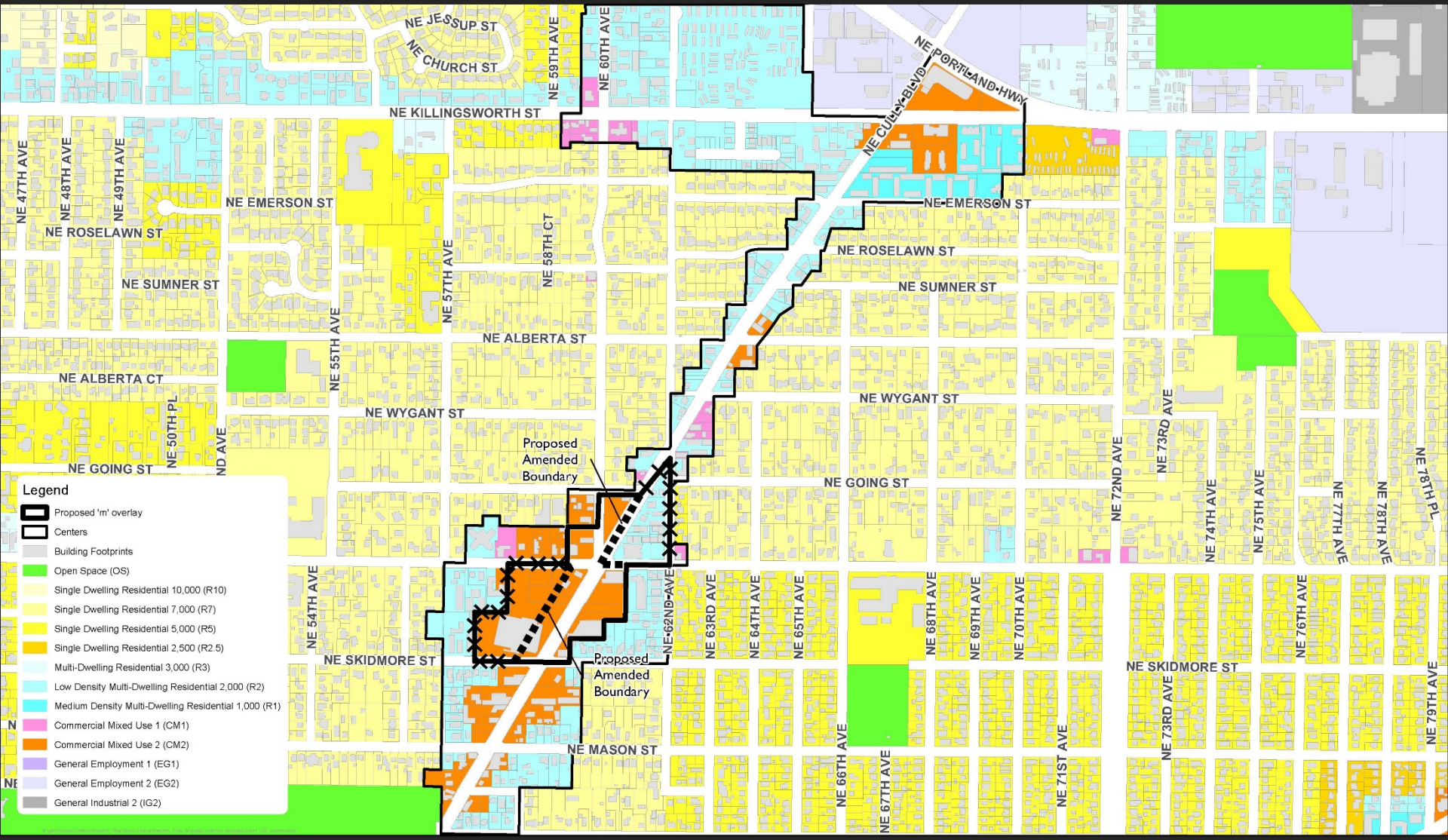
Charlie Hales, Mayor • Susan Anderson, Director

Map 6.1.B: CE Requests + RTF - staff recommendations



Proposed Centers Main Street Overlay

Neighborhood Center: Cully



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S:\gis\Projects\Comprehensive_Plan\Maps\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\11x17_CM_mainstreet.mxd

NORTH 0 250 500 Feet

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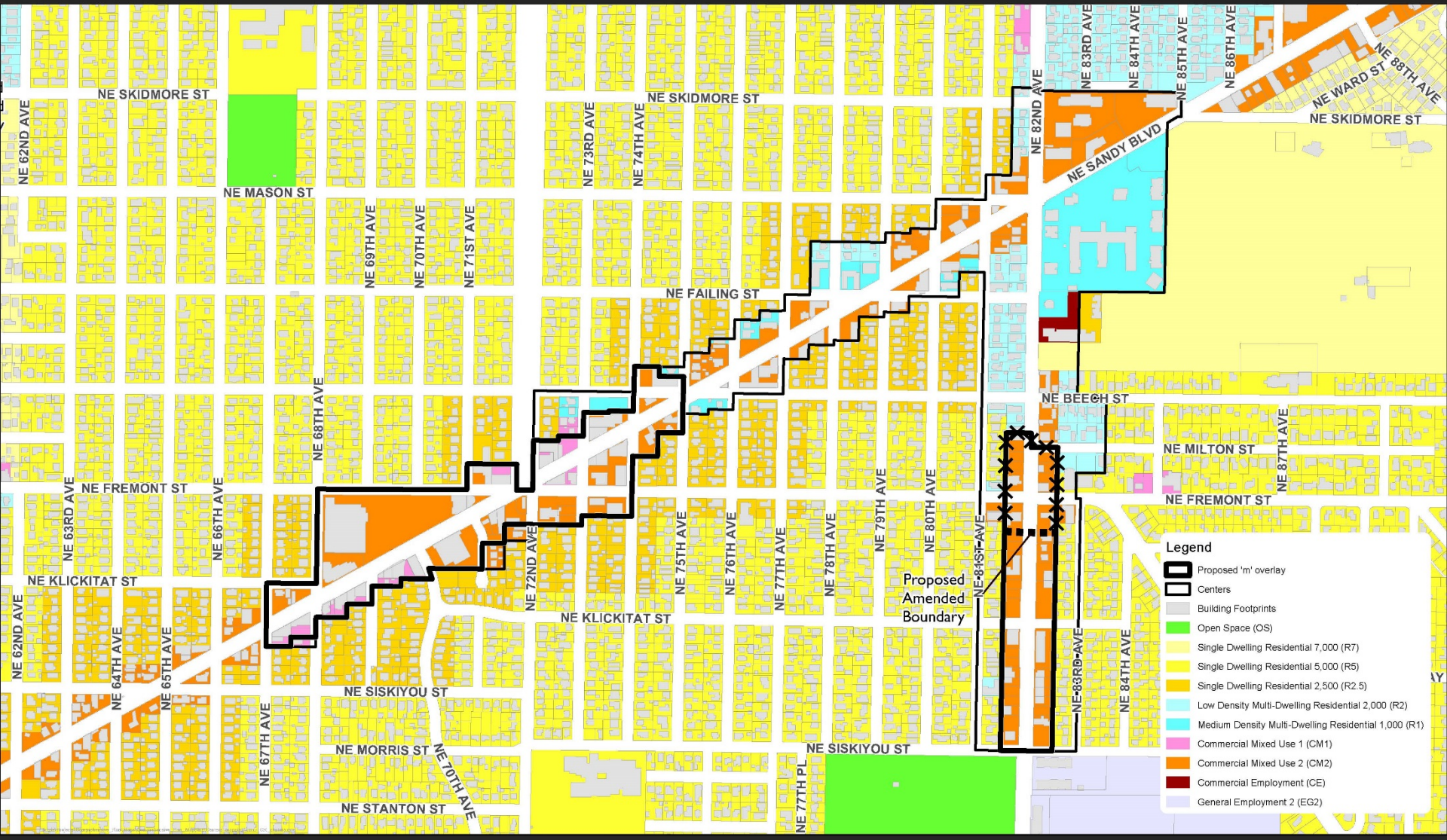
Proposed Centers Main Street Overlay

Neighborhood Center: Roseway



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NORTH 0 250 500 Feet

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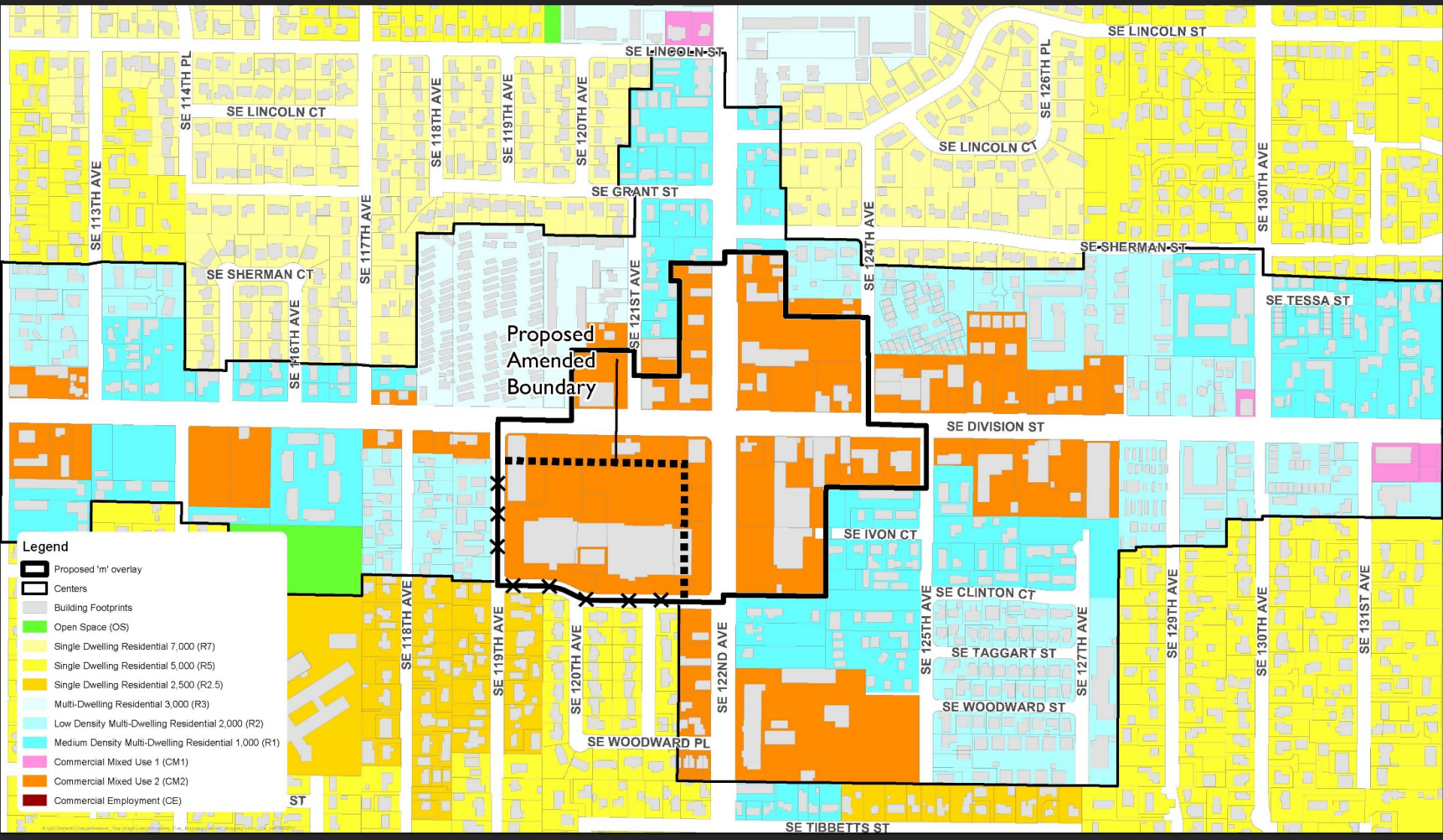
Proposed Centers Main Street Overlay

Town Center: Midway



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NORTH

0 250 500 Feet

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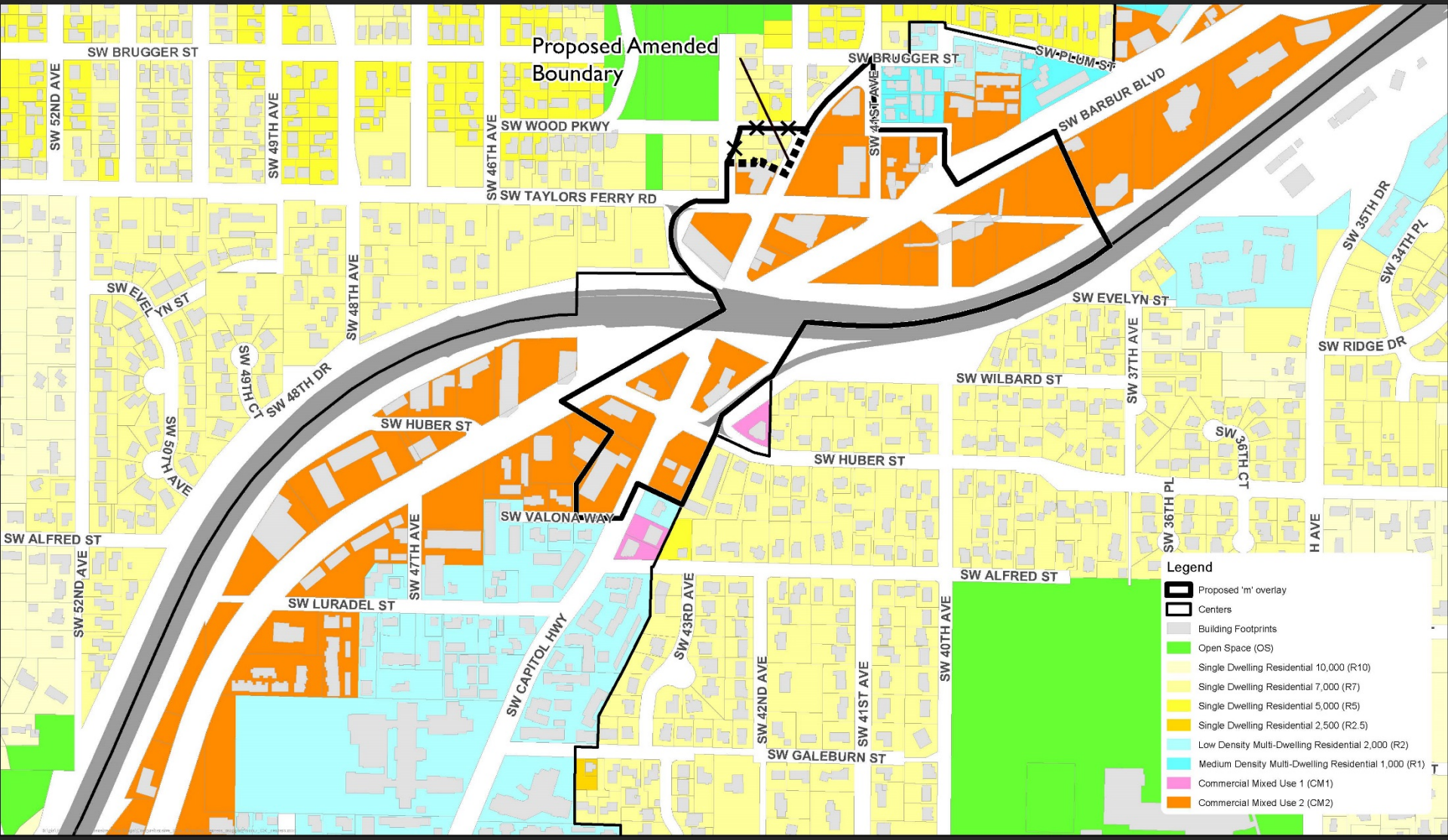
Proposed Centers Main Street Overlay

Town Center: West Portland



August 4, 2016

City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System

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NORTH

0 250 500 Feet

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Map Atlas

Mixed Use Zones Zoning Map Testimony
PSC Work Session
August 9, 2016

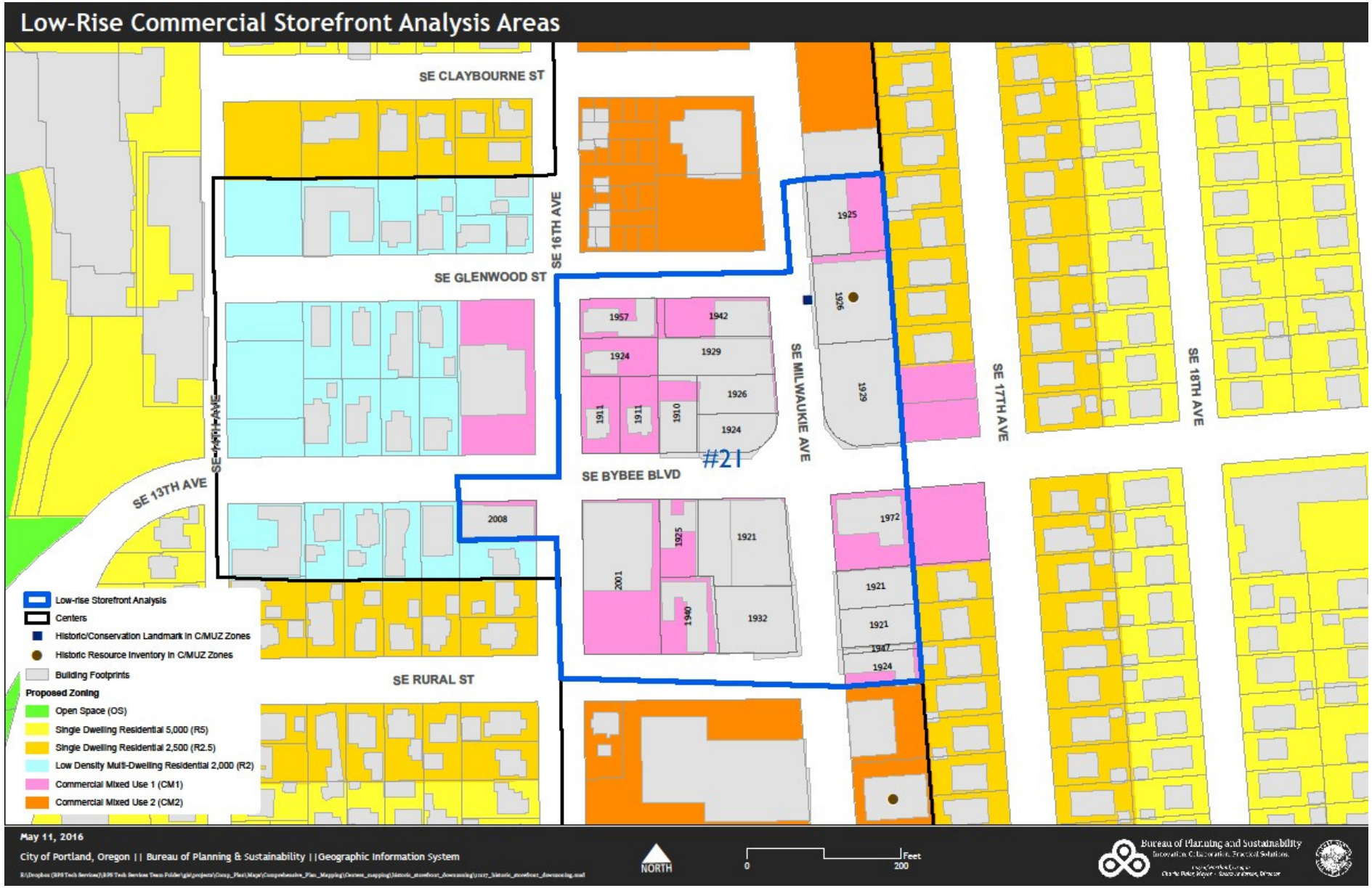
This set of reference maps is provided to assist you with your consideration of testimony related to the Zoning Map. It combines Part 1 and Part 2.

1. Base Zone Map Change Requests (slides 2-54)

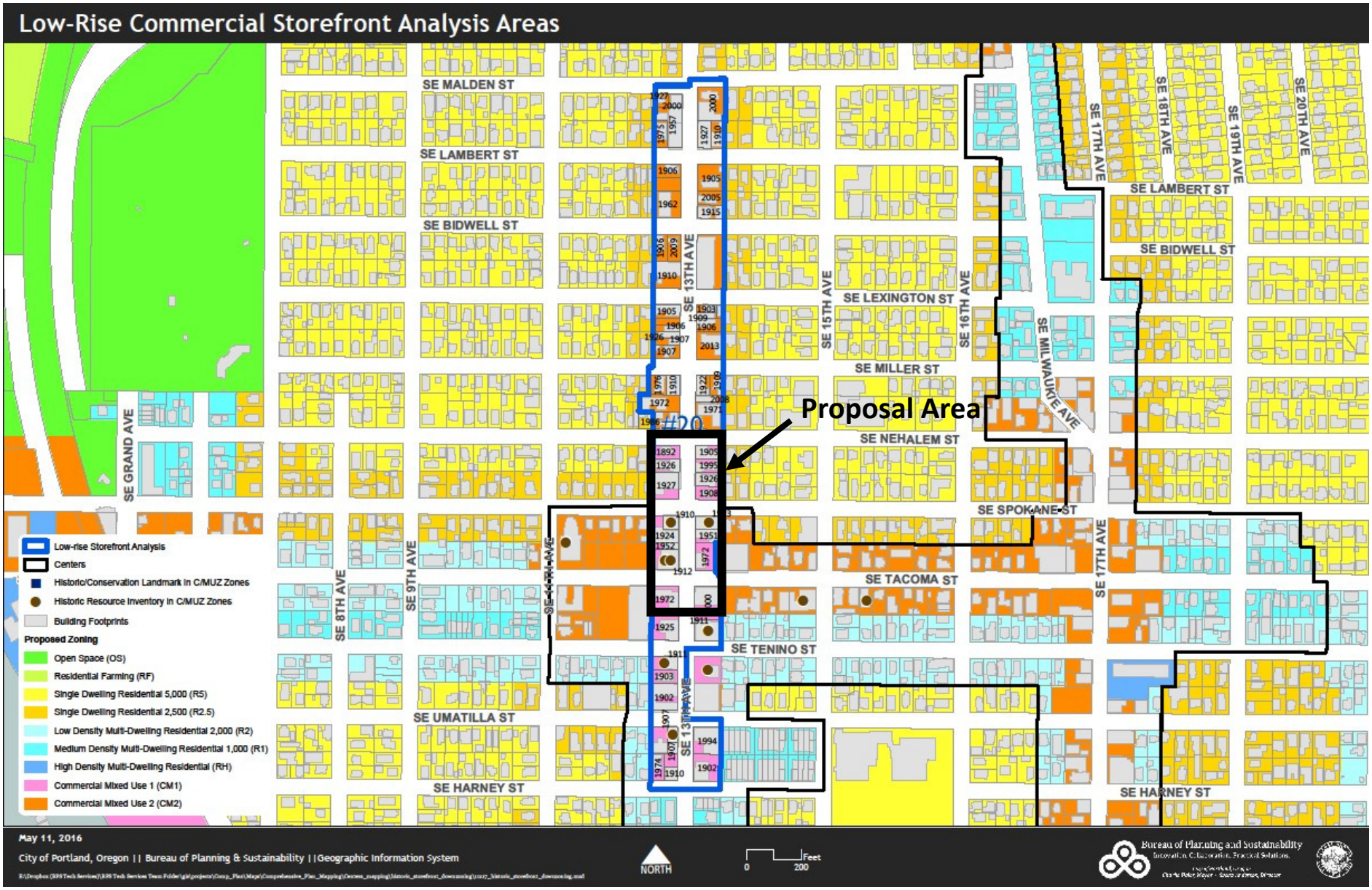
- Each map is numbered in the top left corner to correspond with the related item in your work sheet.
- Maps depict zoning as shown in the May 2016 Proposed Composite Zoning Map. Individual properties subject to testimony are outlined by a red or light blue border. Groups of properties being considered are outlined in black.
- At the bottom left of each map, you will find the Zoning Map designation as shown in the May 2016 proposal.

2. Centers Main Street Overlay Zone Changes (slides 55-60)

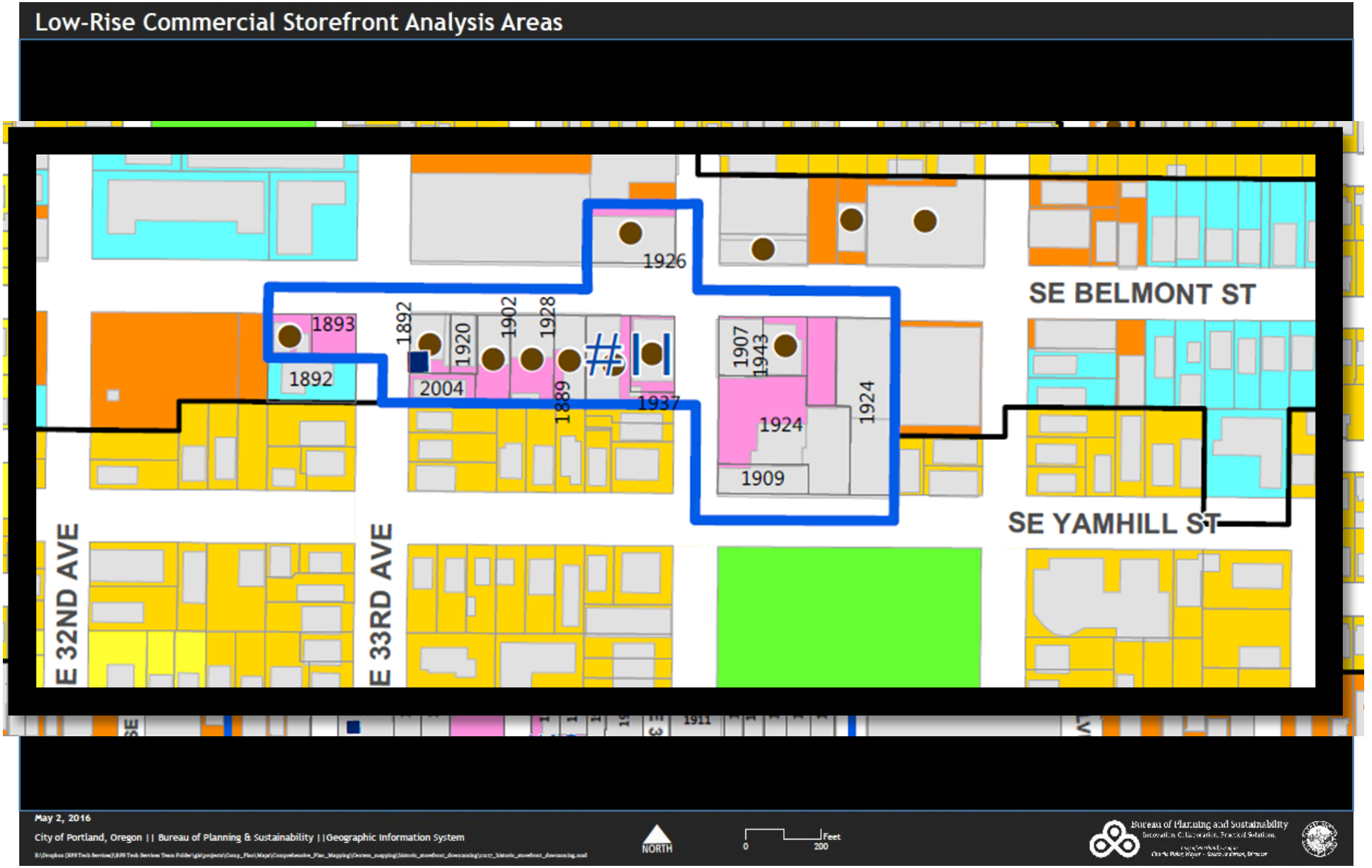
Group A.1: Moreland



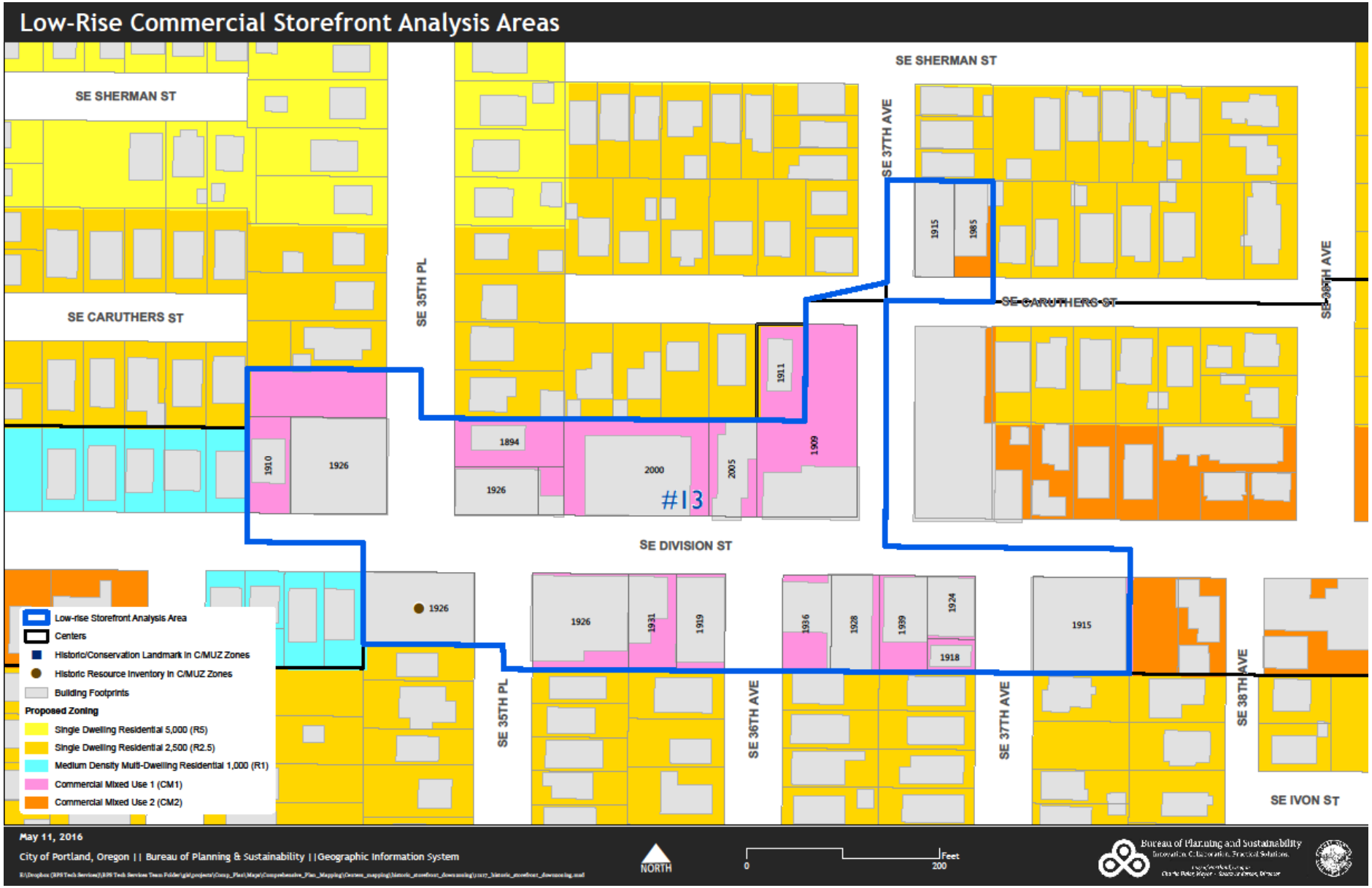
Group A.2: Sellwood



Group A.3: Belmont

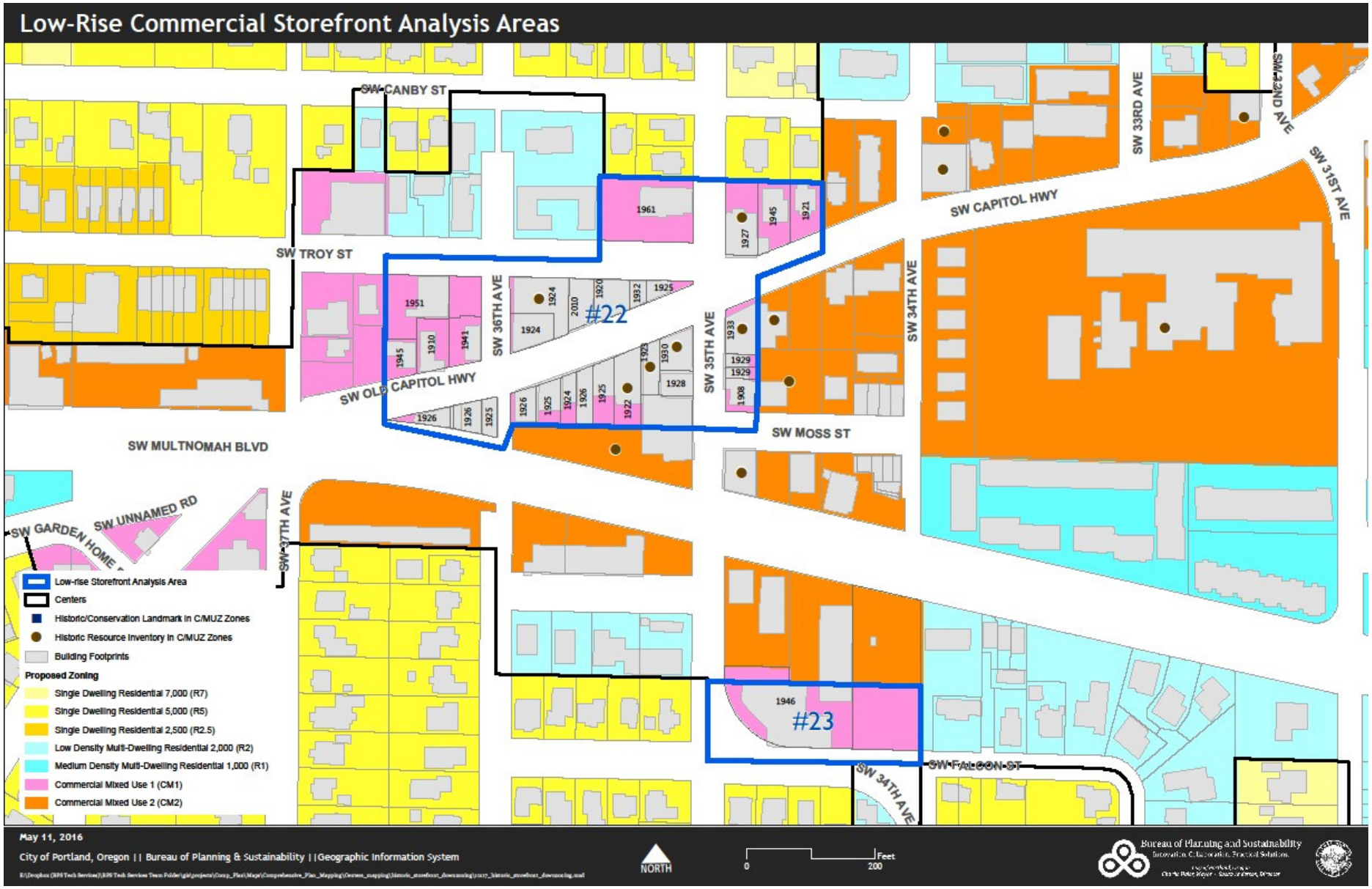


Group A.4: Division



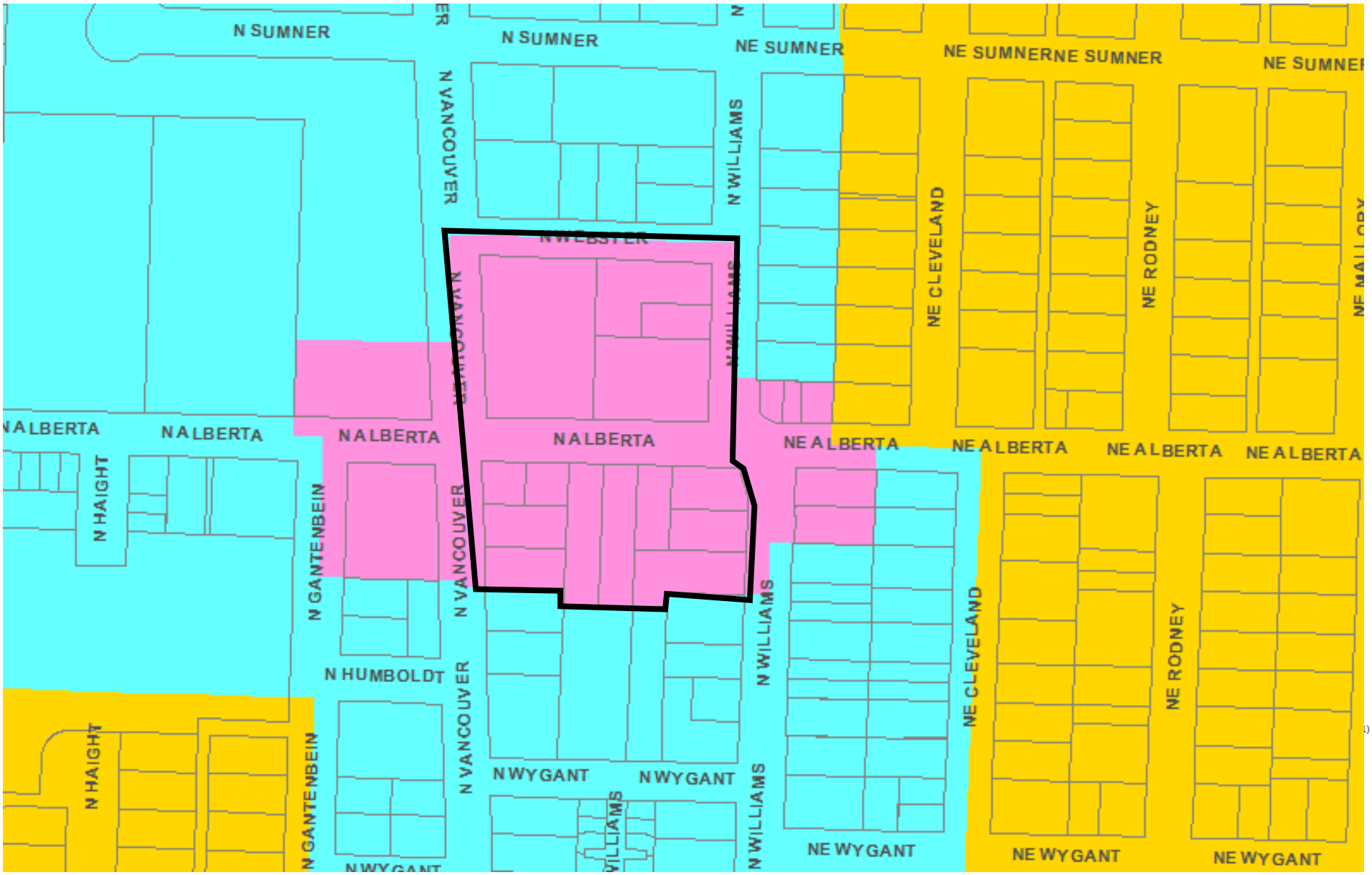
Ord. 188177, Vol. 2.5, page 12165

Group A.5: Multnomah



Ord. 188177, Vol. 2.5, page 12166

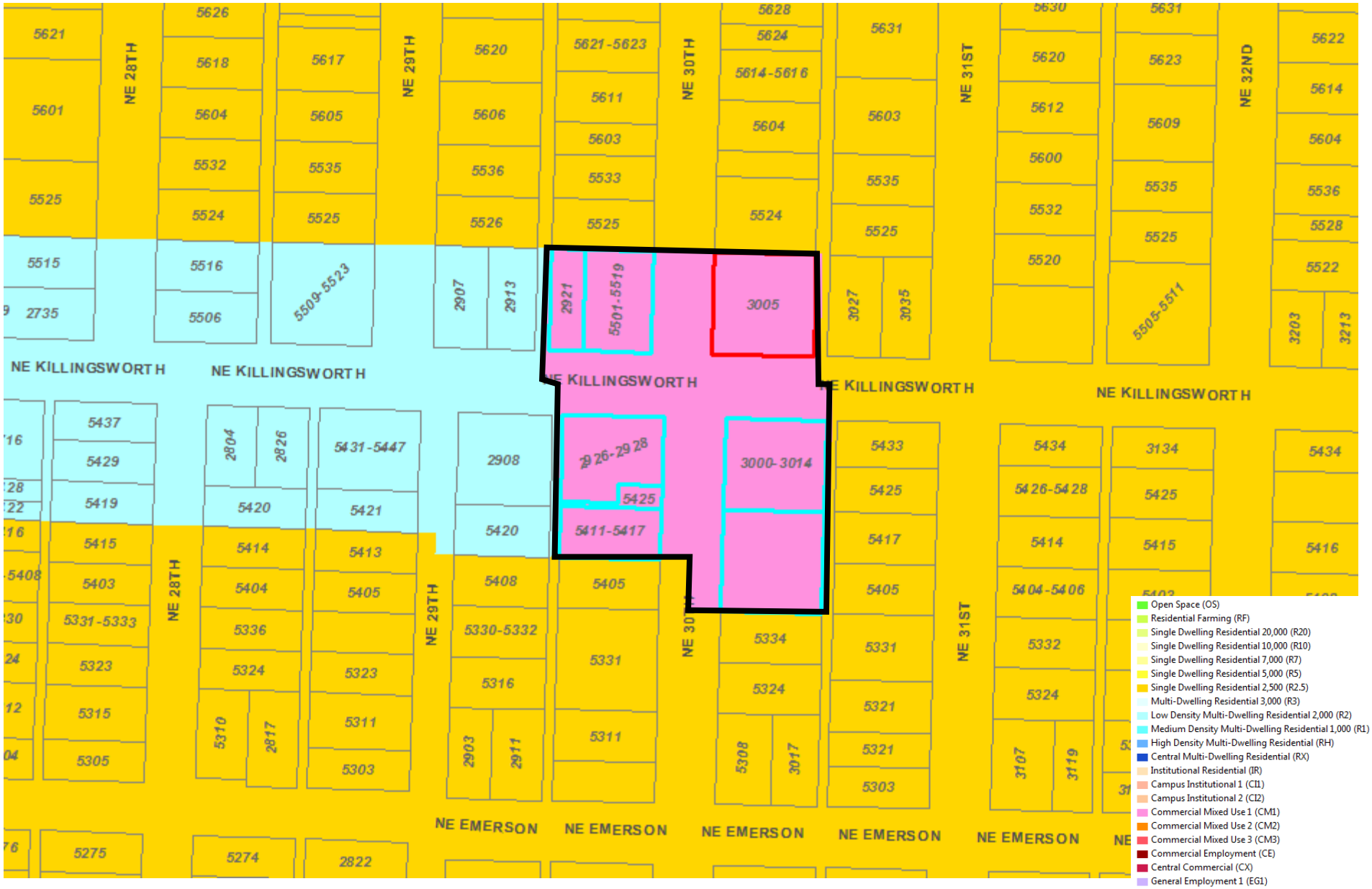
Group B, 1: N ALBERTA AND WILLIAMS



CM1

Ord. 188177, Vol. 2.5, page 12167

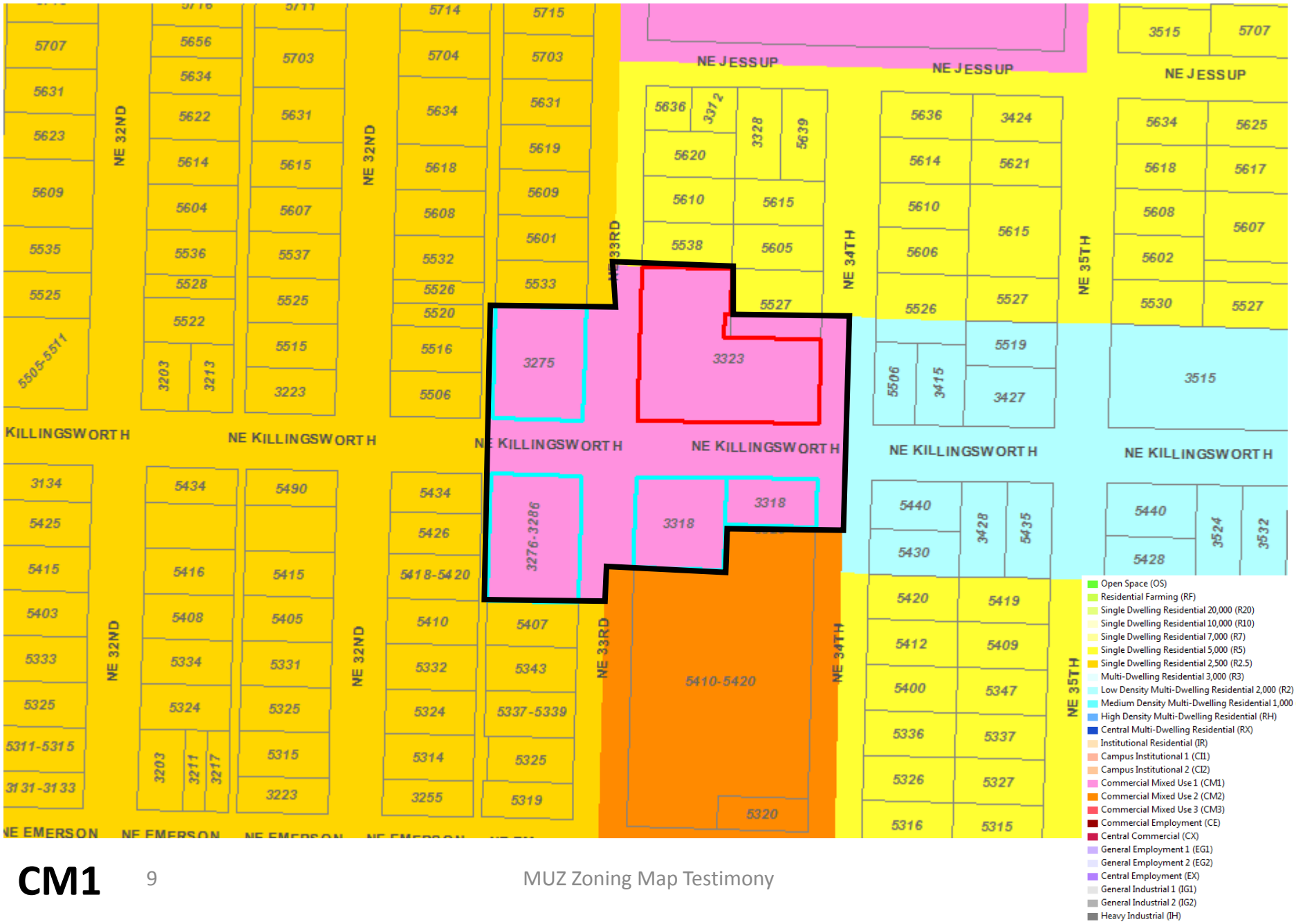
Group B, 2: NE 30TH AND KILLINGSWORTH



CM1

Ord. 188177, Vol. 2.5, page 12168

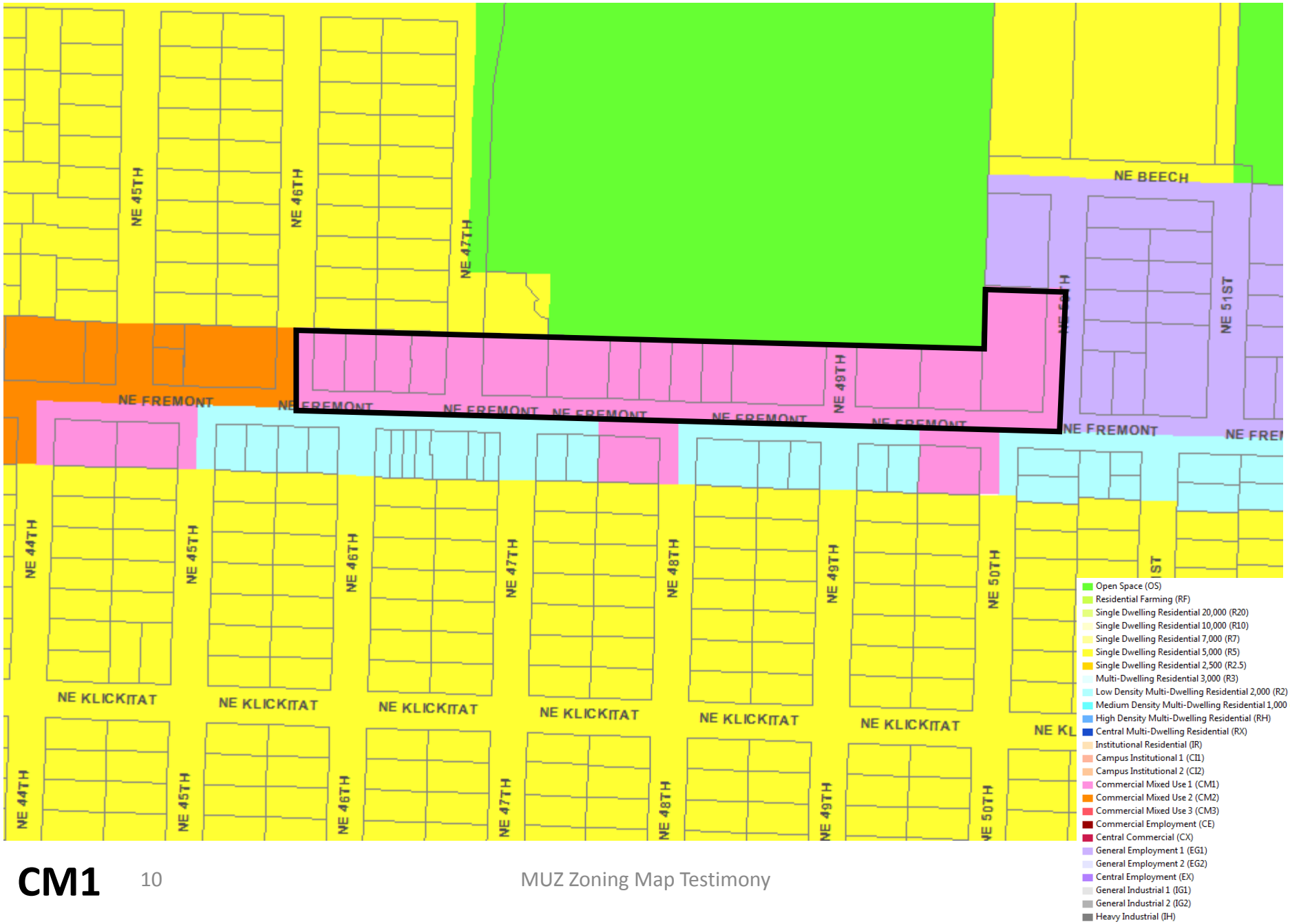
Group B, 3: NE 33RD AND KILLINGSWORTH



CM1

Ord. 188177, Vol. 2.5, page 12169

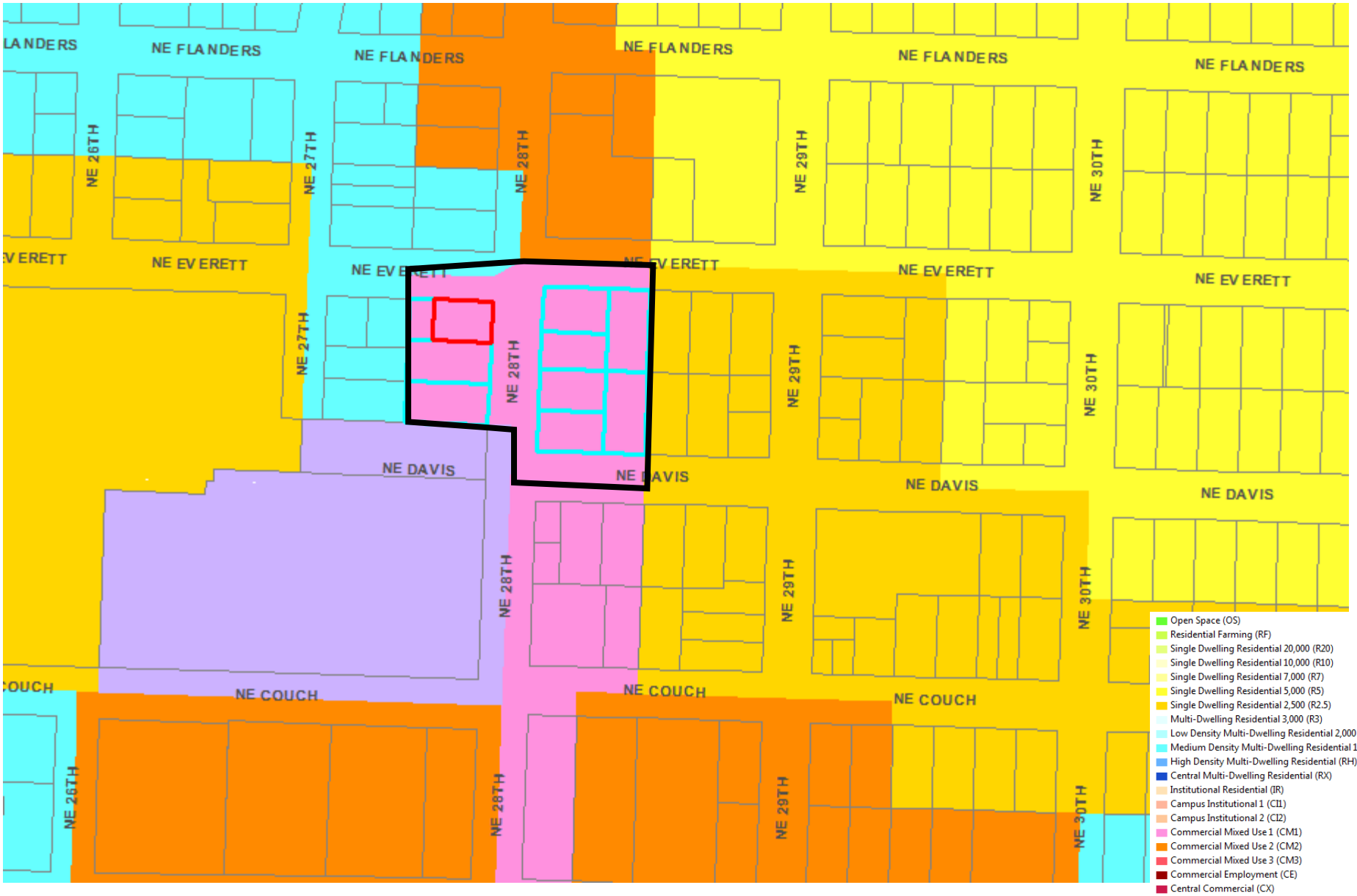
Group B, 4: NE FREMONT AND 47TH



CM1

Ord. 188177, Vol. 2.5, page 12170

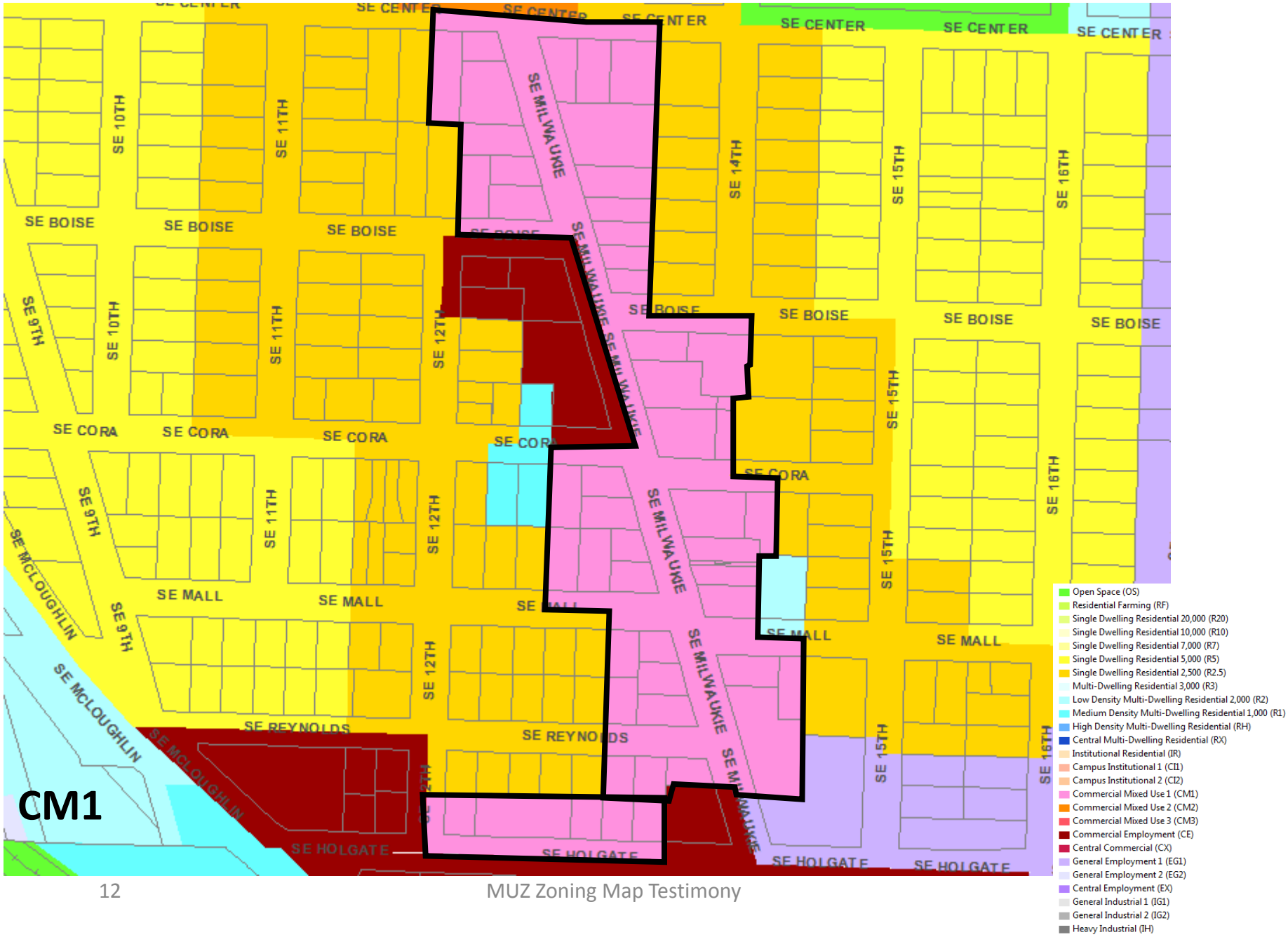
Group B, 5: NE 28TH - EVERETT TO DAVIS



CM1

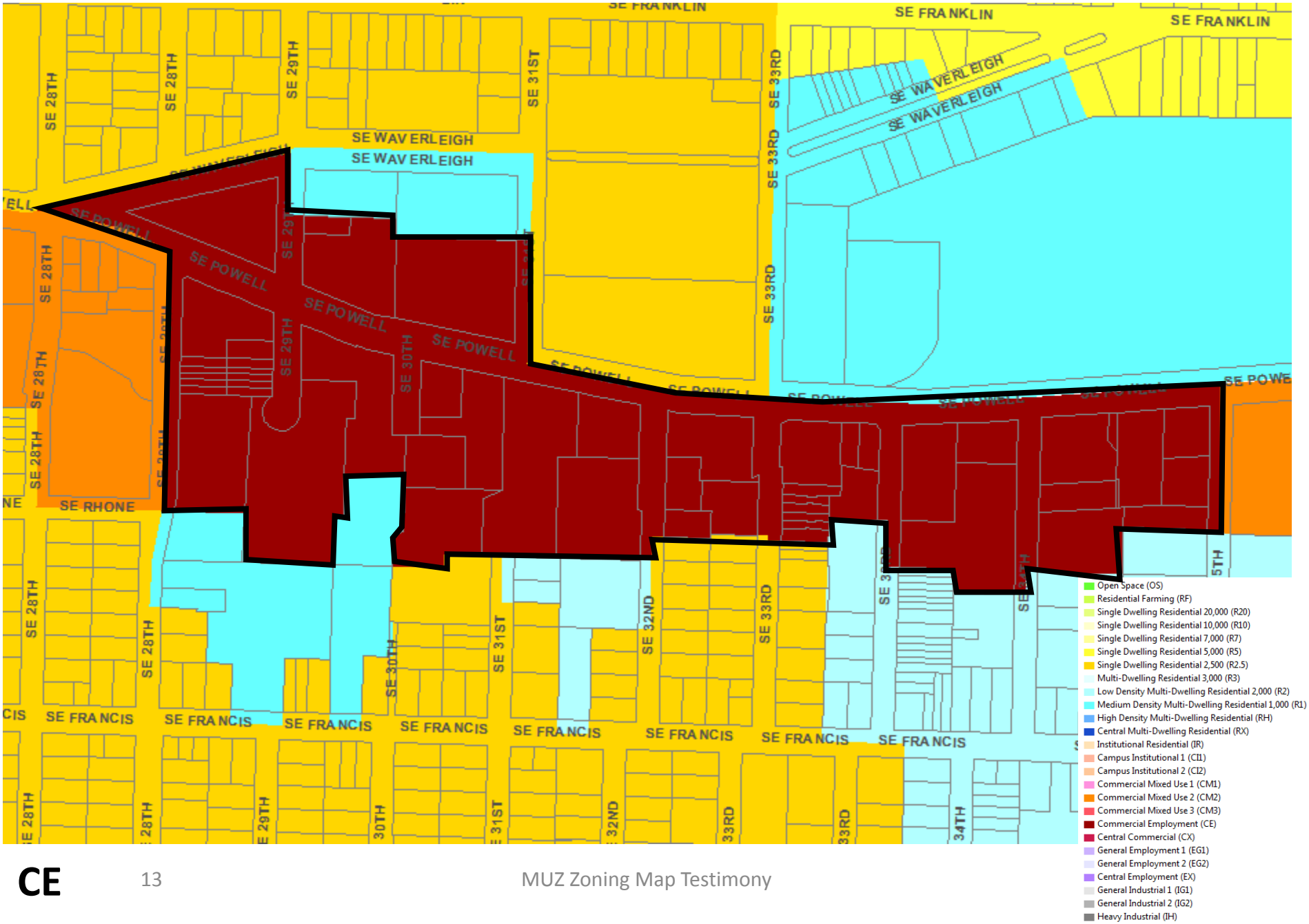
Ord. 188177, Vol. 2.5, page 12171

Group B, 6: SE MILWAUKIE AVE. FROM CENTER TO HOLGATE, 7: E HOLGATE FROM SE 12TH TO MILWAUKIE



Ord. 188177, Vol. 2.5, page 12172

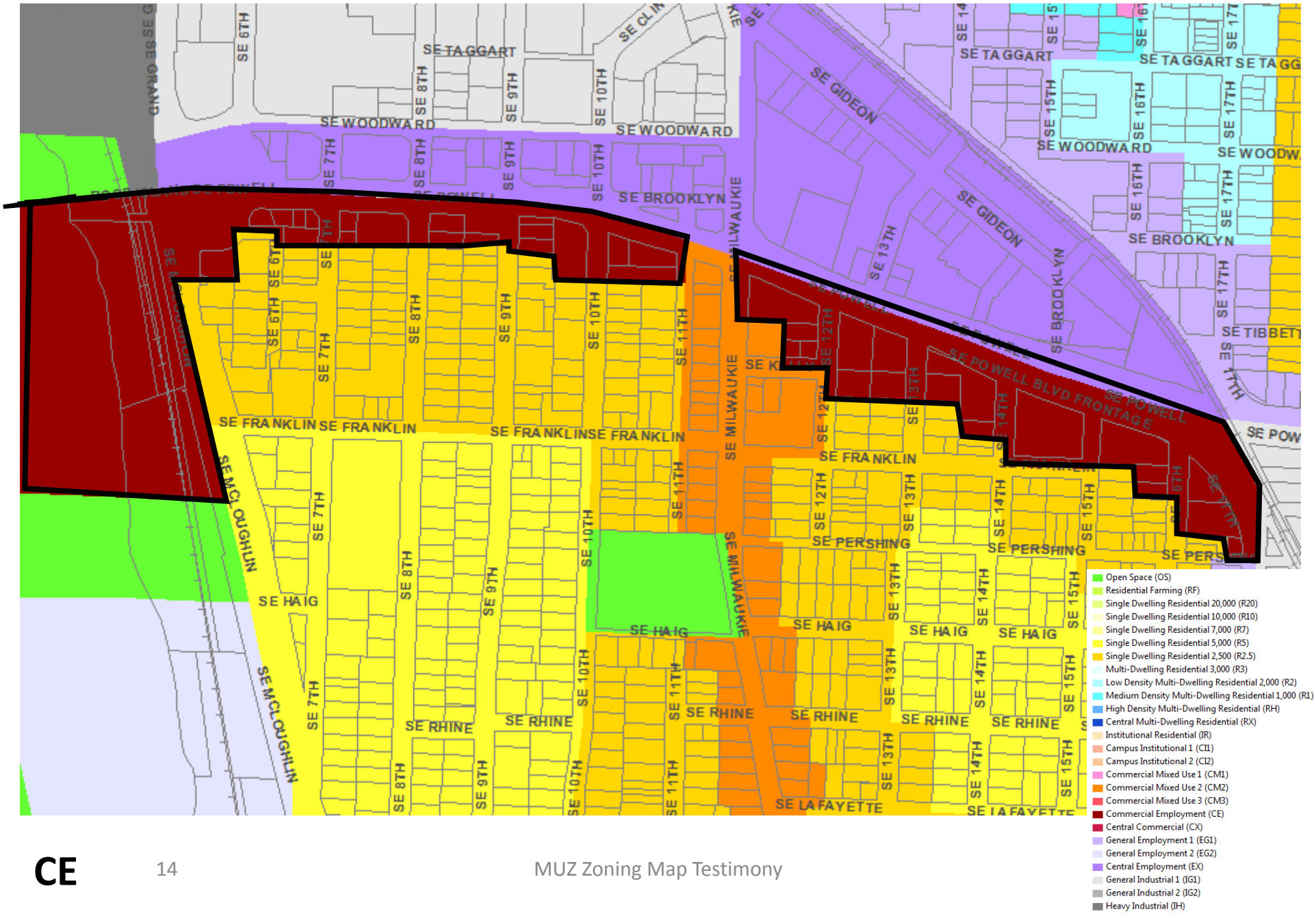
Group B, 8: POWELL BLVD ROSS IS TO 35TH



CE

Ord. 188177, Vol. 2.5, page 12173

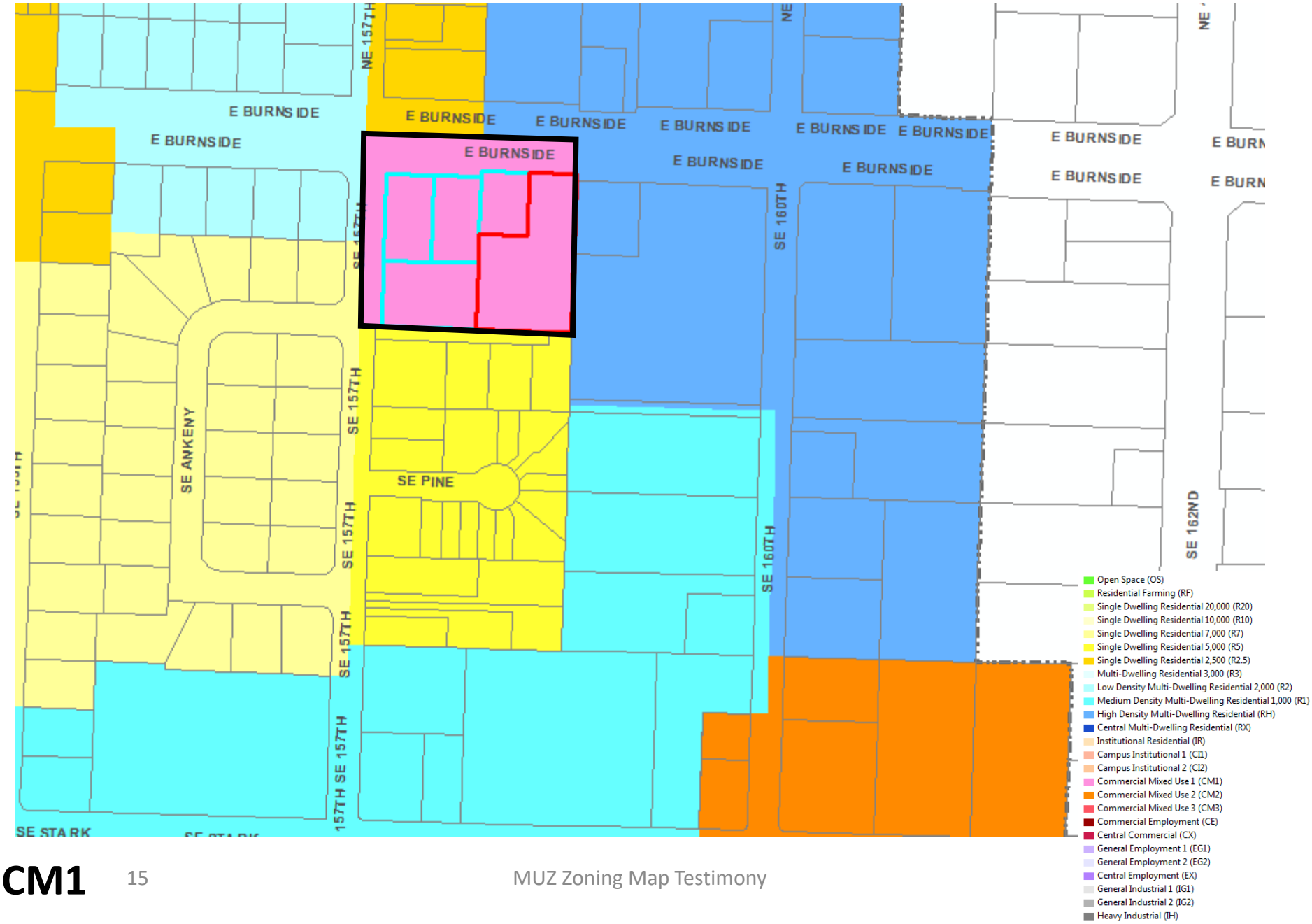
Group B, 9: POWELL BLVD – RI BRIDGE TO SE 17TH



CE

Ord. 188177, Vol. 2.5, page 12174

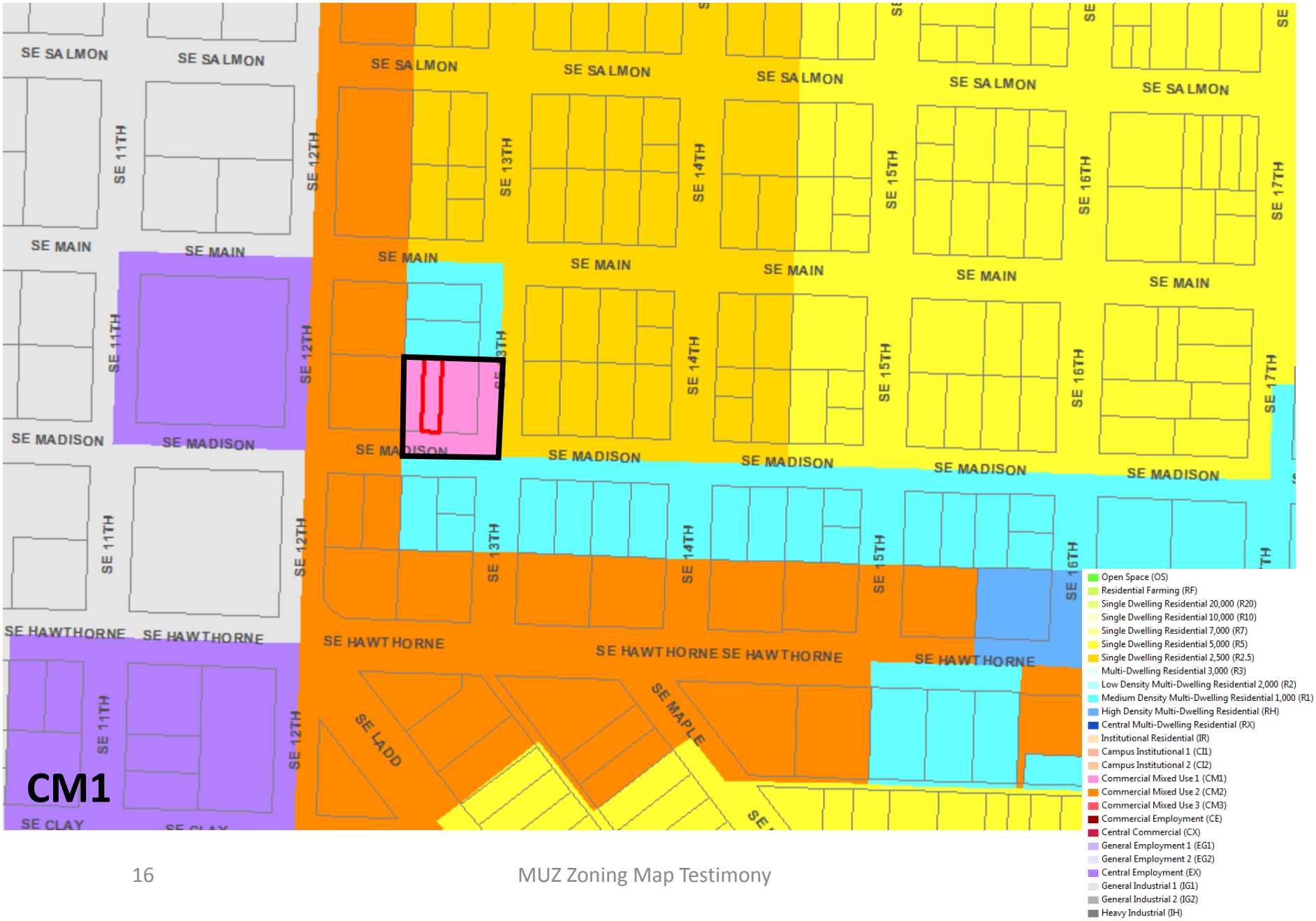
Group B, 10: E BURNSIDE AT 157TH



CM1

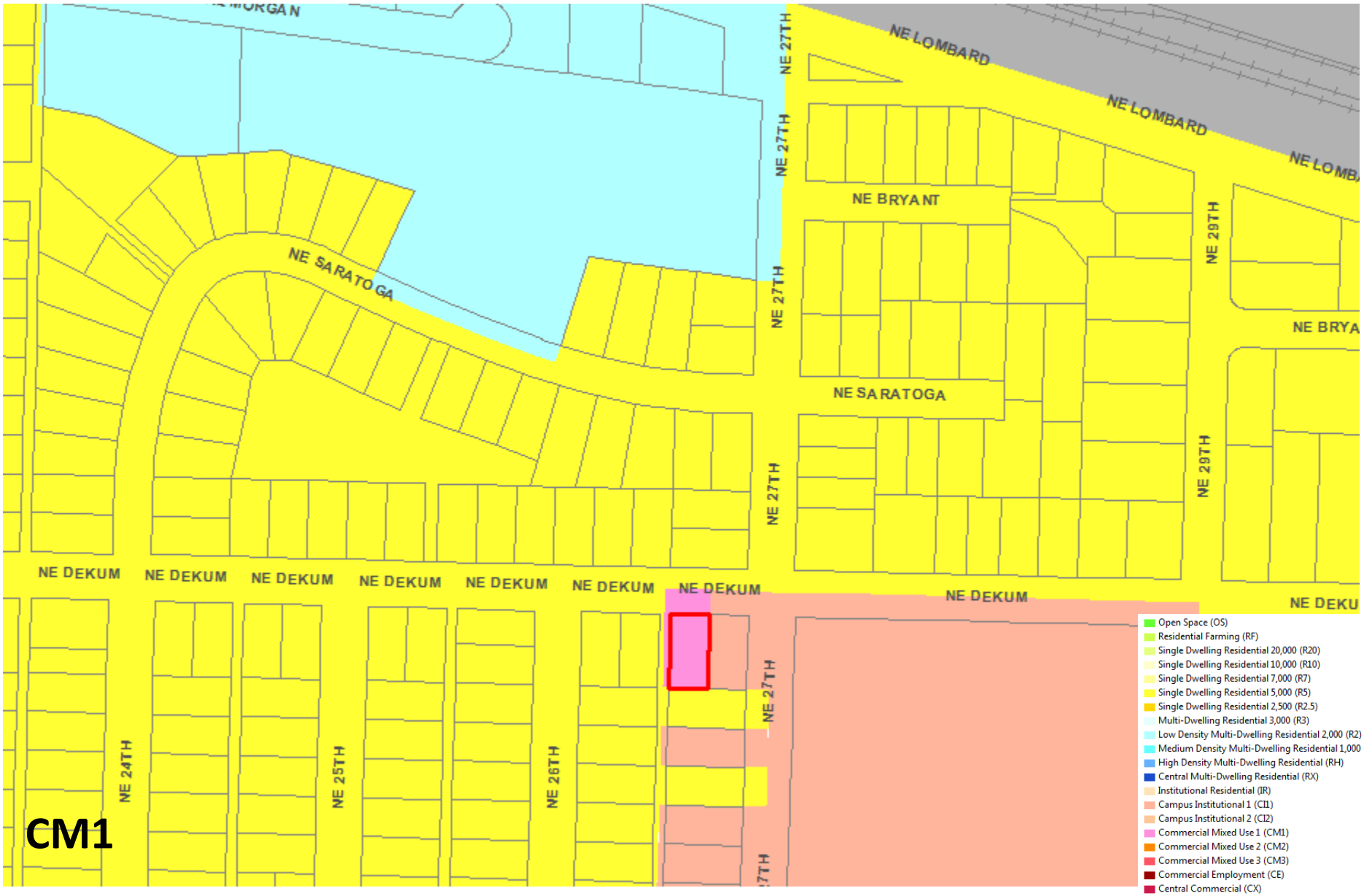
Ord. 188177, Vol. 2.5, page 12175

Group C, 1: 1221 W/ SE MADISON ST



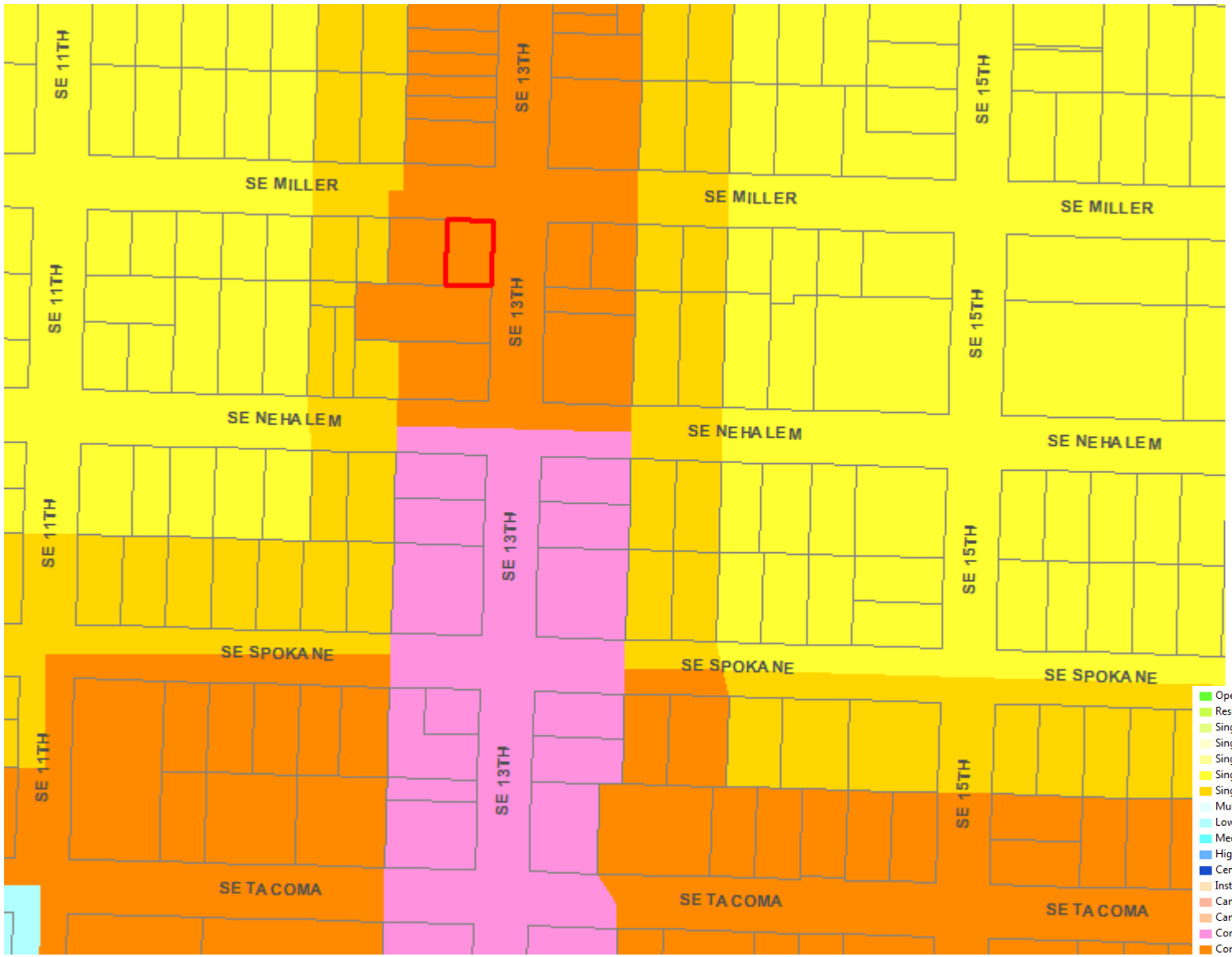
Ord. 188177, Vol. 2.5, page 12176

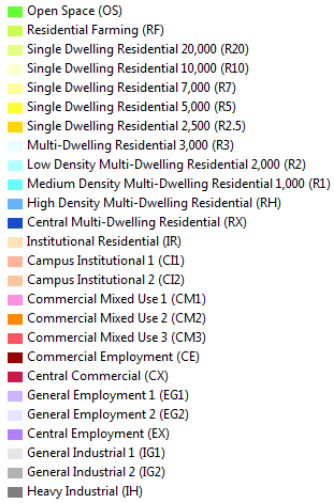
Group C, 2: 2626 NE DEKUM ST



Ord. 188177, Vol. 2.5, page 12177

Group C, 3: 7953-7961 SE 13TH AVE

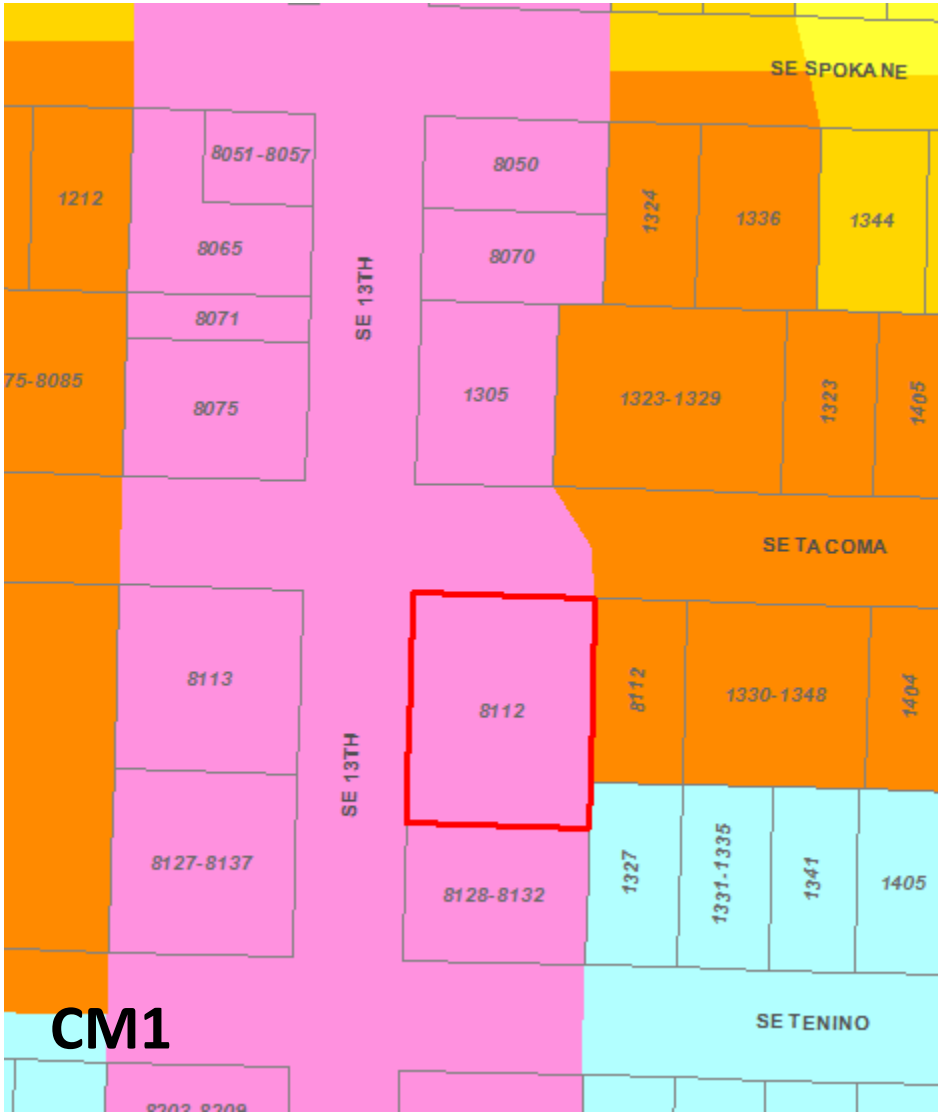




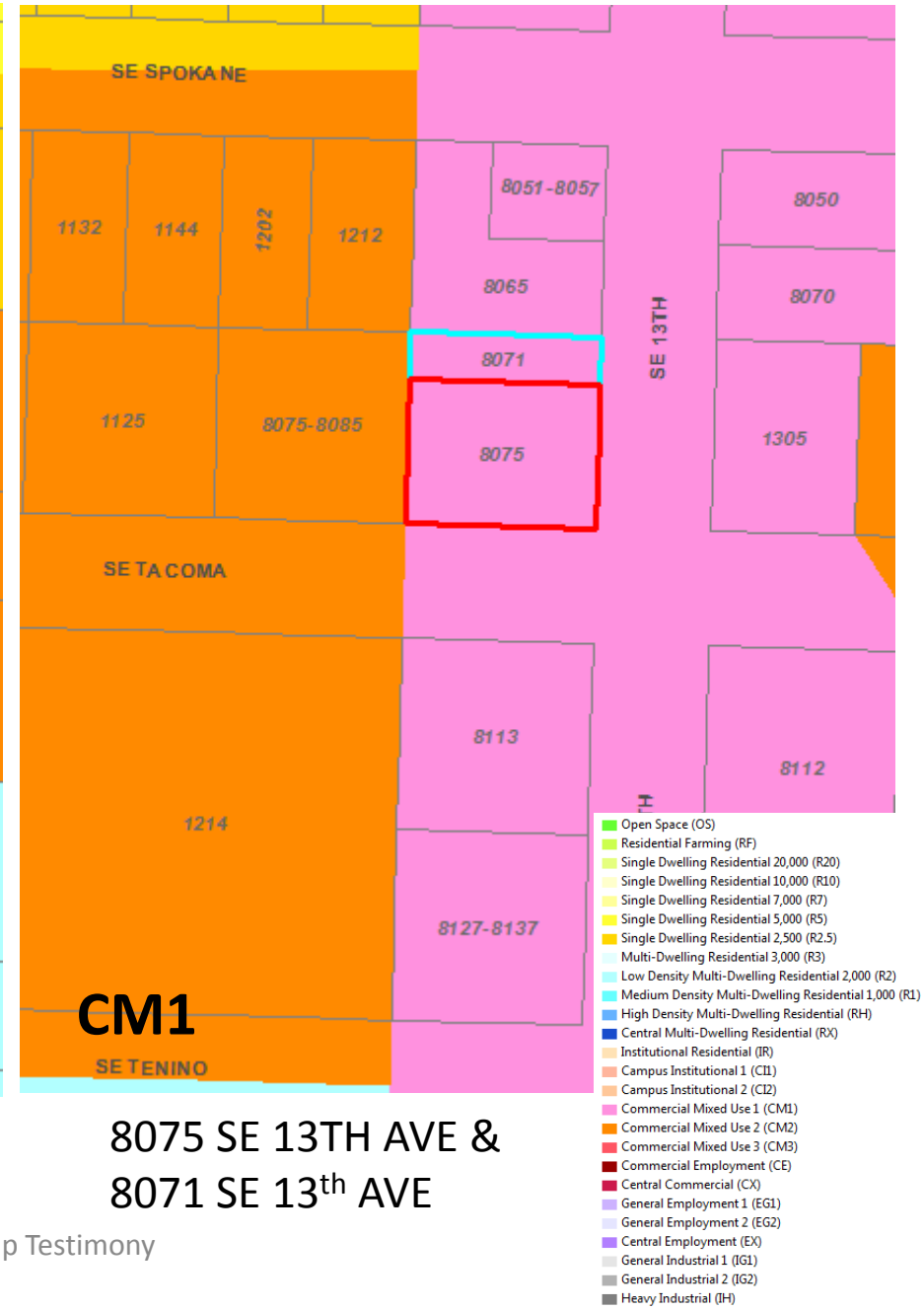
CM2

Ord. 188177, Vol. 2.5, page 12178

Group C, 4: 8112 SE 13TH AVE, 5: 8075 SE 13TH AVE & 8071 SE 13th AVE



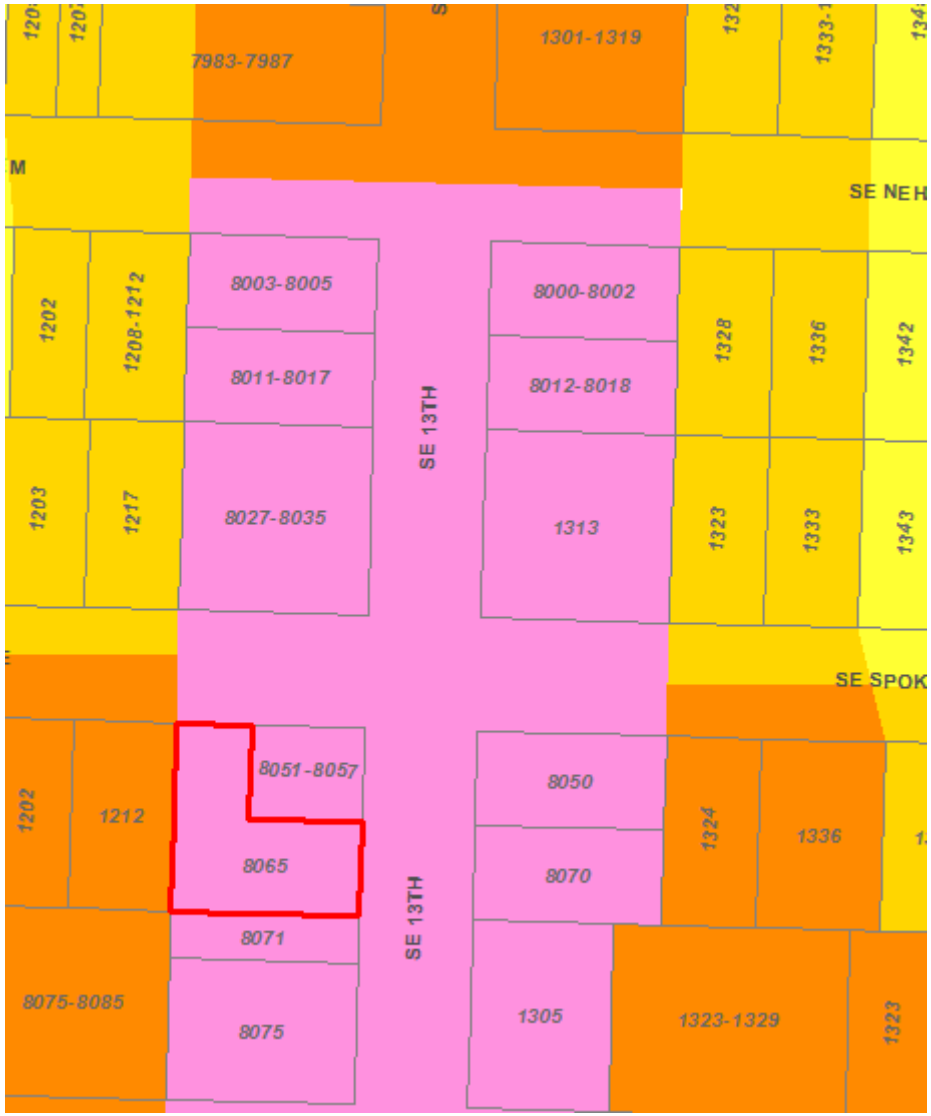
8112 SE 13TH AVE



8075 SE 13TH AVE &
8071 SE 13th AVE

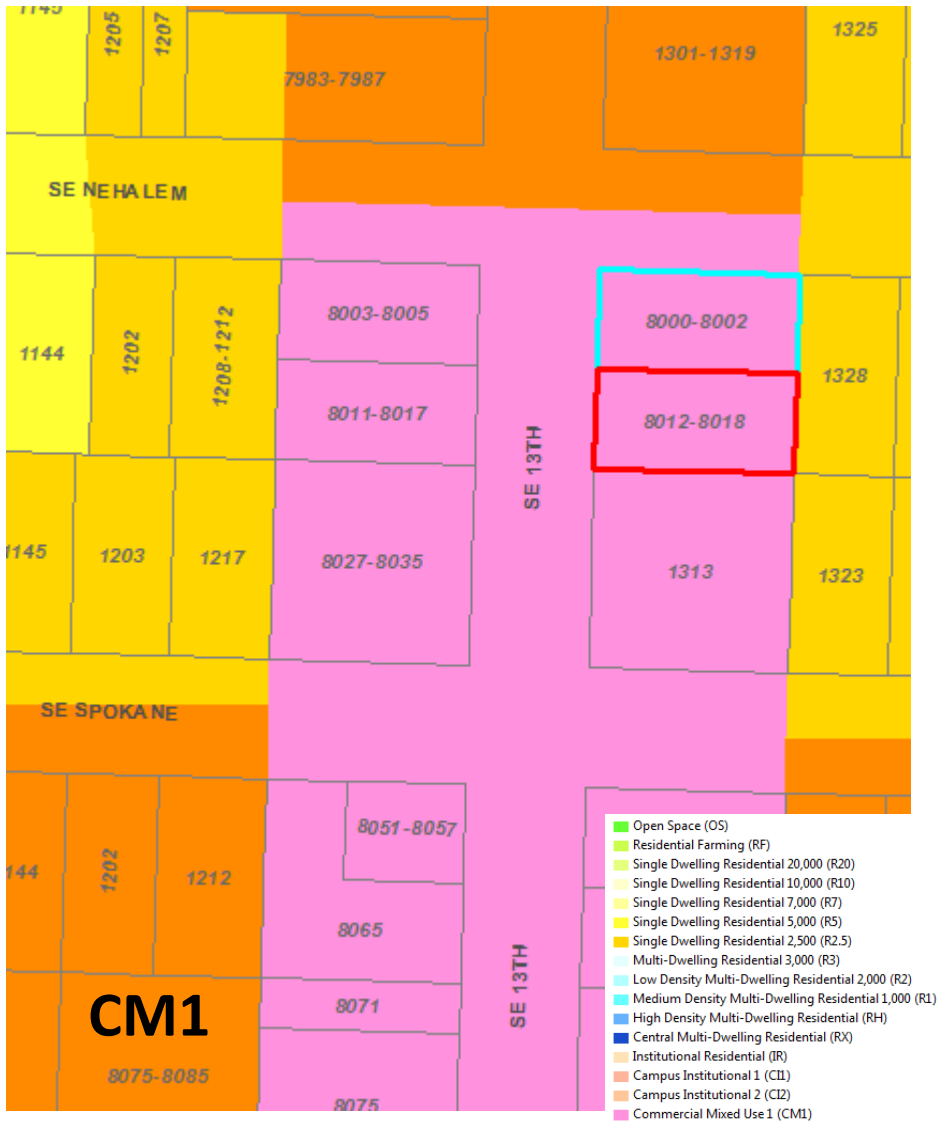
Ord. 188177, Vol. 2.5, page 12179

Group C, 6: 8065 SE 13TH AVE, 7: 8012-8018 SE 13TH AVE, 8: 8000-8002 SE 13TH AVE



CM1

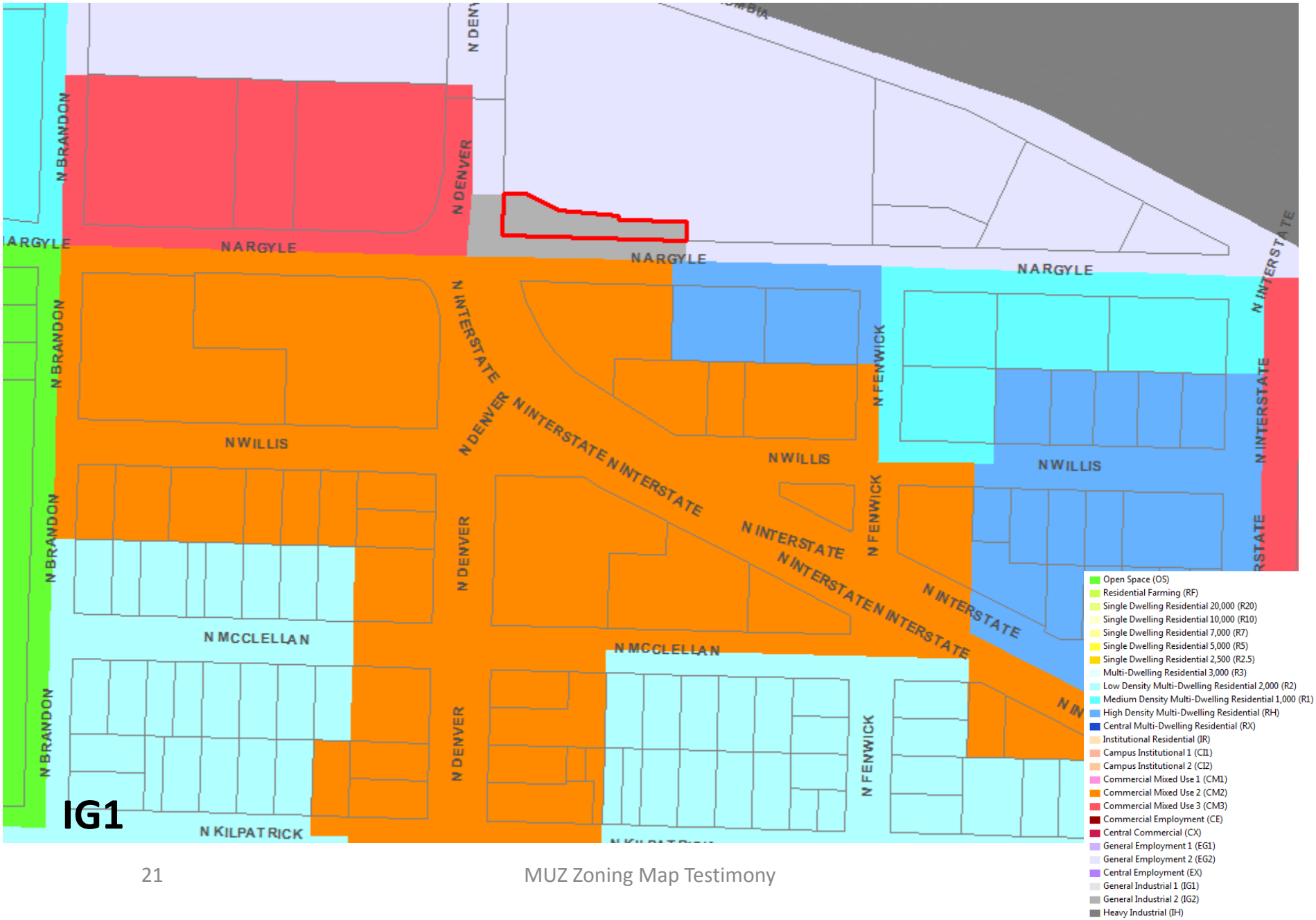
8065 SE 13TH AVE



8012-8018 SE 13TH AVE &
8000-8002 SE 13TH AVE

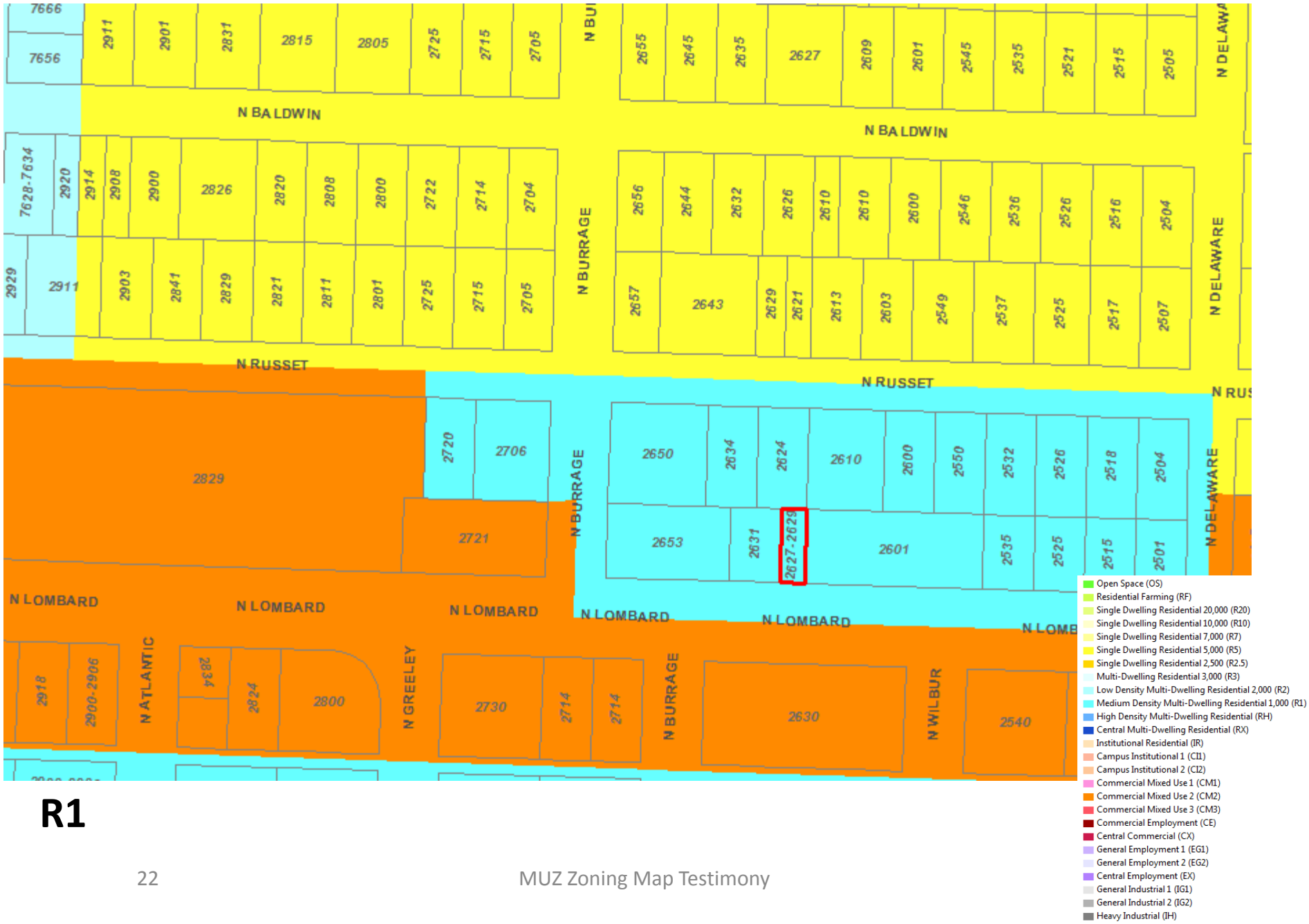
Ord. 188177, Vol. 2.5, page 12180

Group C, 9: 1935 N ARGYLE ST



Ord. 188177, Vol. 2.5, page 12181

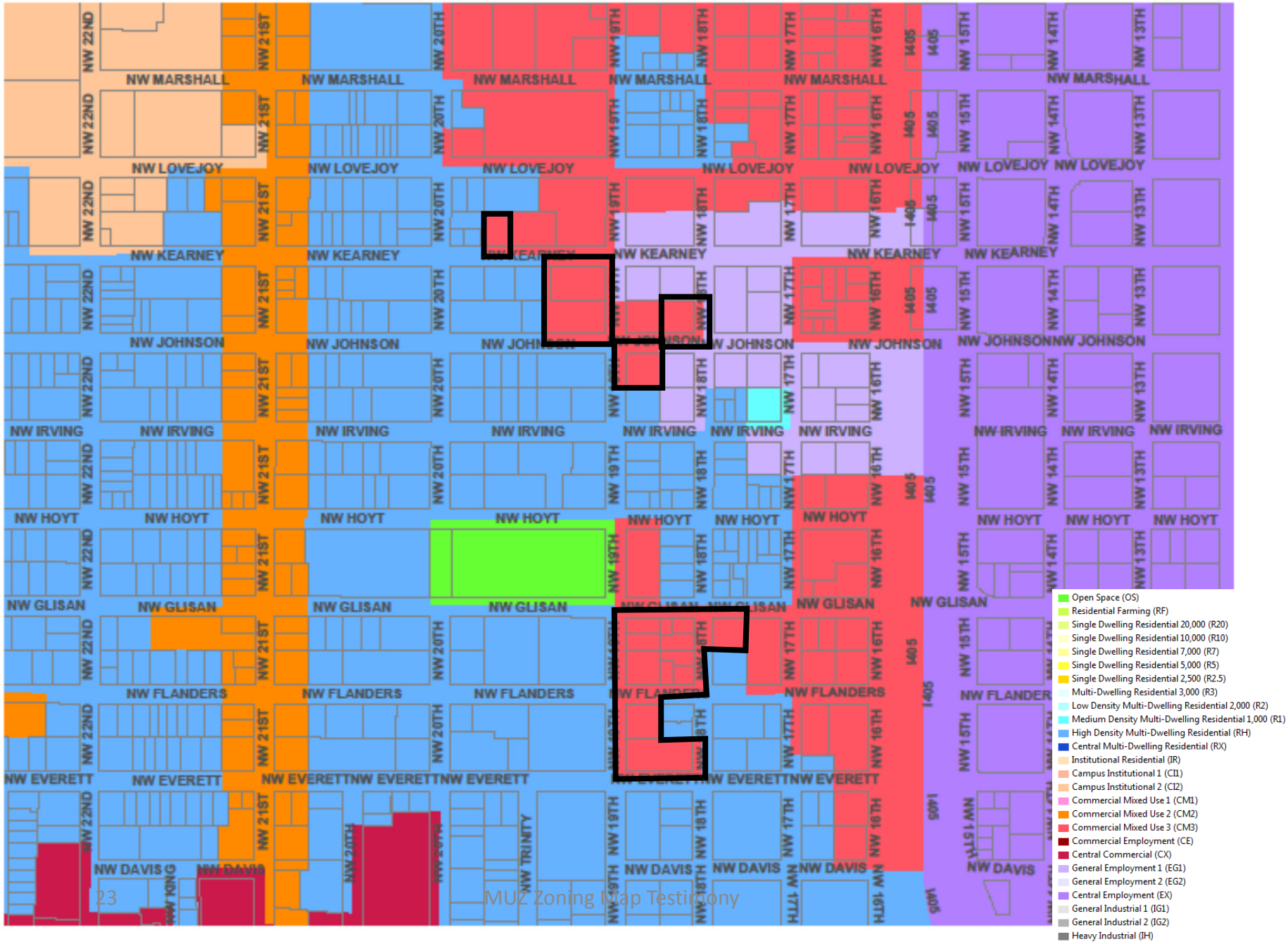
Group C, 10: 2627-2629 N LOMBARD ST



R1

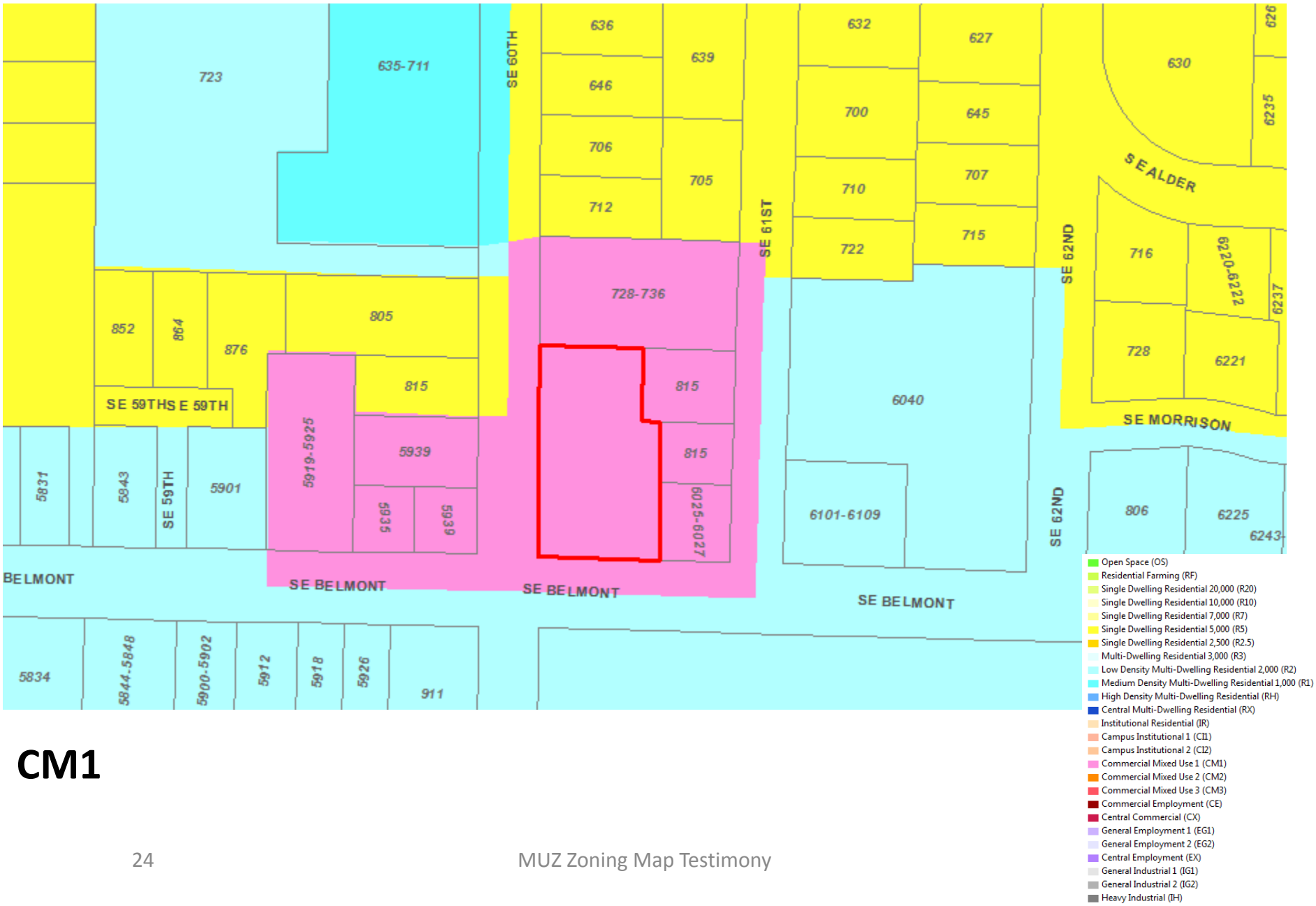
Ord. 188177, Vol. 2.5, page 12182

Group C, 11: NW ALPHABET DISTRICT



Ord. 188177, Vol. 2.5, page 12183

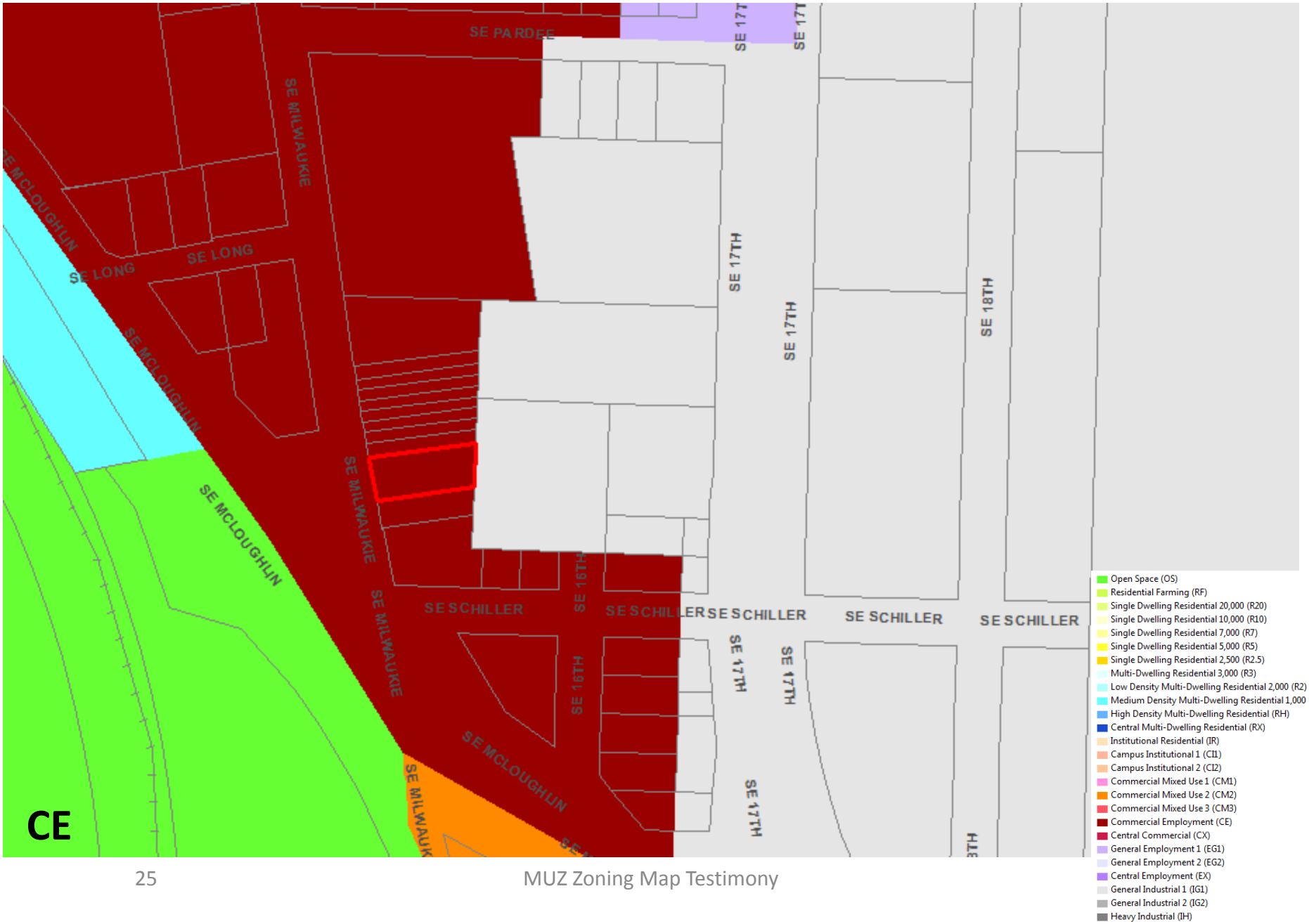
Group C, 12: 60TH & SE BELMONT ST



CM1

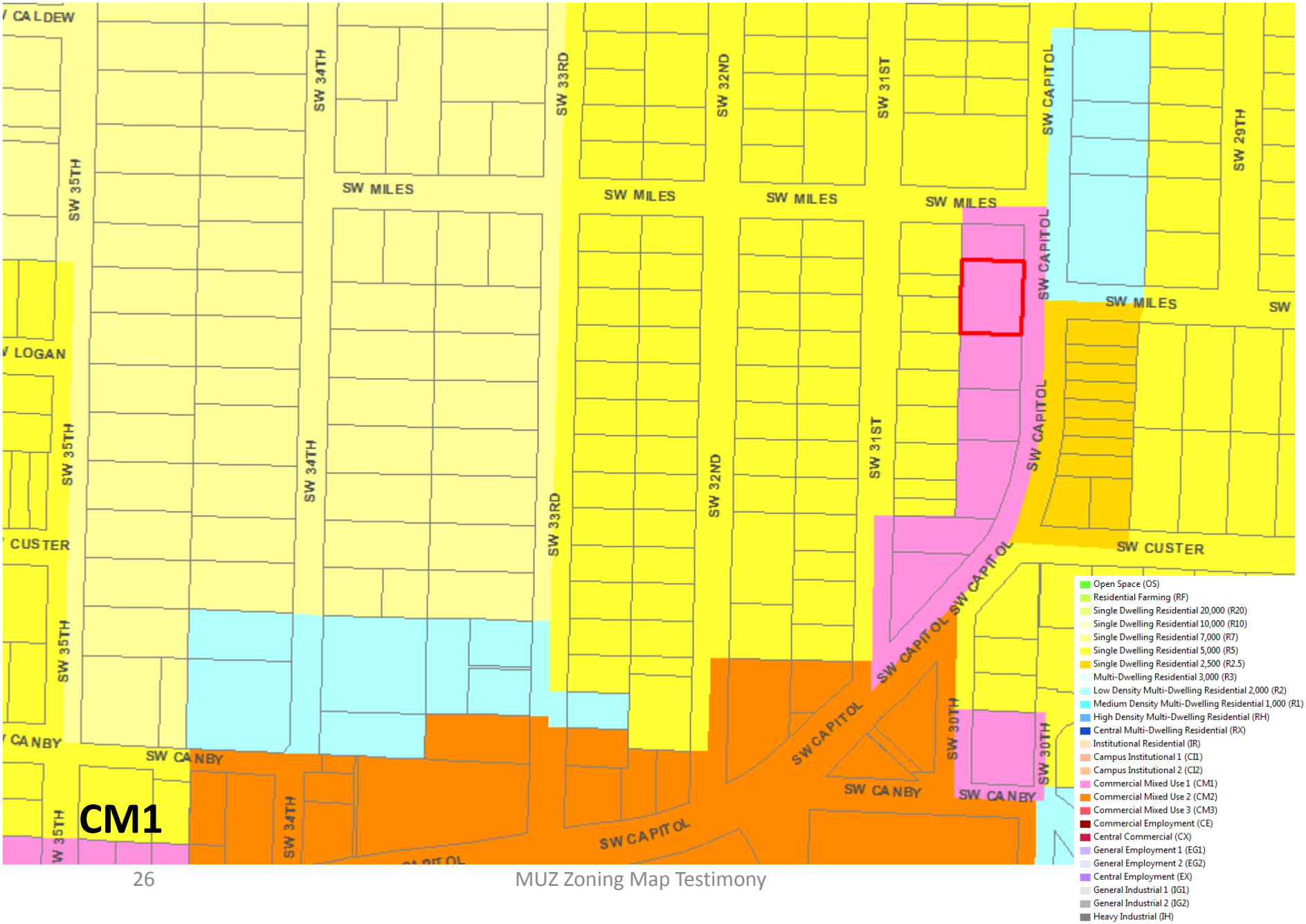
Ord. 188177, Vol. 2.5, page 12184

Group C, 13: 4764 SE MILWAUKIE AVE (near Holgate)



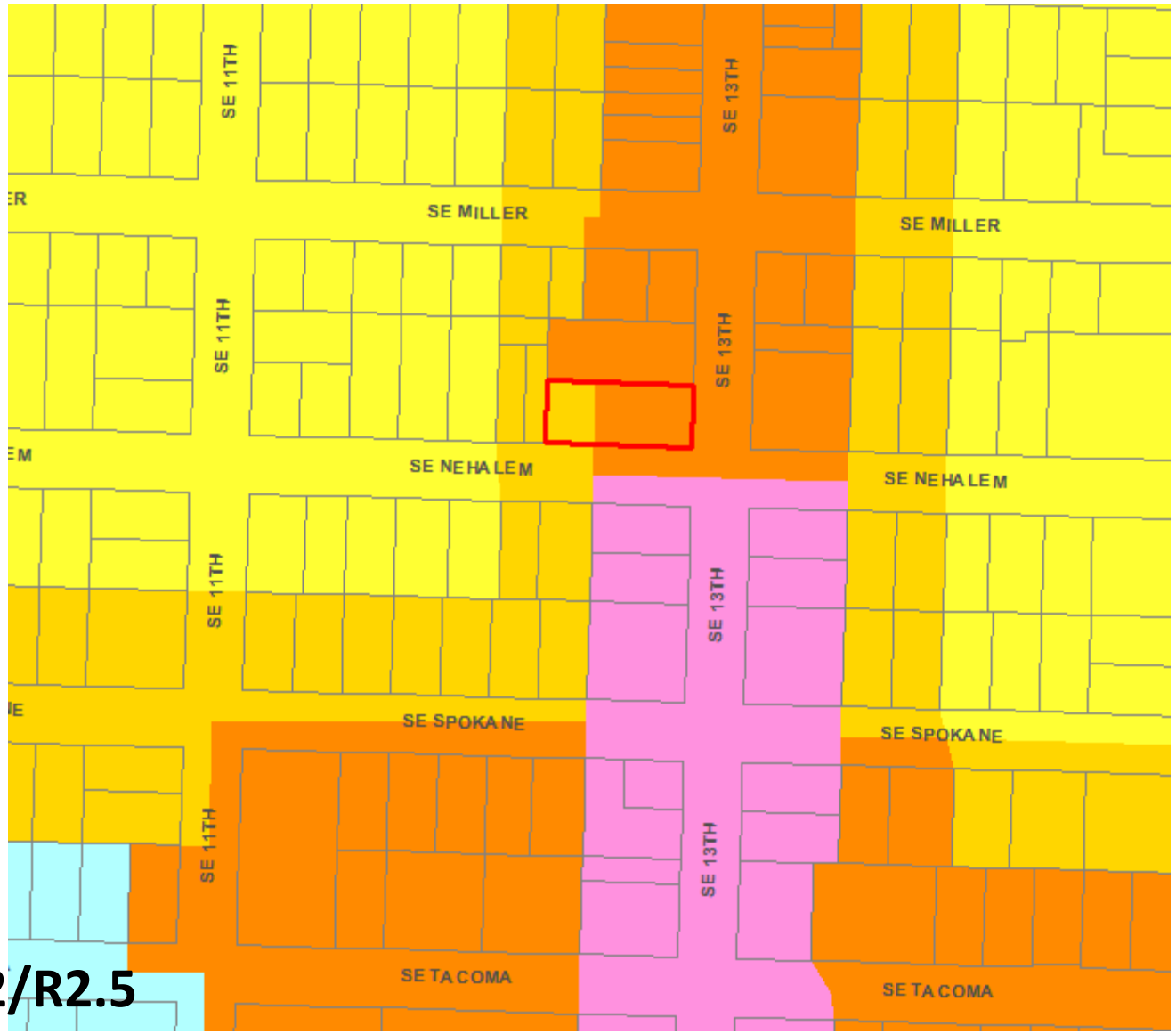
Ord. 188177, Vol. 2.5, page 12185

Group C, 14: 7409-7429 SW CAPITOL HWY



Ord. 188177, Vol. 2.5, page 12186

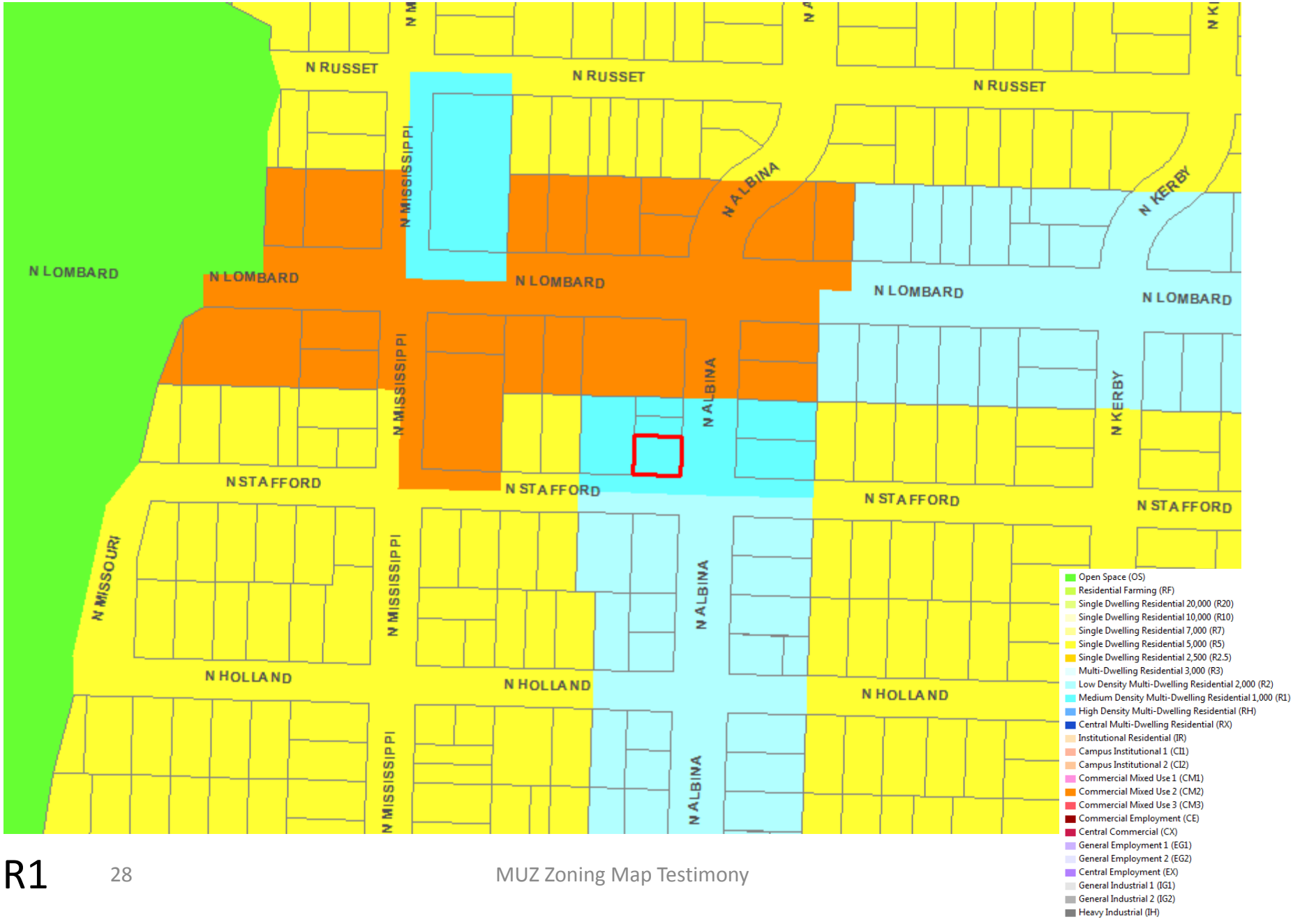
Group C, 15: 7983-7987 SE 13TH AVE



CM2/R2.5

Ord. 188177, Vol. 2.5, page 12187

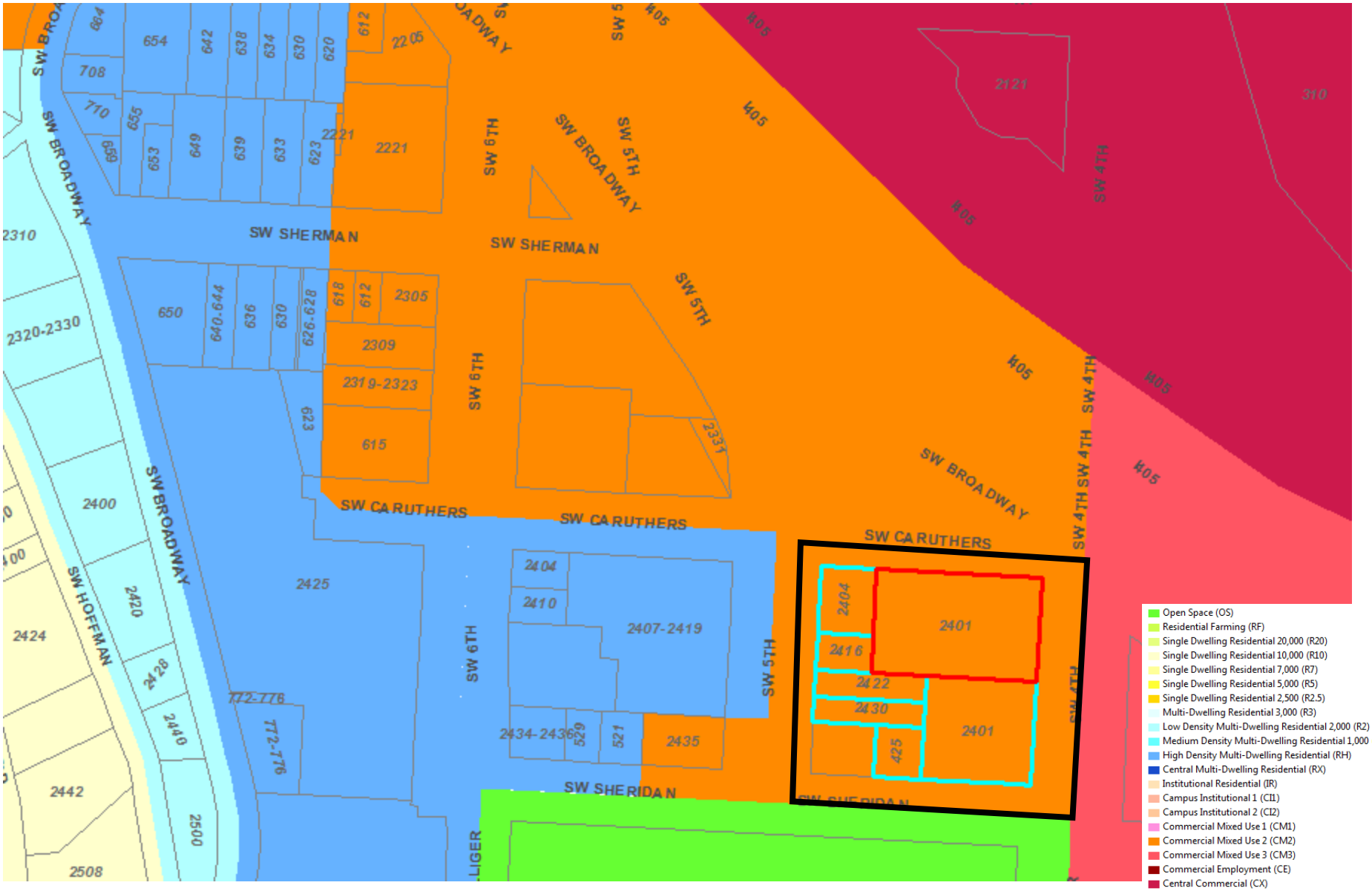
Group C, 16: 7401 N ALBINA AVE



R1

Ord. 188177, Vol. 2.5, page 12188

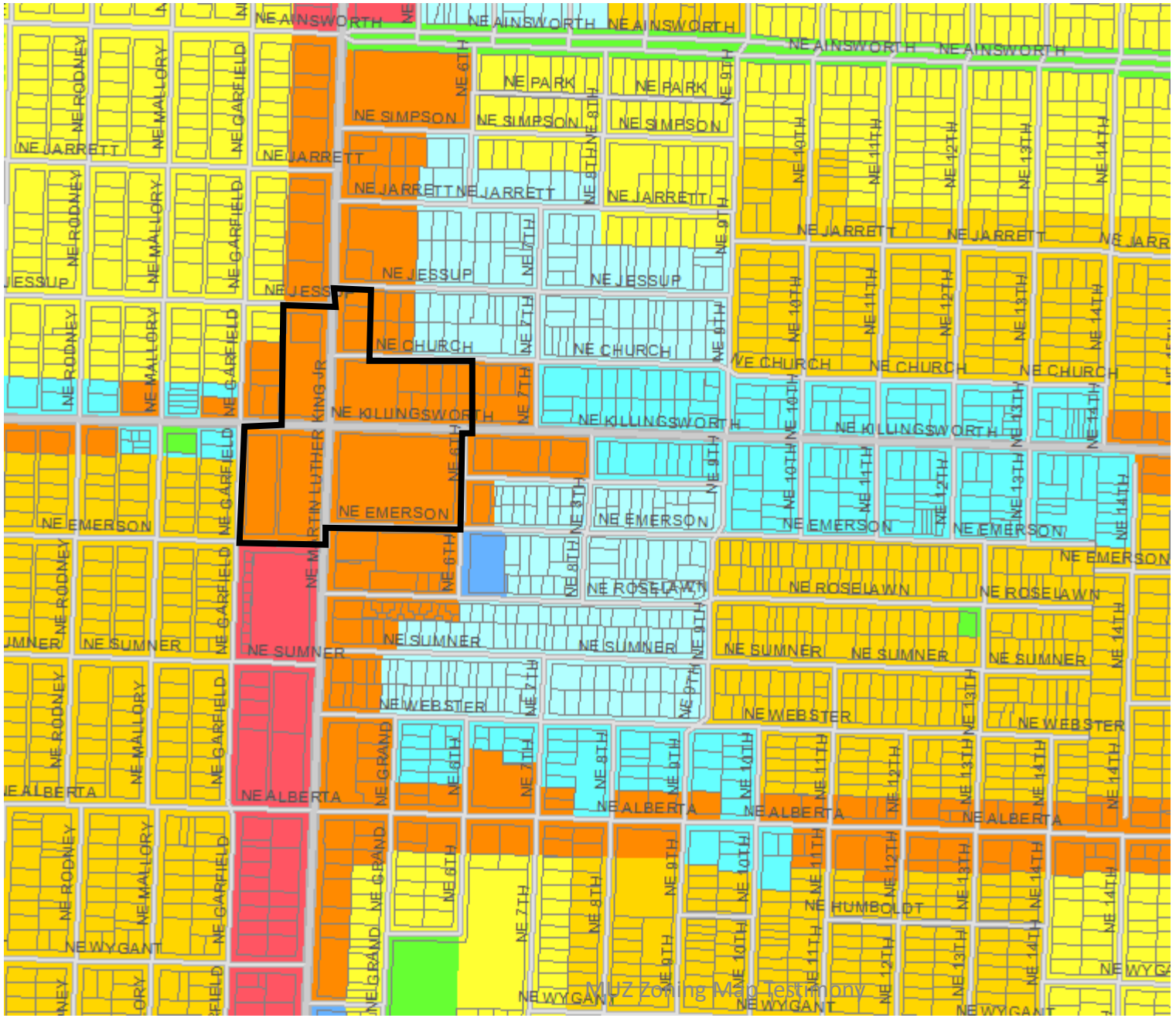
Group D, 1: 2401 WI/ SW 4TH AVE



CM2

Ord. 188177, Vol. 2.5, page 12189

Group D, 2: MLK JR BLVD: FROM WYGANT TO AINSWORTH

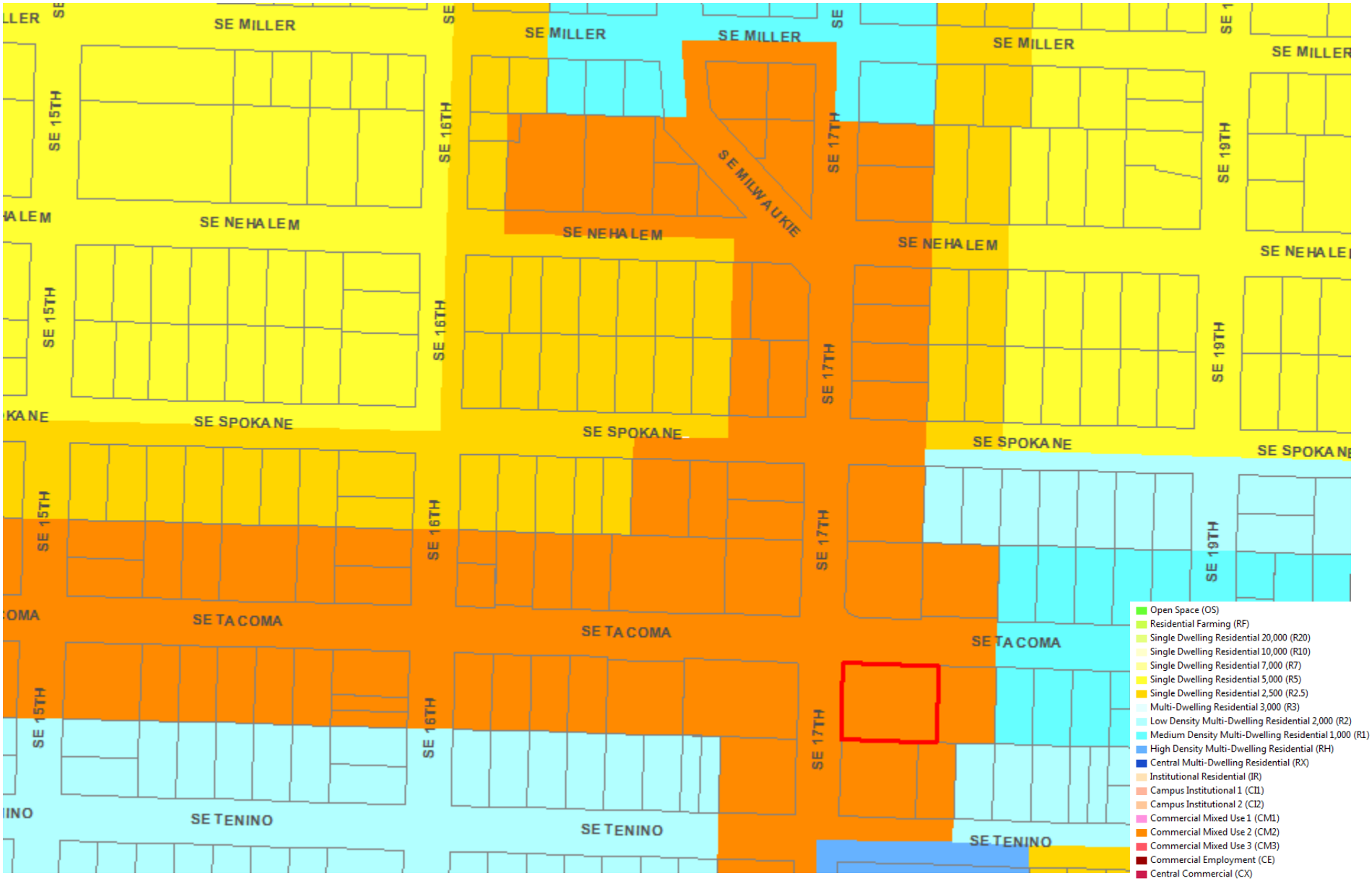


CM2

- Open Space (OS)
- Residential Farming (RF)
- Single Dwelling Residential 20,000 (R20)
- Single Dwelling Residential 10,000 (R10)
- Single Dwelling Residential 7,000 (R7)
- Single Dwelling Residential 5,000 (R5)
- Single Dwelling Residential 2,500 (R2.5)
- Multi-Dwelling Residential 3,000 (R3)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)
- Institutional Residential (IR)
- Campus Institutional 1 (CI1)
- Campus Institutional 2 (CI2)
- Commercial Mixed Use 1 (CM1)
- Commercial Mixed Use 2 (CM2)
- Commercial Mixed Use 3 (CM3)
- Commercial Employment (CE)
- Central Commercial (CX)
- General Employment 1 (EG1)
- General Employment 2 (EG2)
- Central Employment (EX)
- General Industrial 1 (IG1)
- General Industrial 2 (IG2)
- Heavy Industrial (IH)

Ord. 188177, Vol. 2.5, page 12190

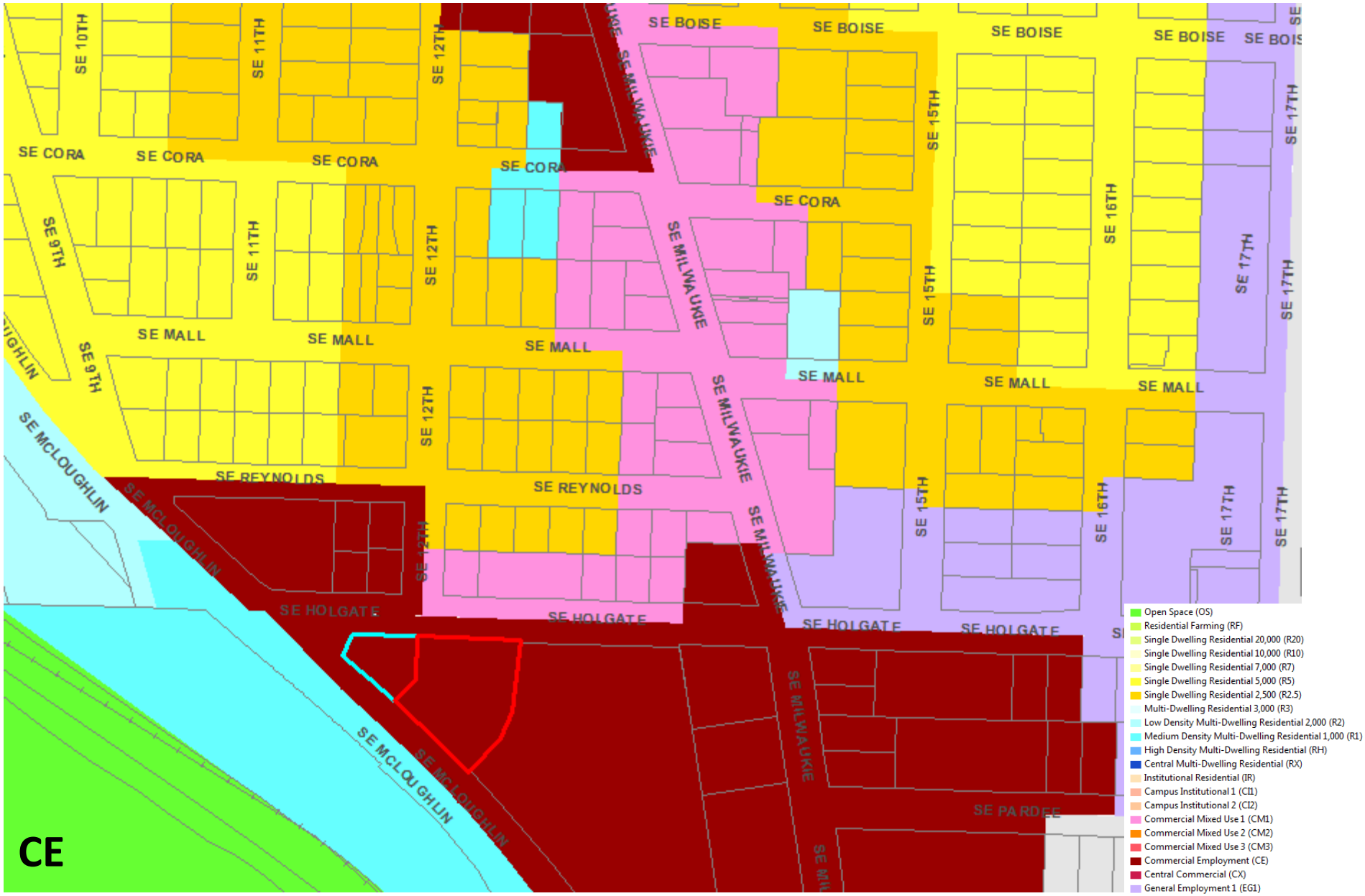
Group D, 3: 1710 SE TACOMA ST



CM2

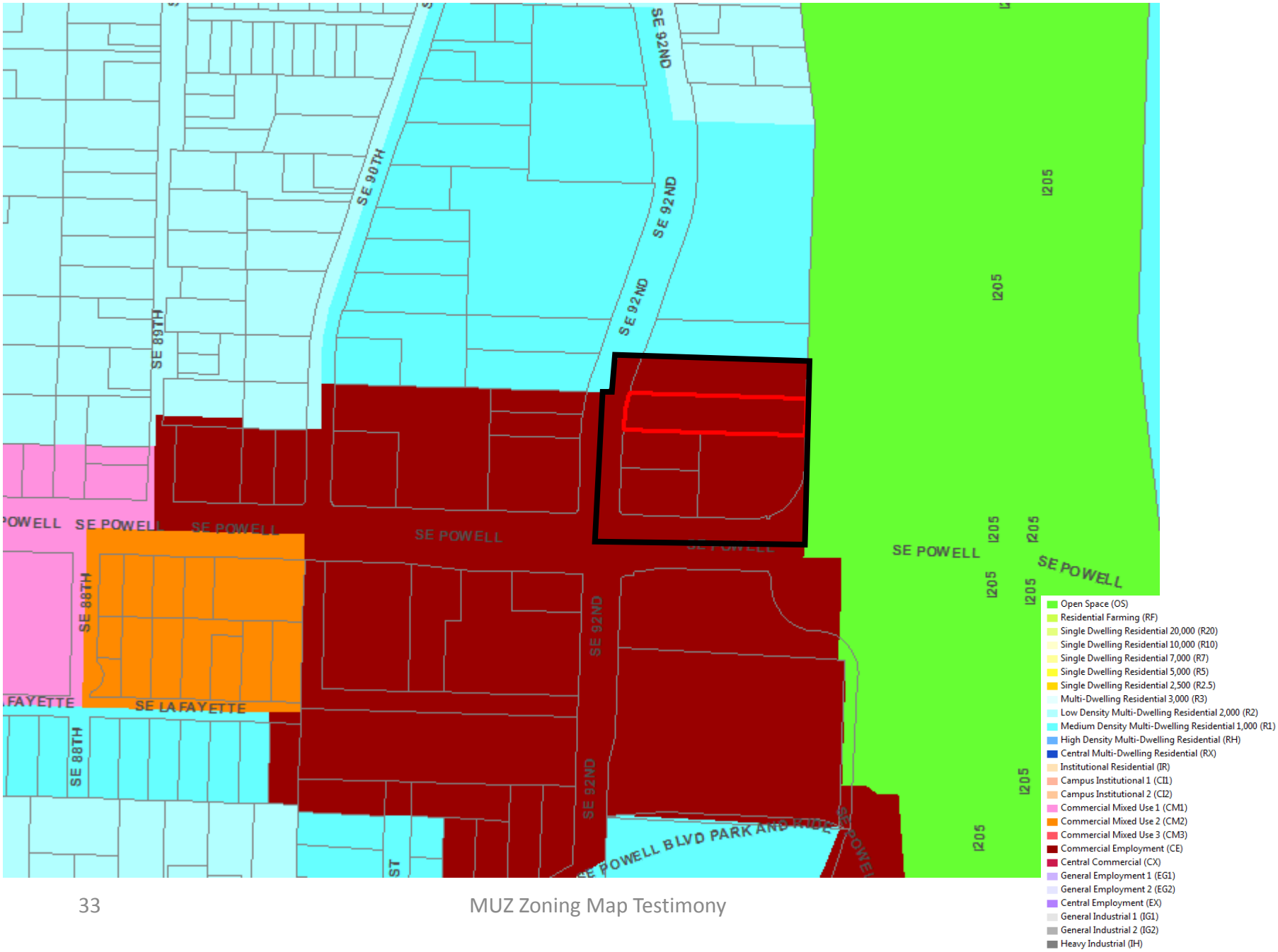
Ord. 188177, Vol. 2.5, page 12191

Group D, 4: 4534 SE MCLOUGHLIN BLVD



Ord. 188177, Vol. 2.5, page 12192

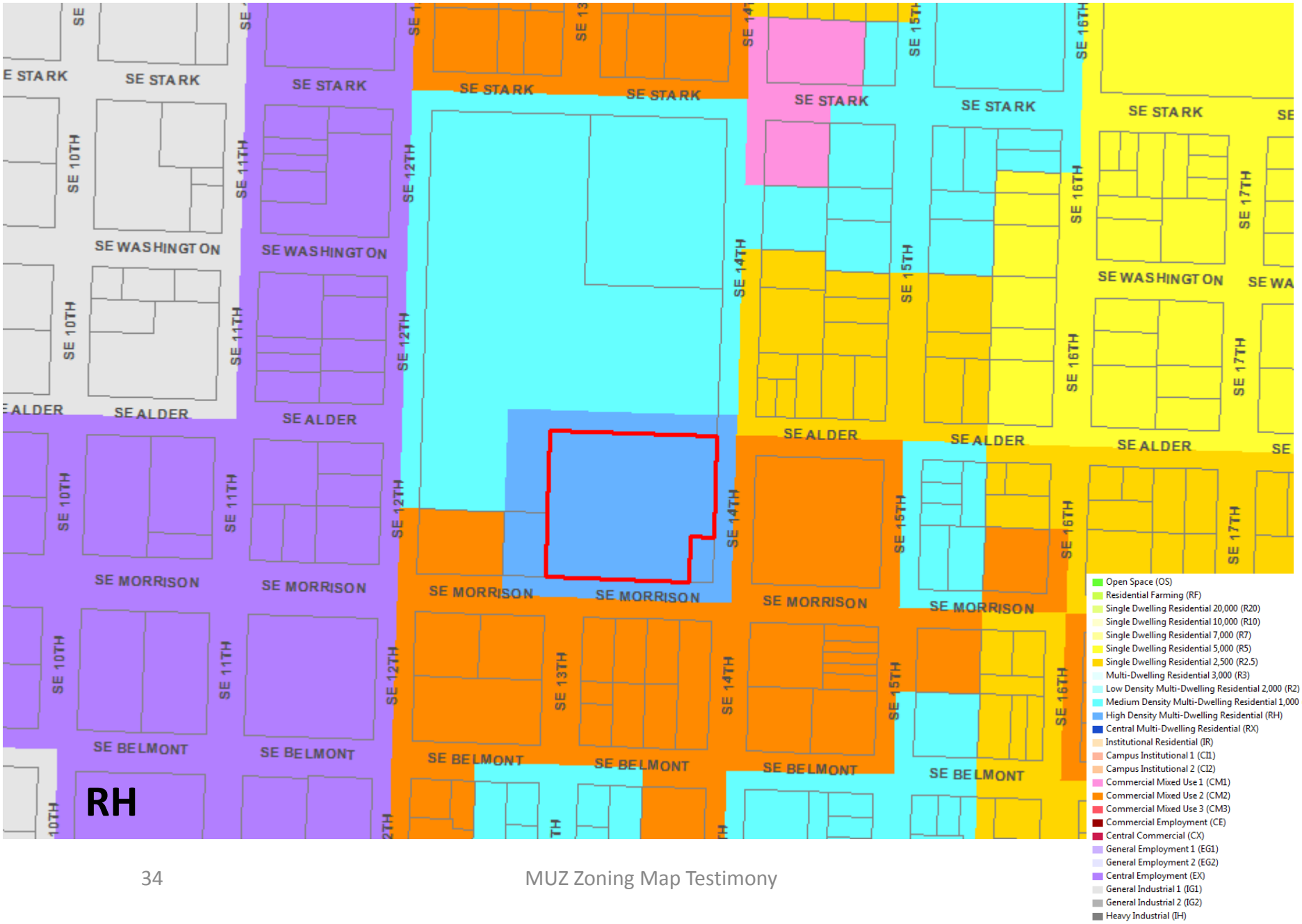
Group D, 5: 3318 SE 92ND AVE



CE

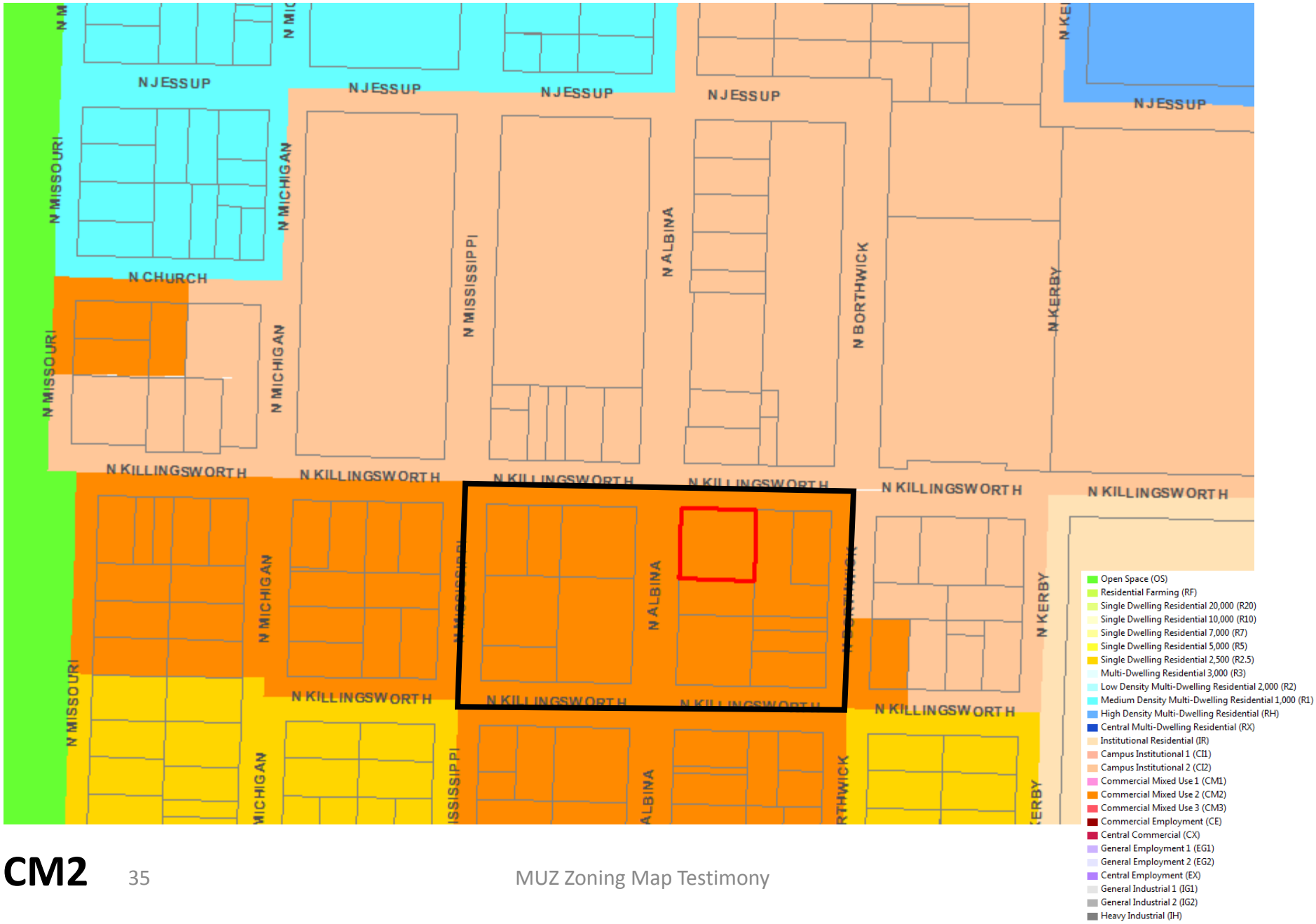
Ord. 188177, Vol. 2.5, page 12193

Group D, 6: SE 14TH AVE/MORRISON



Ord. 188177, Vol. 2.5, page 12194

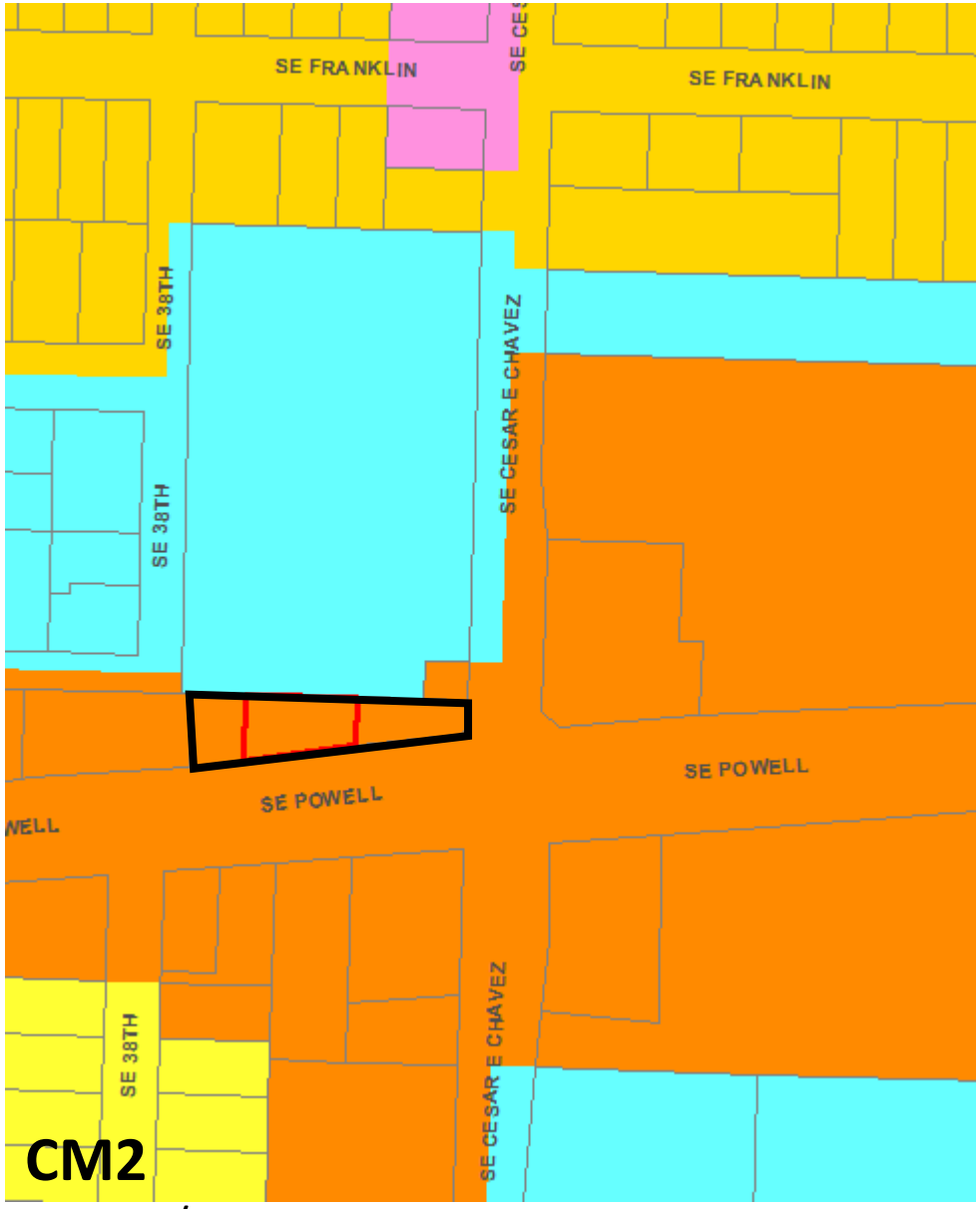
Group D, 7: 722-740 N KILLINGSWORTH ST



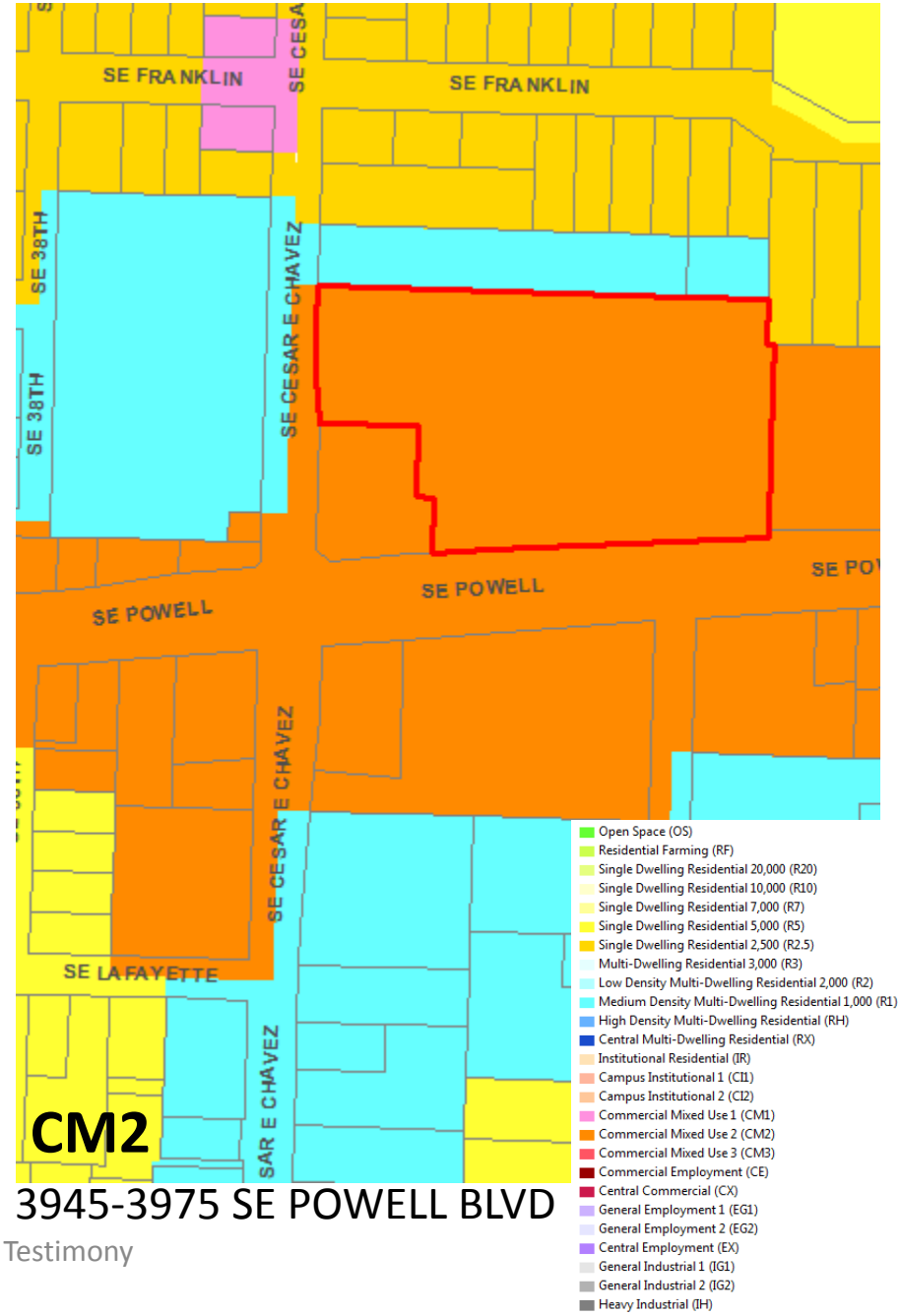
CM2

Ord. 188177, Vol. 2.5, page 12195

Group D, 8: 3835 WI/ SE POWELL BLVD, 9: 3945-3975 SE POWELL BLVD



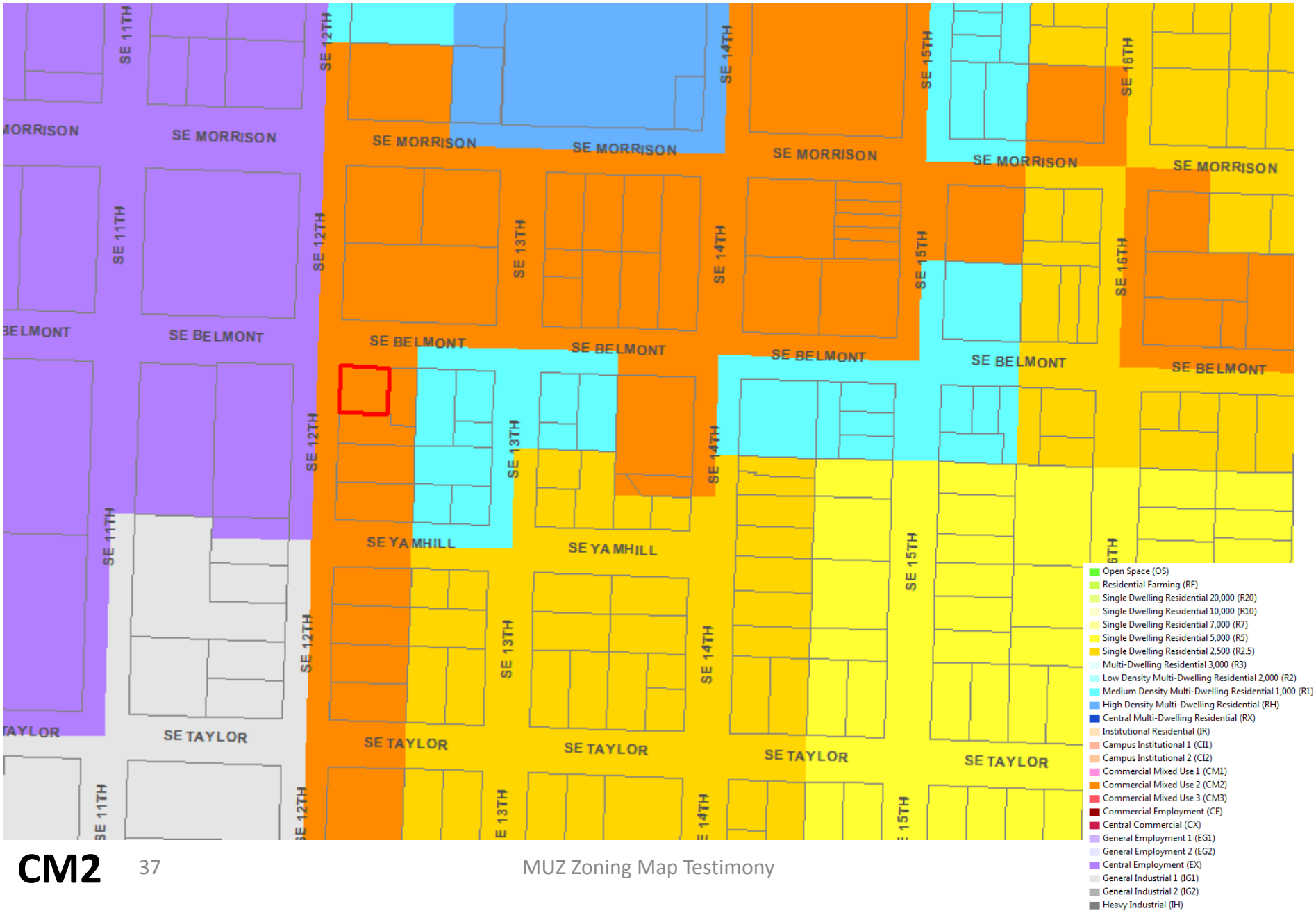
3835 WI/ SE POWELL BLVD



3945-3975 SE POWELL BLVD

Ord. 188177, Vol. 2.5, page 12196

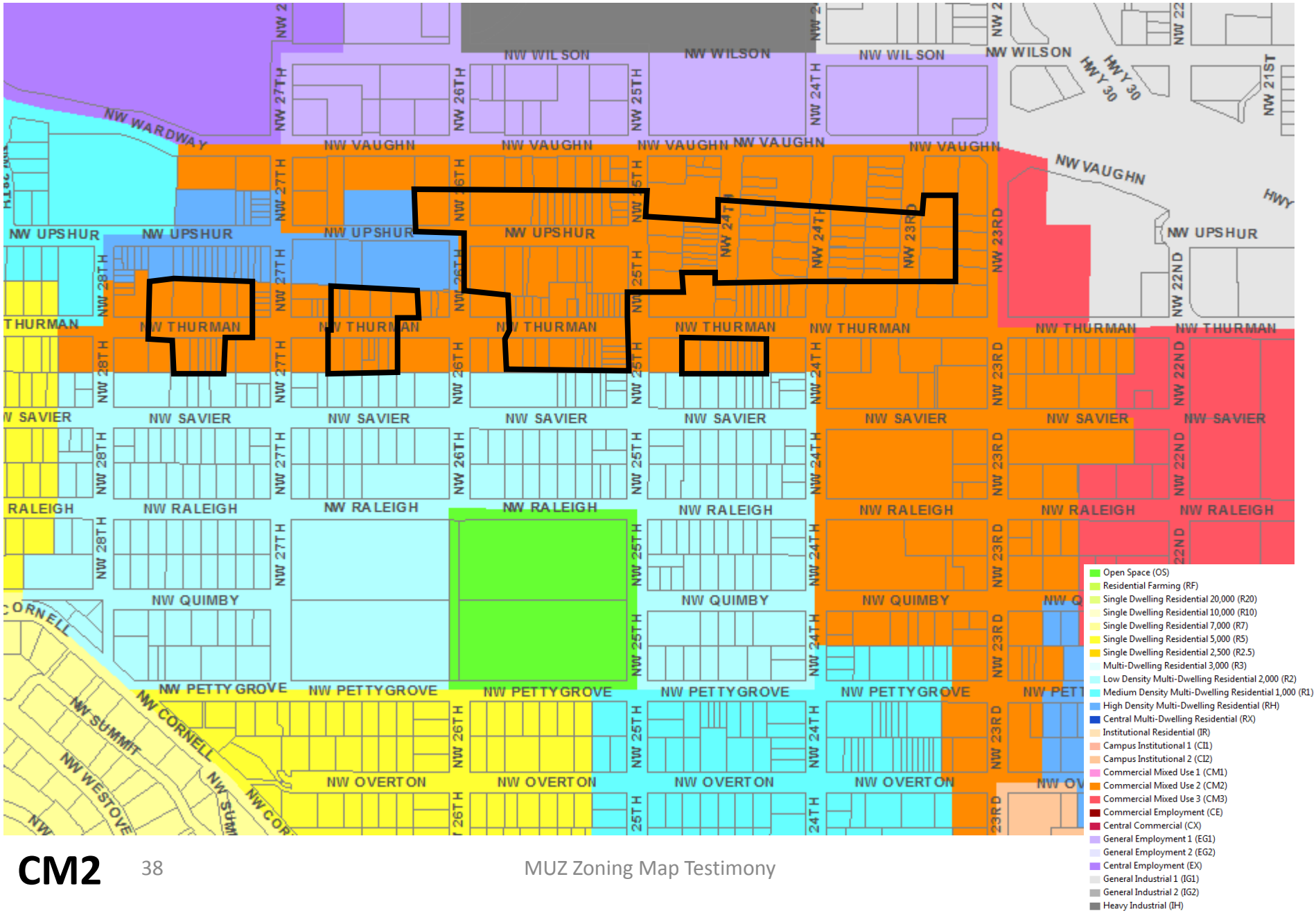
Group D, 10: 1206 SE BELMONT ST



CM2

Ord. 188177, Vol. 2.5, page 12197

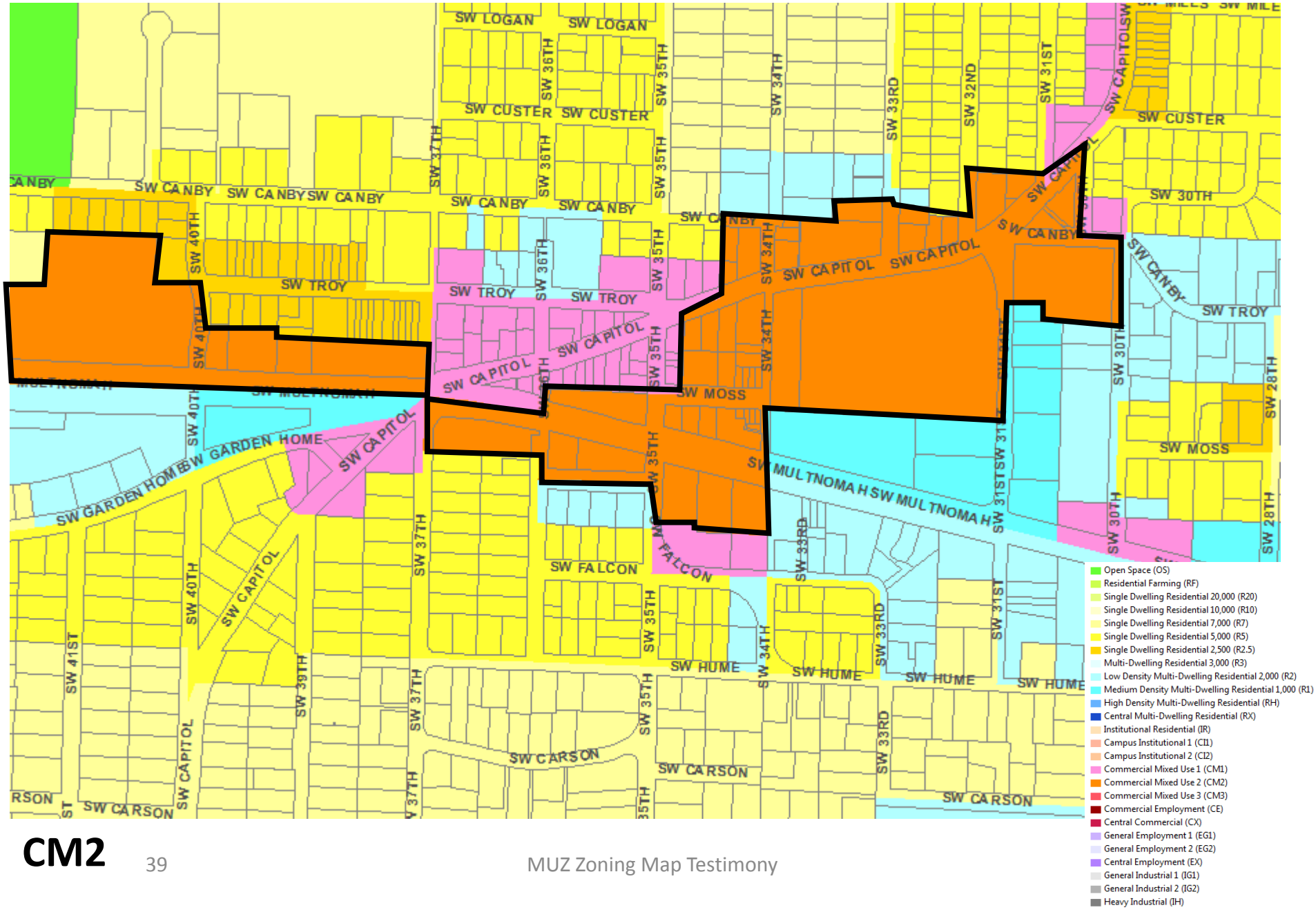
Group E, 1: NW THURMAN CORRIDOR



CM2

Ord. 188177, Vol. 2.5, page 12198

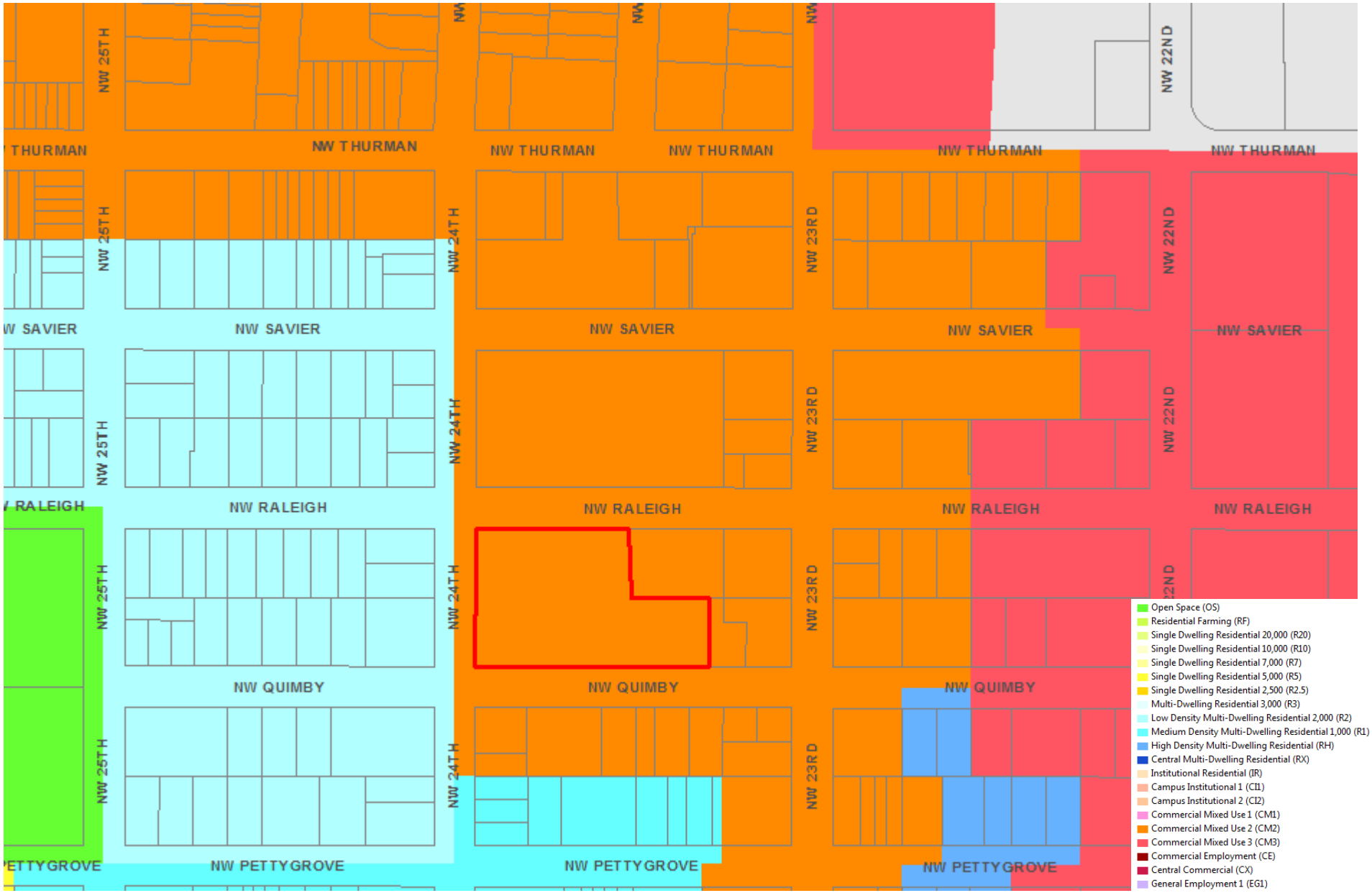
Group E, 2: MULTNOMAH VILLAGE (OUTSIDE CM1 LOW-RISE AREA)



CM2

Ord. 188177, Vol. 2.5, page 12199

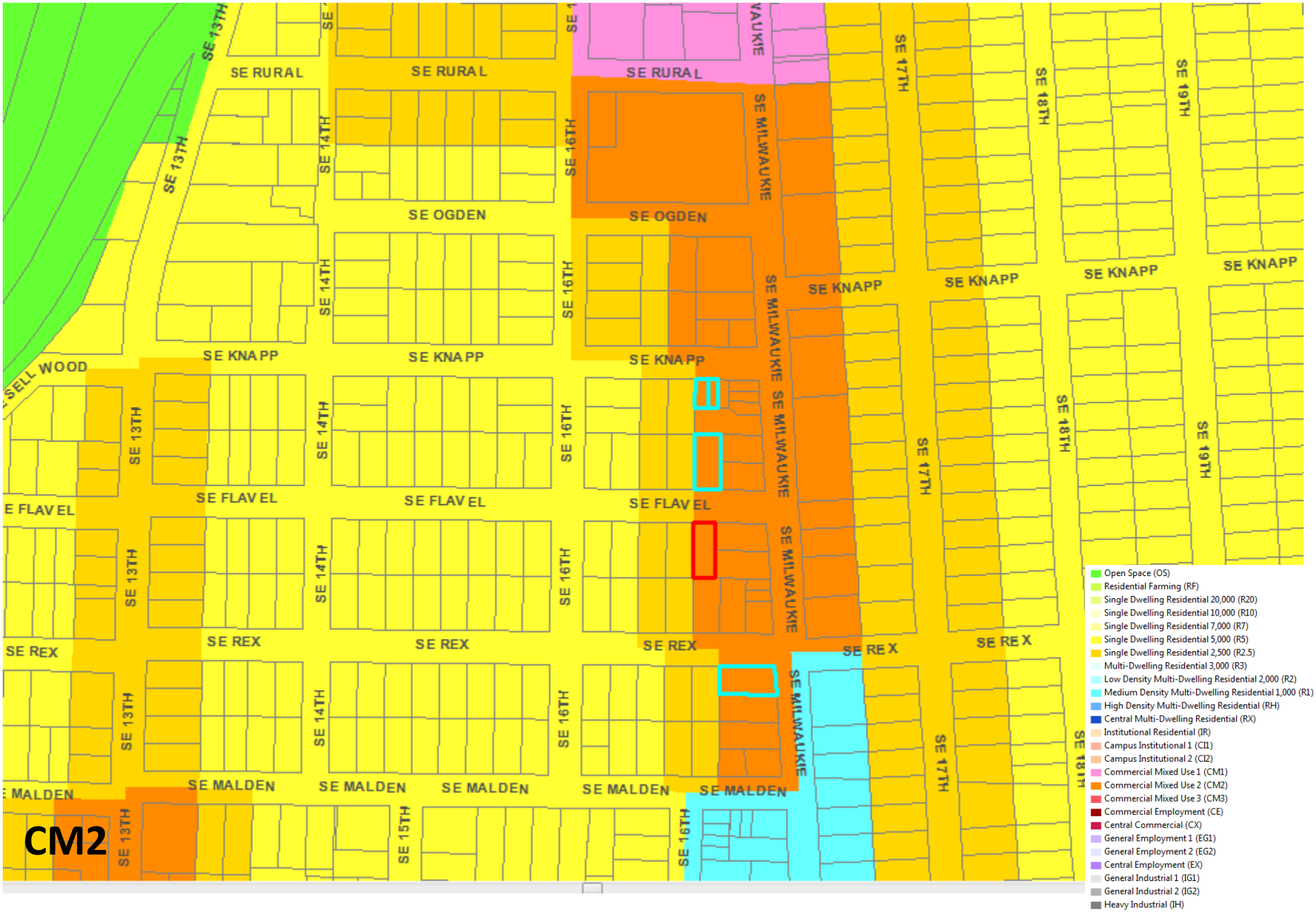
Group E, 3: 2341 NW QUIMBY ST



CM2

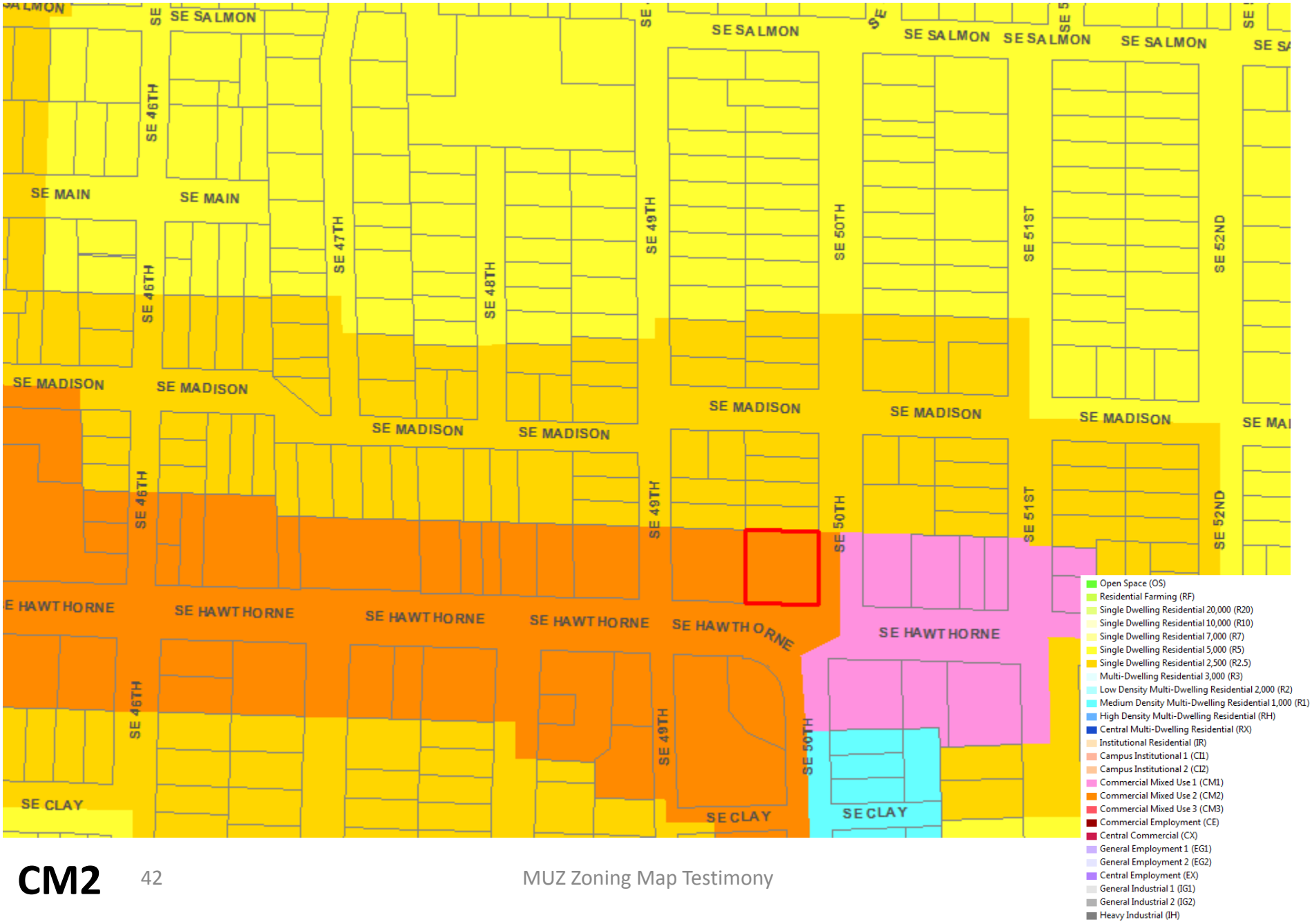
Ord. 188177, Vol. 2.5, page 12200

Group E, 4: 1644-1648 SE REX ST; 1630 AND 1631 SE FLAVEL; 1636 AND 1632 SE KNAPP



Ord. 188177, Vol. 2.5, page 12201

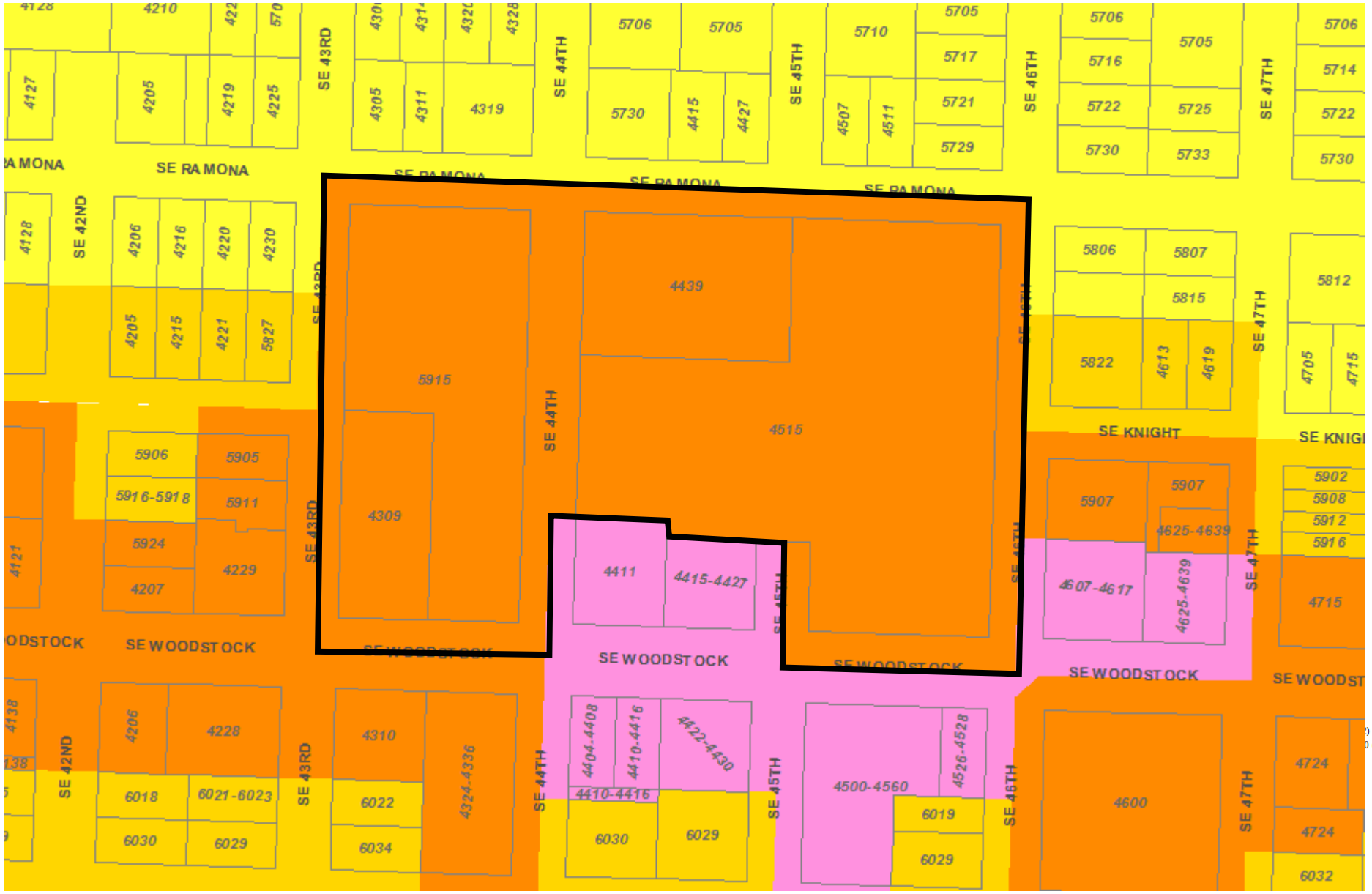
Group E, 5: 4929 SE HAWTHORNE BLVD



CM2

Ord. 188177, Vol. 2.5, page 12202

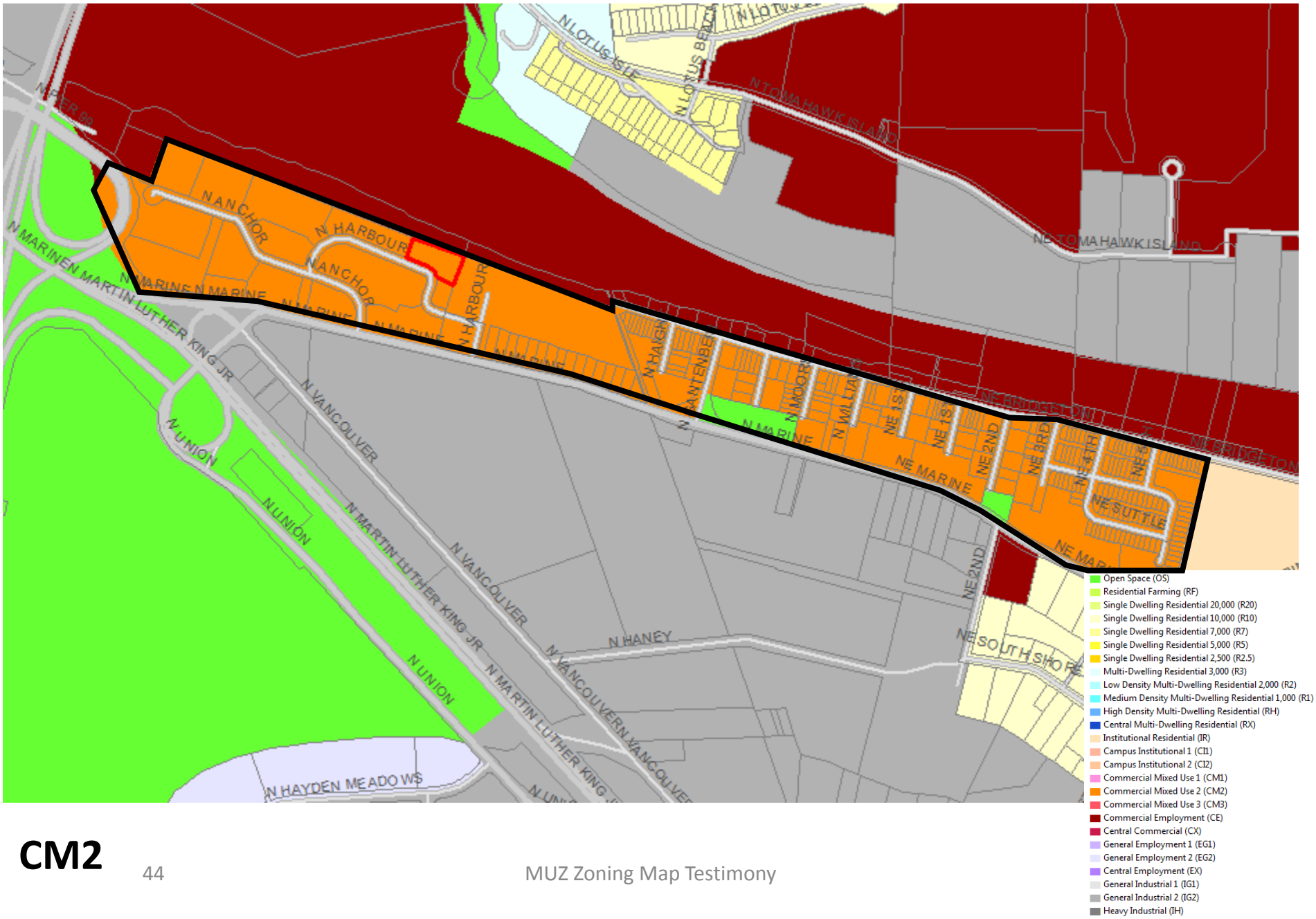
Group E, 6: 4439, 4515, 4315, and 4309 SE WOODSTOCK BLVD



General Employment 1 (EG1)
General Employment 2 (EG2)
Central Employment (EX)
General Industrial 1 (IG1)
General Industrial 2 (IG2)
Heavy Industrial (IH)

Ord. 188177, Vol. 2.5, page 12203

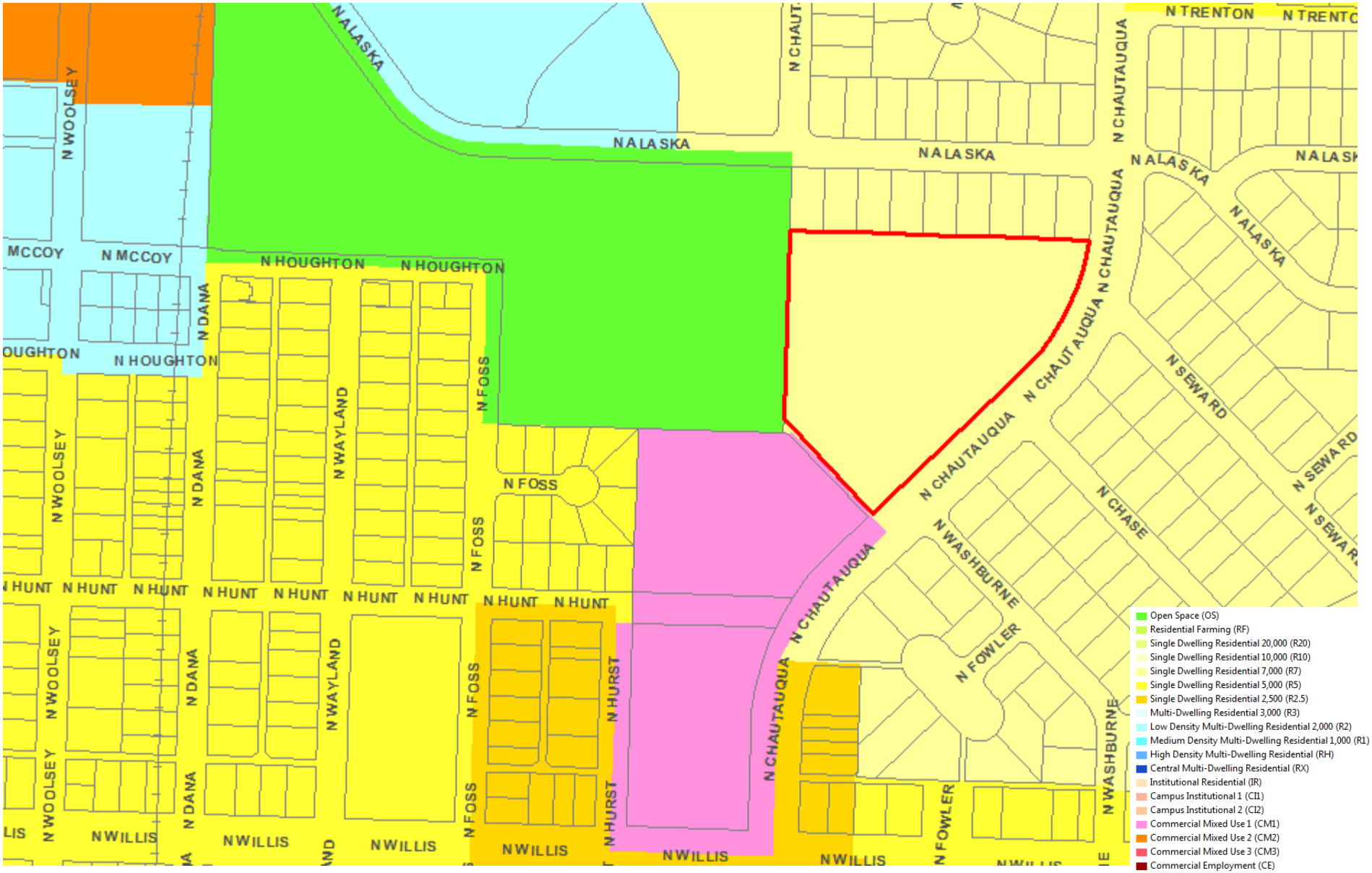
Group E, 7: BRIDGETON



CM2

Ord. 188177, Vol. 2.5, page 12204

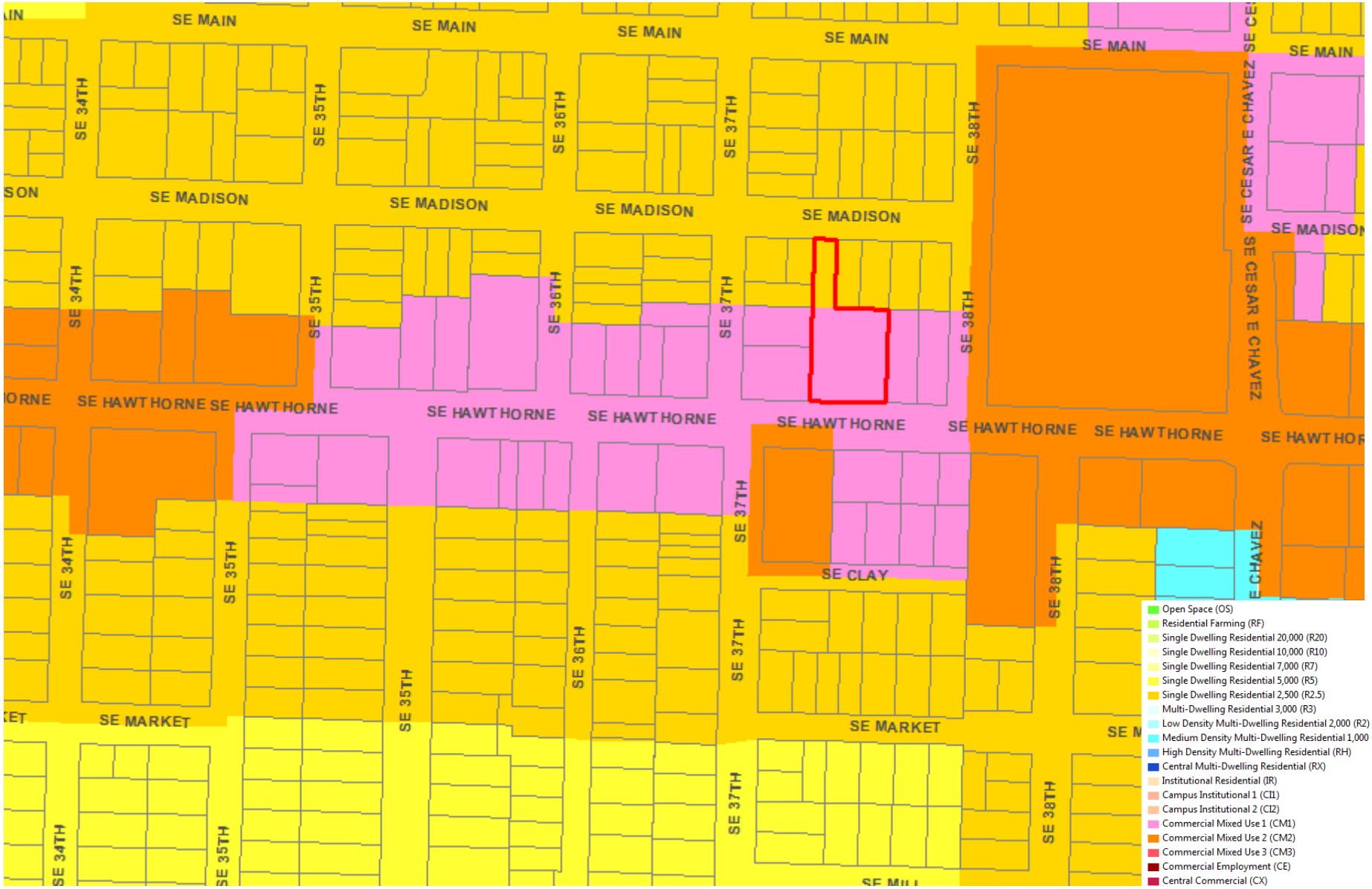
Group E, 8: 8801 N CHAUTAUQUA BLVD



R7

Ord. 188177, Vol. 2.5, page 12205

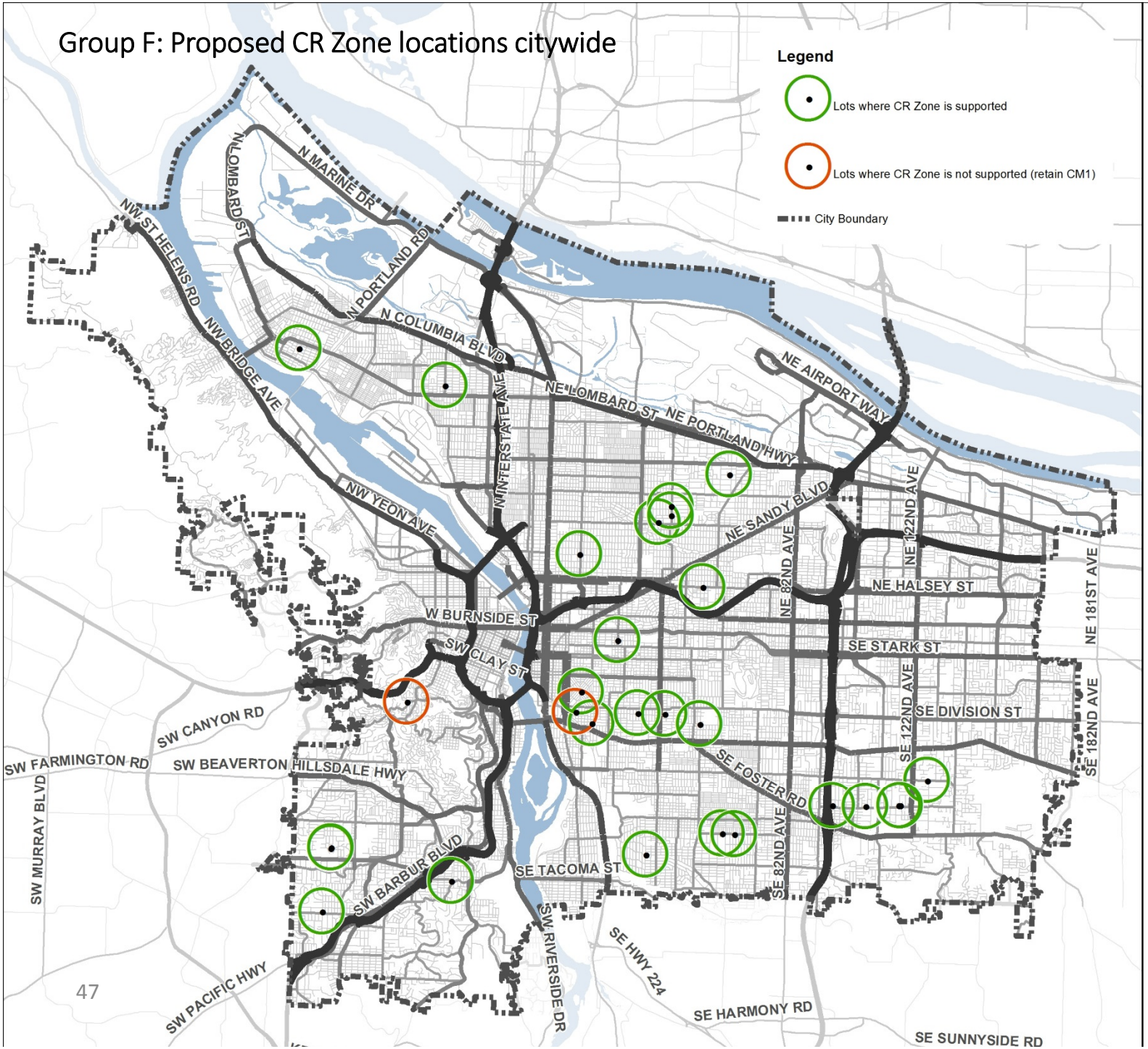
Group E, 9: 3735-3739 SE HAWTHORNE BLVD



CM1

Ord. 188177, Vol. 2.5, page 12206

Group F: Proposed CR Zone locations citywide



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Geographic Information Systems

Group F

CM1 nonconforming use sites and other special situations

TSP: Traffic Classes

- Regional Trafficway
- Regional Trafficway & Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street (CCTMP only)
- Local Service Traffic Street

NORTH

0 1 2 Miles

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

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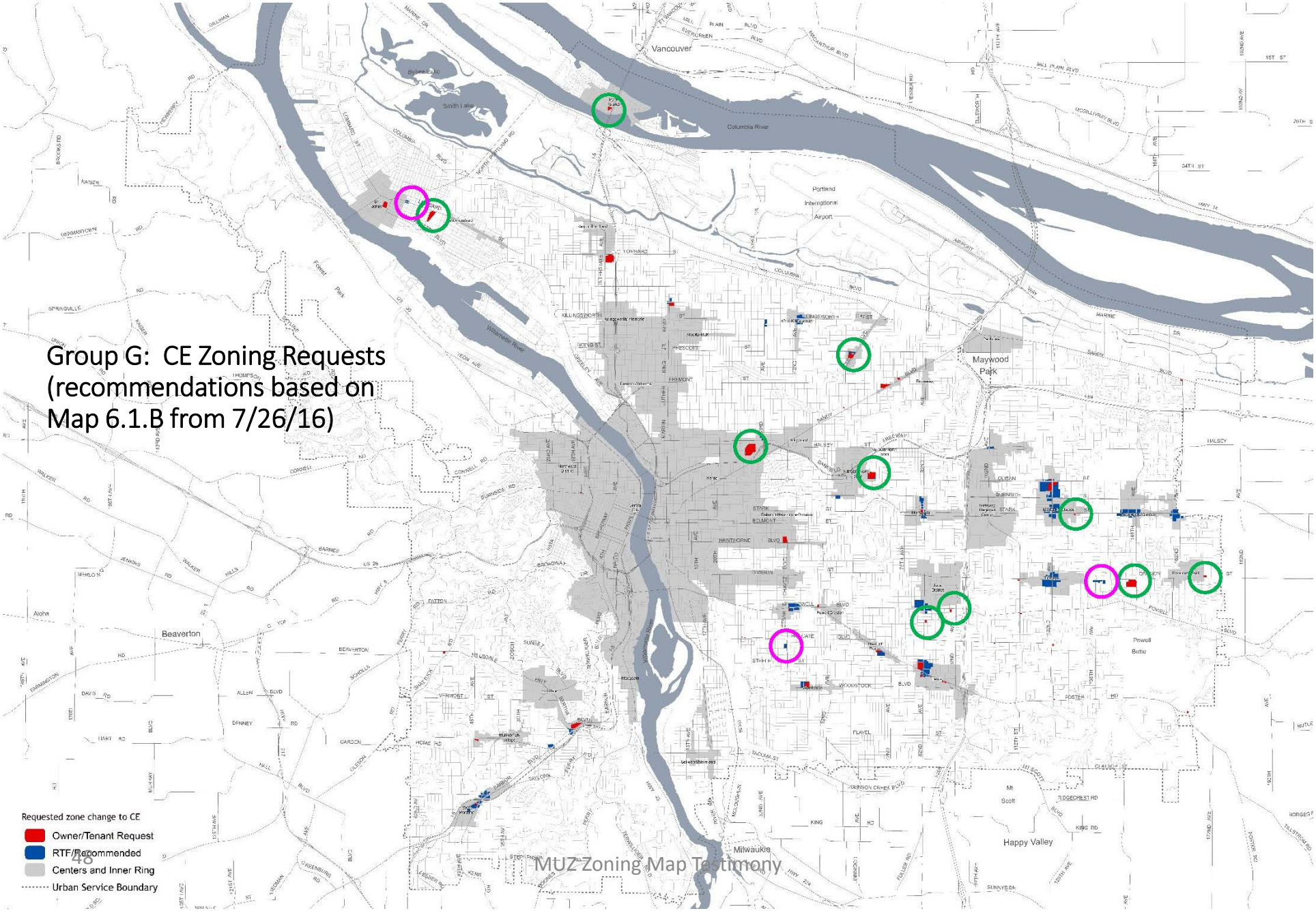
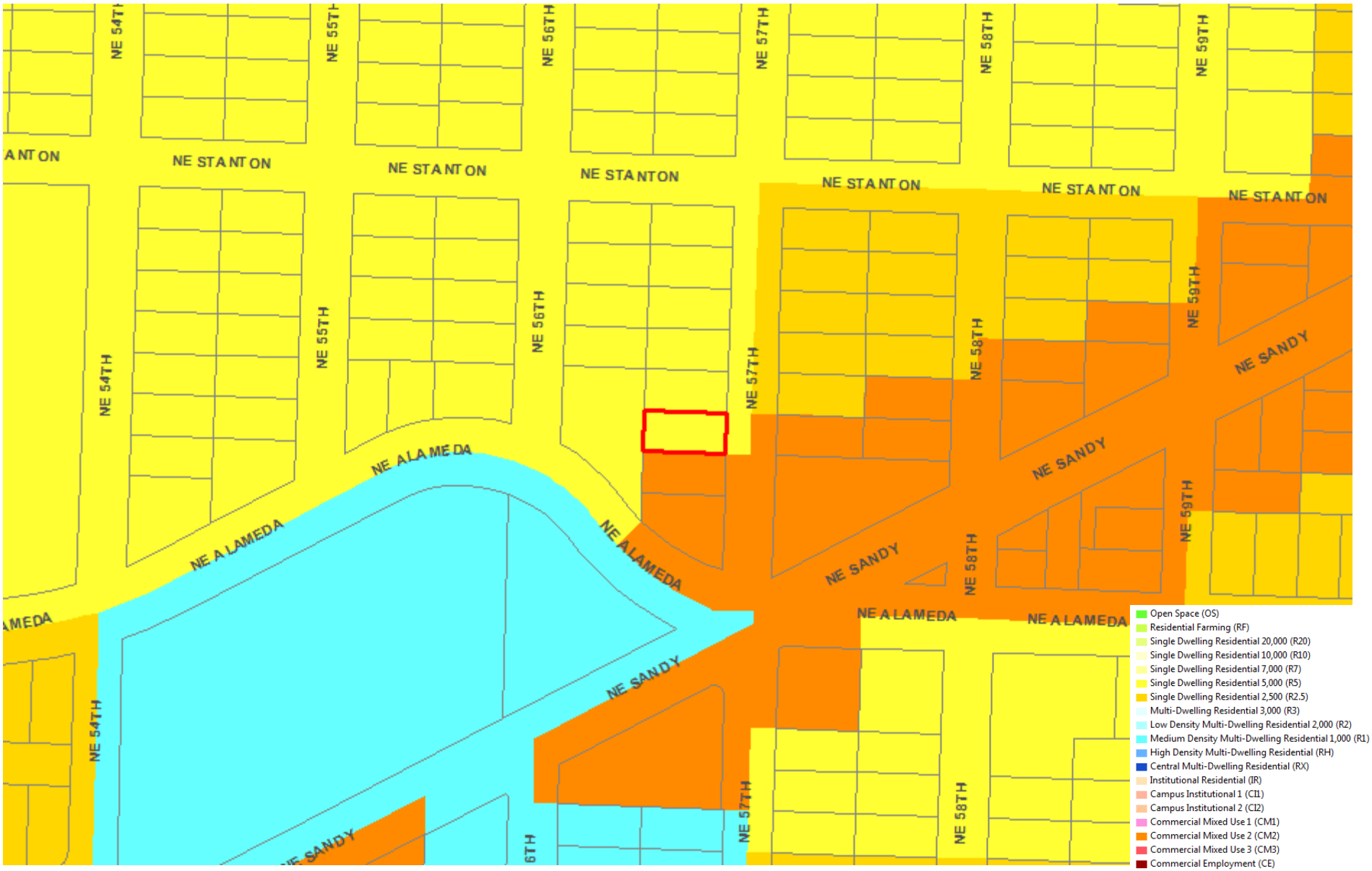
Charlie Hales, Mayor • Susan Anderson, Director

Map 6.1.B: CE Requests + RTF - staff recommendations



Ord. 188177, Vol. 2.5, page 12208

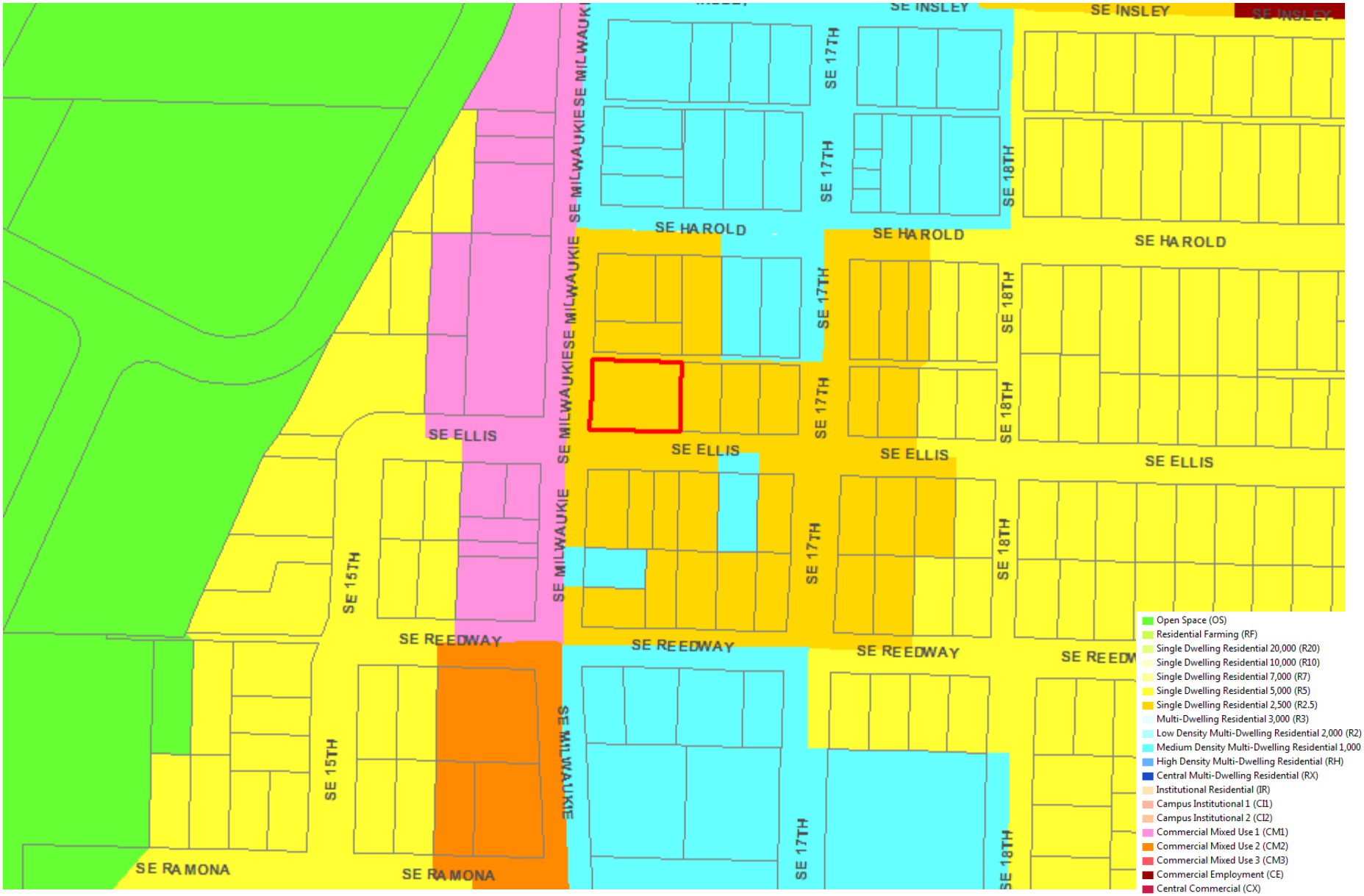
Group H, 1: 2733 NE 57TH AVE



R5

Ord. 188177, Vol. 2.5, page 12209

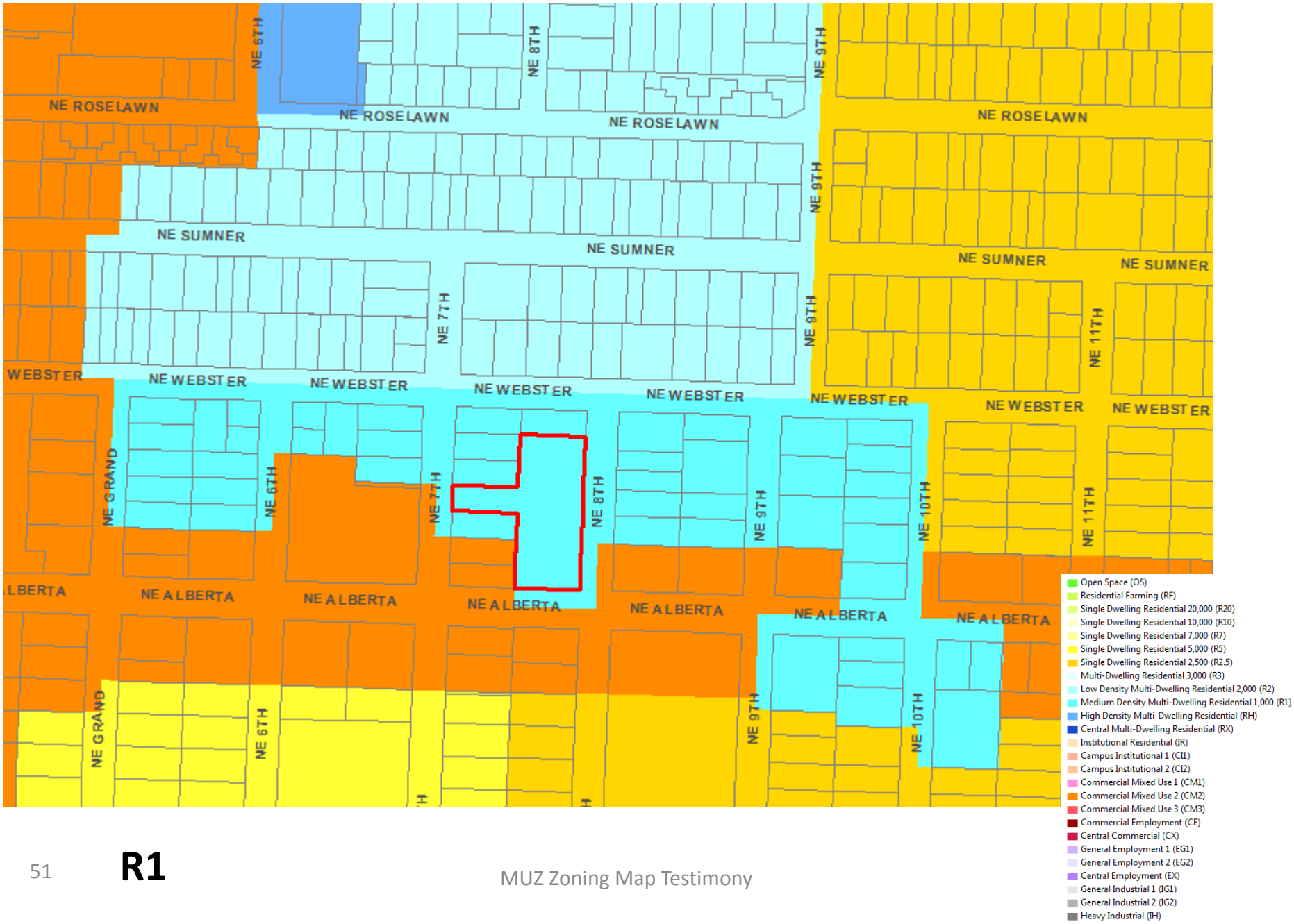
Group H, 2: 5515 NEC/ ELLIS & SE MILWAUKIE AVE



R2.5

Ord. 188177, Vol. 2.5, page 12210

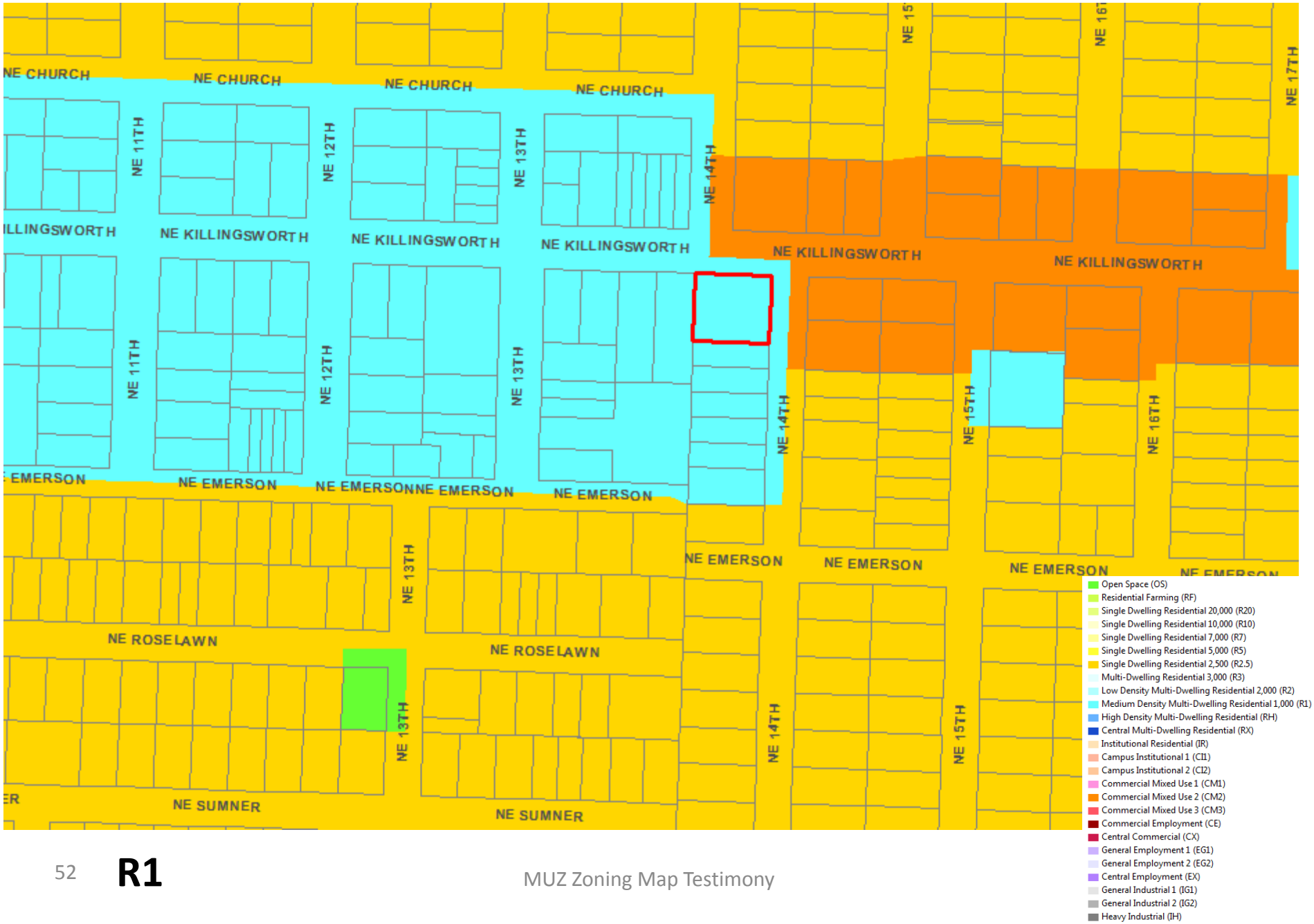
Group H, 3: 5025 NE 8TH AVE



R1

Ord. 188177, Vol. 2.5, page 12211

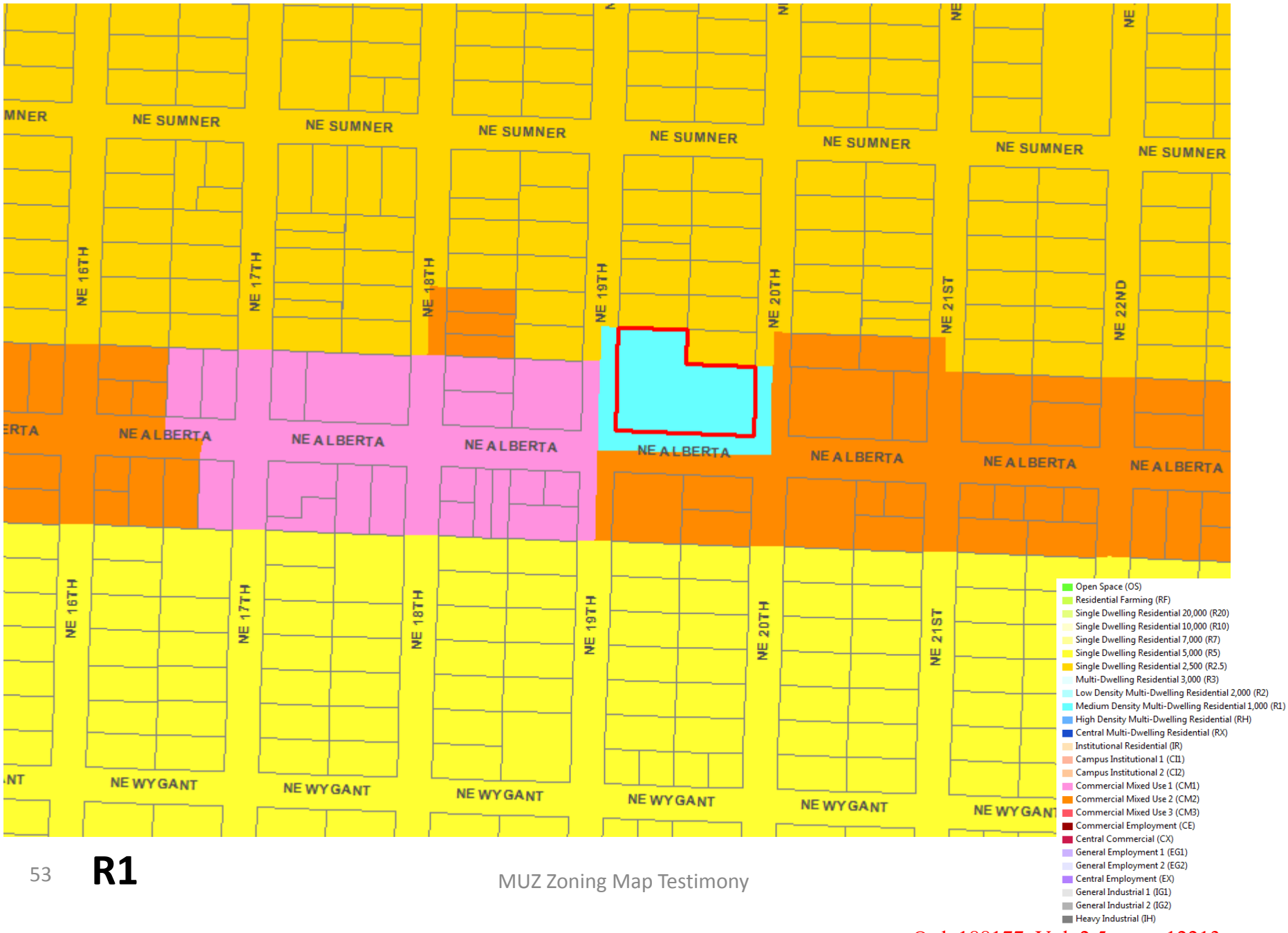
Group H, 4: 5421 NE 14TH PL



R1

Ord. 188177, Vol. 2.5, page 12212

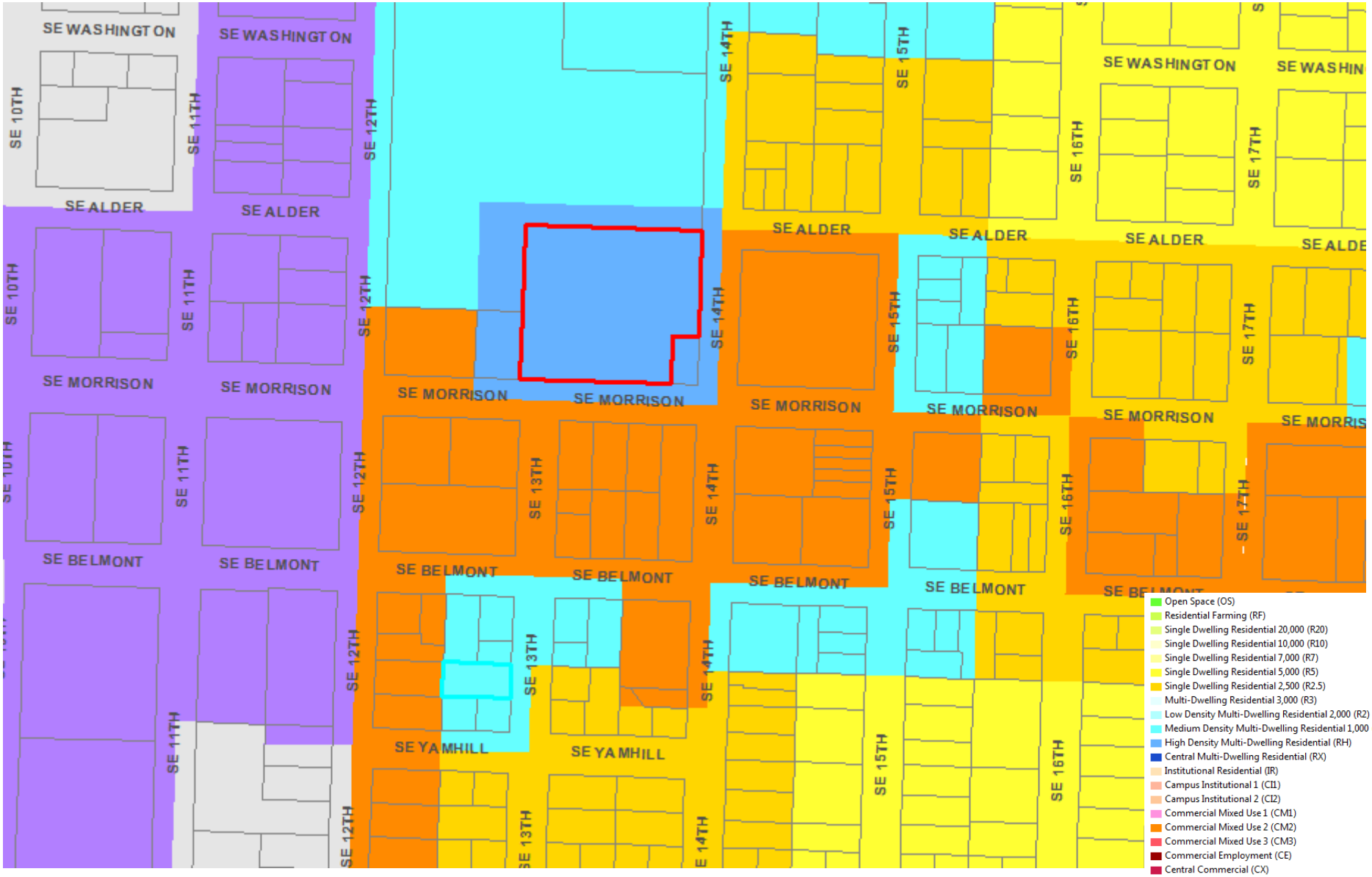
Group H, 5: 5010 NE 19TH AVE



R1

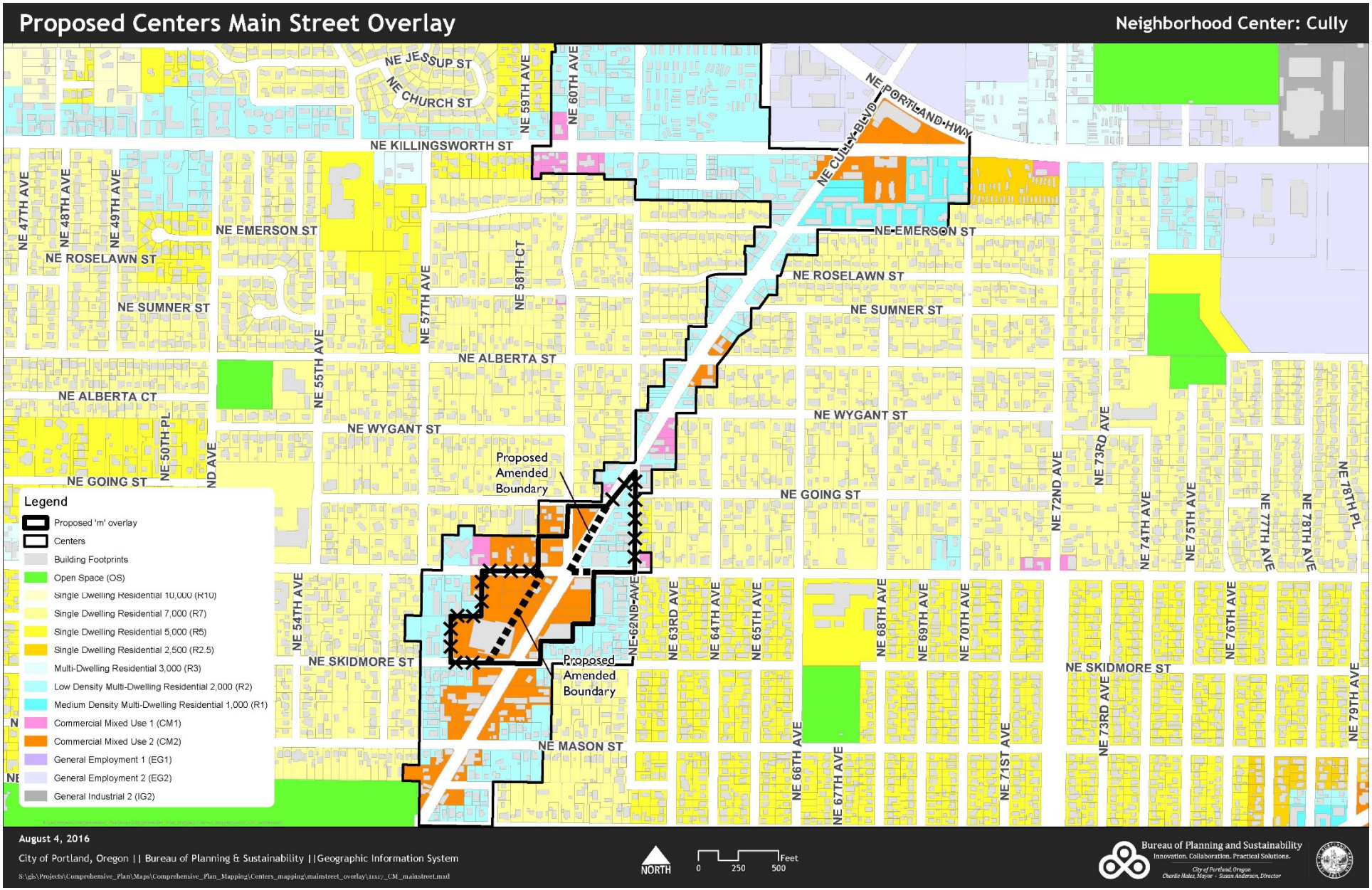
Ord. 188177, Vol. 2.5, page 12213

Group H, 6: SE MORRISON/14TH (PPS PROPERTY)



RH

Ord. 188177, Vol. 2.5, page 12214


Proposed Centers Main Street Overlay
Neighborhood Center: Cully
NE JESSUP ST
NE CHURCH ST
NE 59TH AVE
NE 60TH AVE
NE KILLINGSWORTH ST
NE CULLY BLVD
NE PORTLAND HWY
NE 47TH AVE
NE 48TH AVE
NE 49TH AVE
NE EMERSON ST
NE ROSELAWN ST
NE SUMNER ST
NE 58TH CT
NE 57TH AVE
NE 55TH AVE
NE ALBERTA ST
NE ALBERTA CT
NE 50TH PL
NE WYGANT ST
NE GOING ST
Proposed Amended Boundary
NE 72ND AVE
NE 73RD AVE
NE 74TH AVE
NE 75TH AVE
NE 77TH AVE
NE 78TH AVE
NE 78TH PL
NE 54TH AVE
NE SKIDMORE ST
NE 62ND AVE
NE 63RD AVE
NE 64TH AVE
NE 65TH AVE
NE 68TH AVE
NE 69TH AVE
NE 70TH AVE
NE 76TH AVE
NE 79TH AVE
NE MASON ST
NE 66TH AVE
NE 67TH AVE
NE 71ST AVE
Legend
Proposed 'm' overlay
Centers
Building Footprints
Open Space (OS)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
General Employment 1 (EG1)
General Employment 2 (EG2)
General Industrial 2 (IG2)
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NORTH
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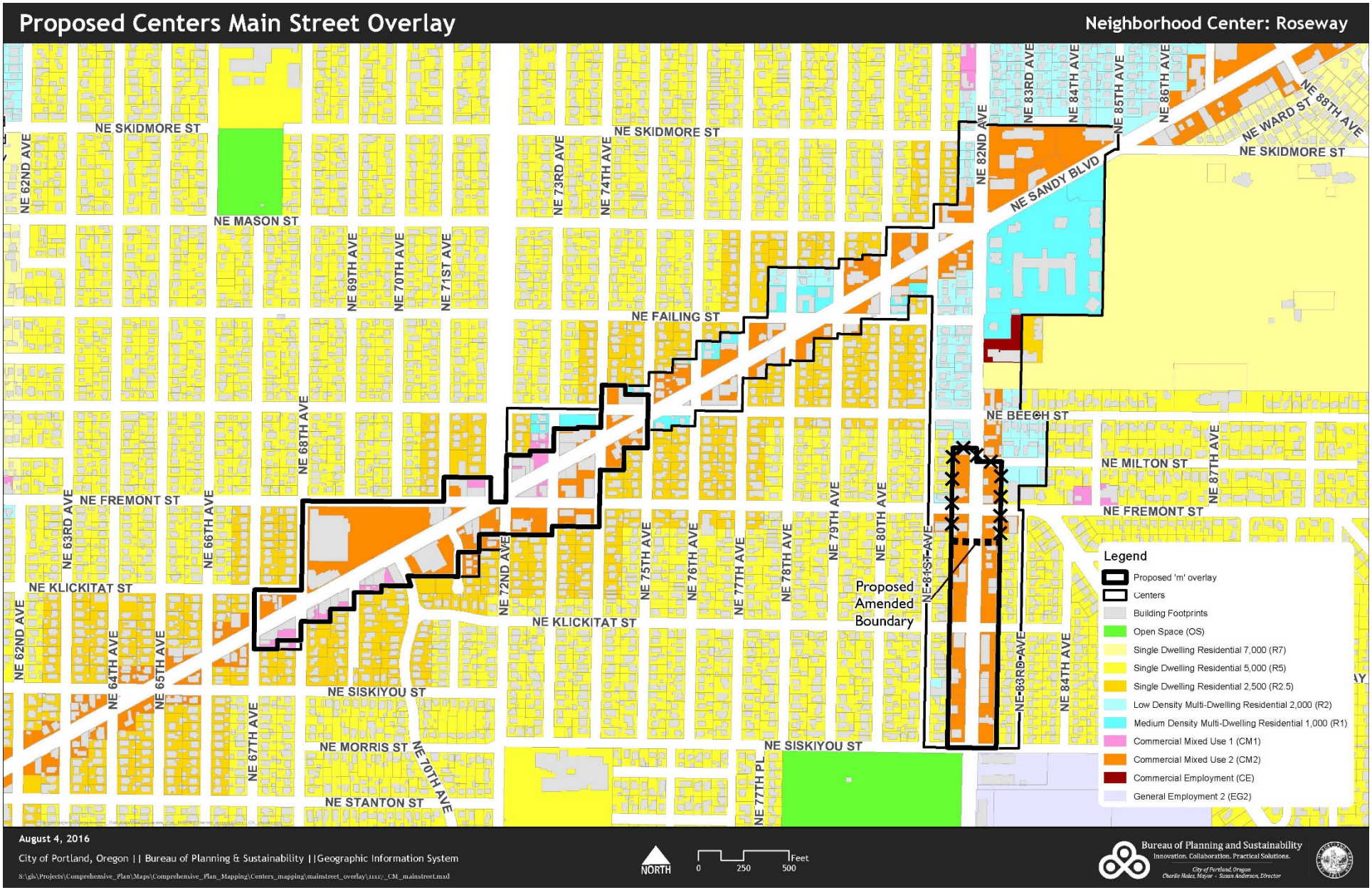
Proposed Centers Main Street Overlay
Neighborhood Center: Roseway
NE SKIDMORE ST
NE MASON ST
NE FAILING ST
NE BEECH ST
NE MILTON ST
NE FREMONT ST
NE KLICKITAT ST
NE SISKIYOU ST
NE MORRIS ST
NE STANTON ST
NE SANDY BLVD
NE WARD ST
NE 62ND AVE
NE 63RD AVE
NE 64TH AVE
NE 65TH AVE
NE 66TH AVE
NE 67TH AVE
NE 68TH AVE
NE 69TH AVE
NE 70TH AVE
NE 71ST AVE
NE 72ND AVE
NE 73RD AVE
NE 74TH AVE
NE 75TH AVE
NE 76TH AVE
NE 77TH AVE
NE 78TH AVE
NE 79TH AVE
NE 80TH AVE
NE 81ST AVE
NE 82ND AVE
NE 83RD AVE
NE 84TH AVE
NE 85TH AVE
NE 86TH AVE
NE 87TH AVE
NE 88TH AVE
NE 70TH PL
NE 77TH PL
Proposed Amended Boundary
Legend
Proposed 'm' overlay
Centers
Building Footprints
Open Space (OS)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 2 (EG2)
August 4, 2016
City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System
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NORTH
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250
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Feet
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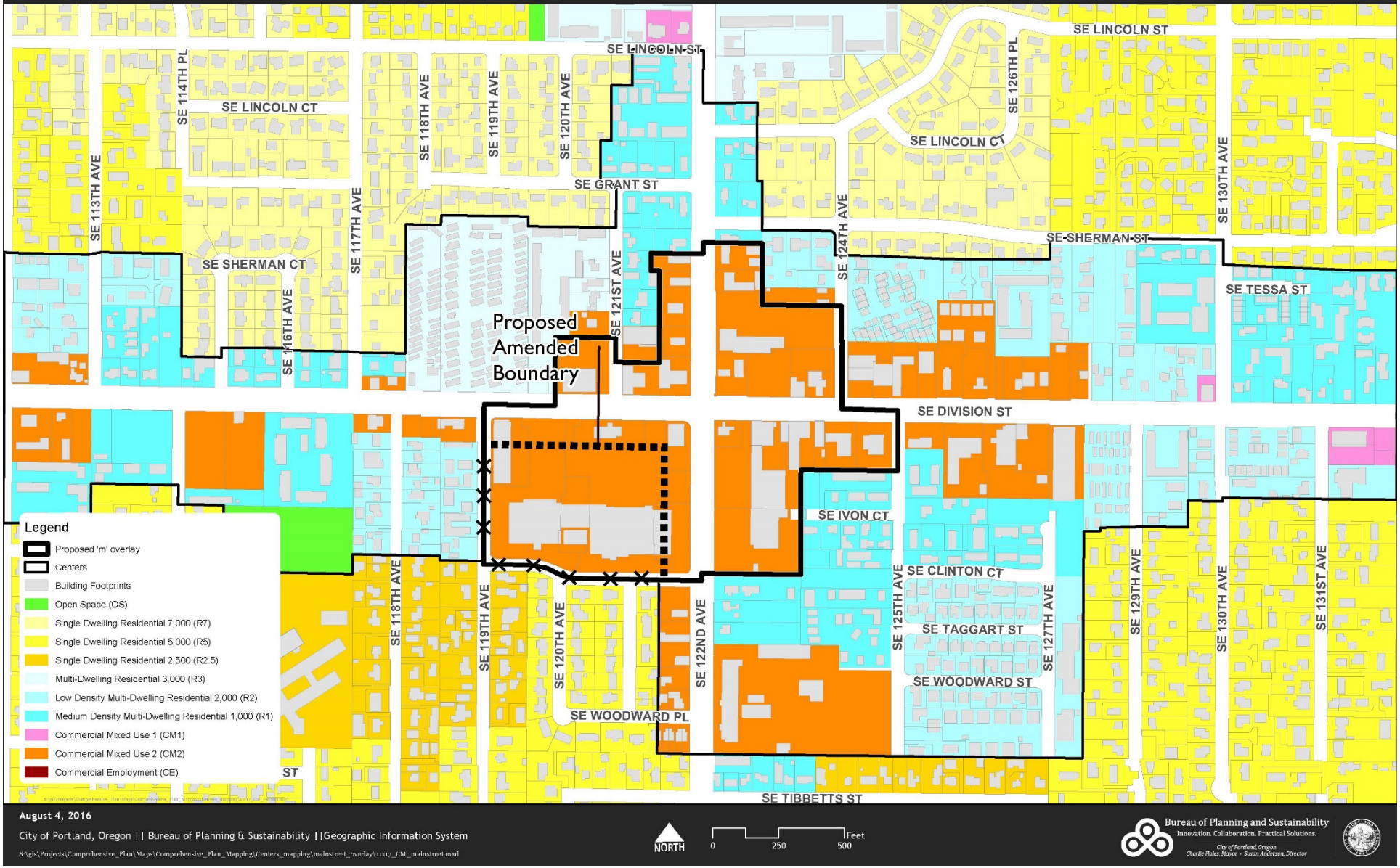
Proposed Centers Main Street Overlay

Town Center: Midway



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S:\gis\Projects\Comprehensive_Plan\Maps\Comprehensive_Plan_Mapping\Centers_mapping\mainstreet_overlay\11x17_CM_mainstreet.mxd

NORTH 0 250 500 Feet

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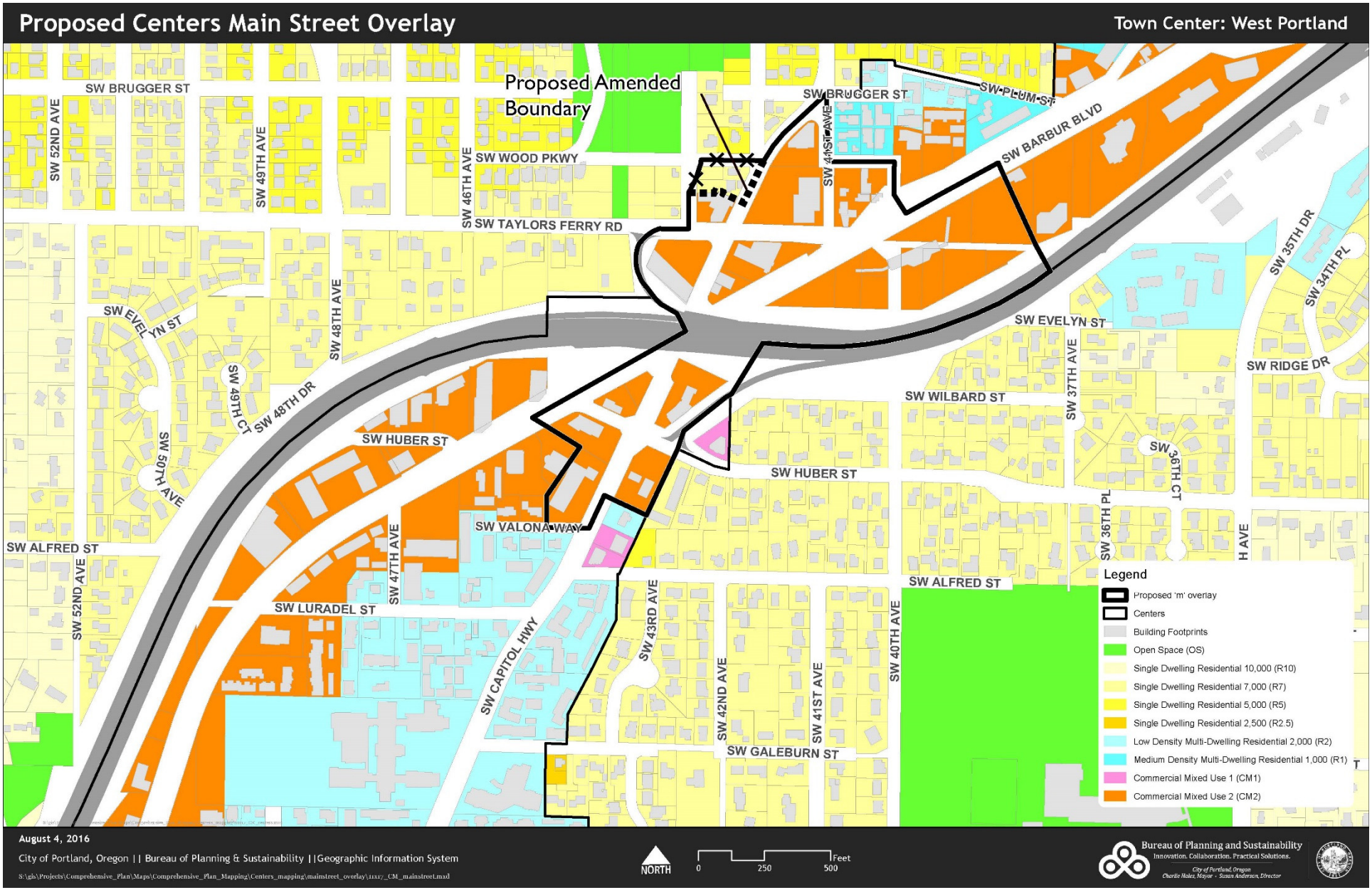
Proposed Centers Main Street Overlay
Town Center: West Portland
Proposed Amended Boundary
SW BRUGGER ST
SW 52ND AVE
SW 49TH AVE
SW 46TH AVE
SW WOOD PKWY
SW 44TH AVE
SW PLUM ST
SW BARBUR BLVD
SW TAYLORS FERRY RD
SW 35TH DR
SW 34TH PL
SW EVELYN ST
SW 48TH AVE
SW 48TH DR
SW 49TH CT
SW 50TH AVE
SW HUBER ST
SW 37TH AVE
SW WILBARD ST
SW RIDGE DR
SW 36TH CT
SW 36TH PL
H AVE
SW VALONA WAY
SW ALFRED ST
SW 47TH AVE
SW LURADEL ST
SW CAPITOL HWY
SW 43RD AVE
SW 42ND AVE
SW 41ST AVE
SW 40TH AVE
SW GALEBURN ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Open Space (OS)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
August 4, 2016
City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System
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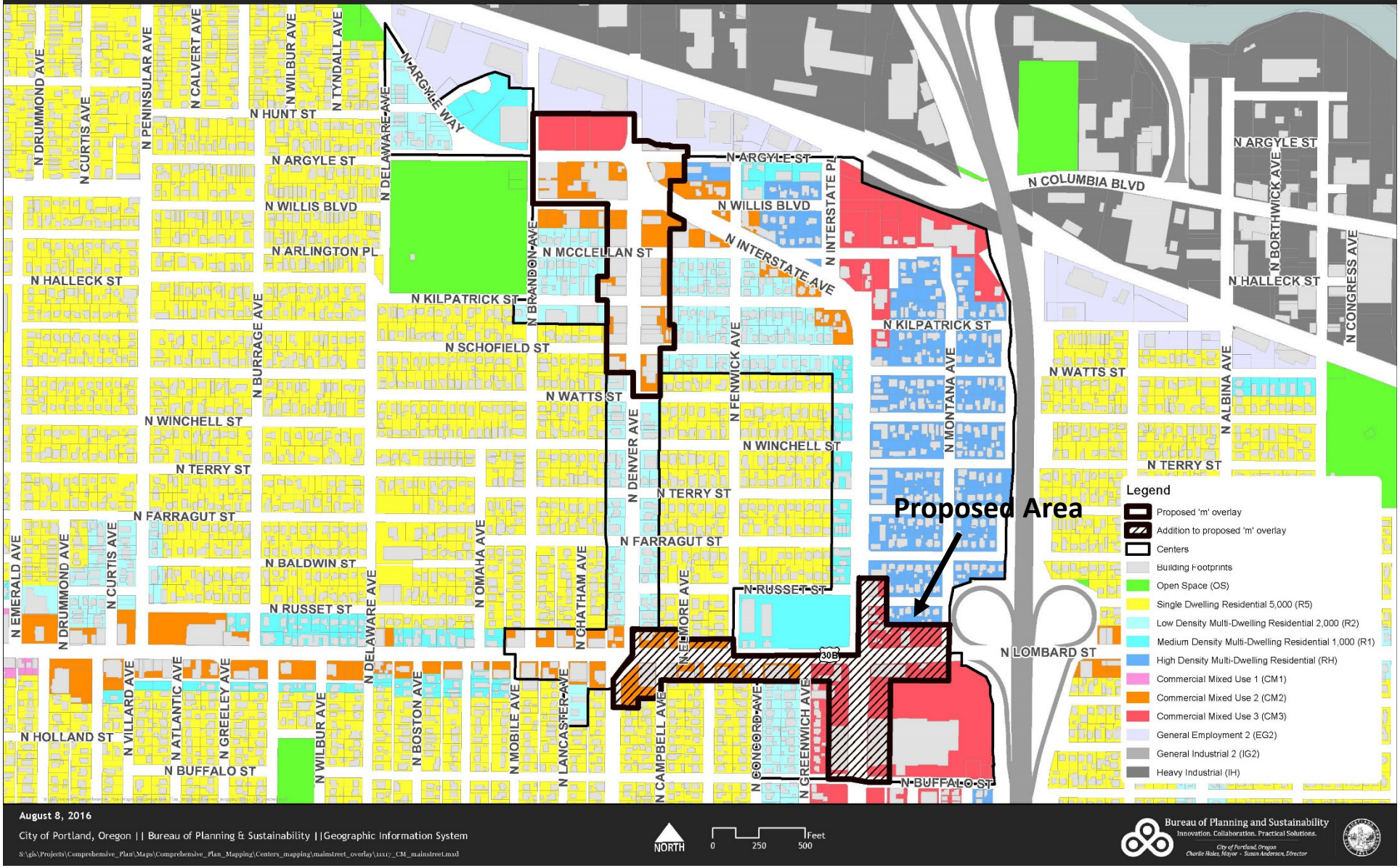
Proposed Centers Main Street Overlay

Neighborhood Center: Kenton Lombard



August 8, 2016

City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System

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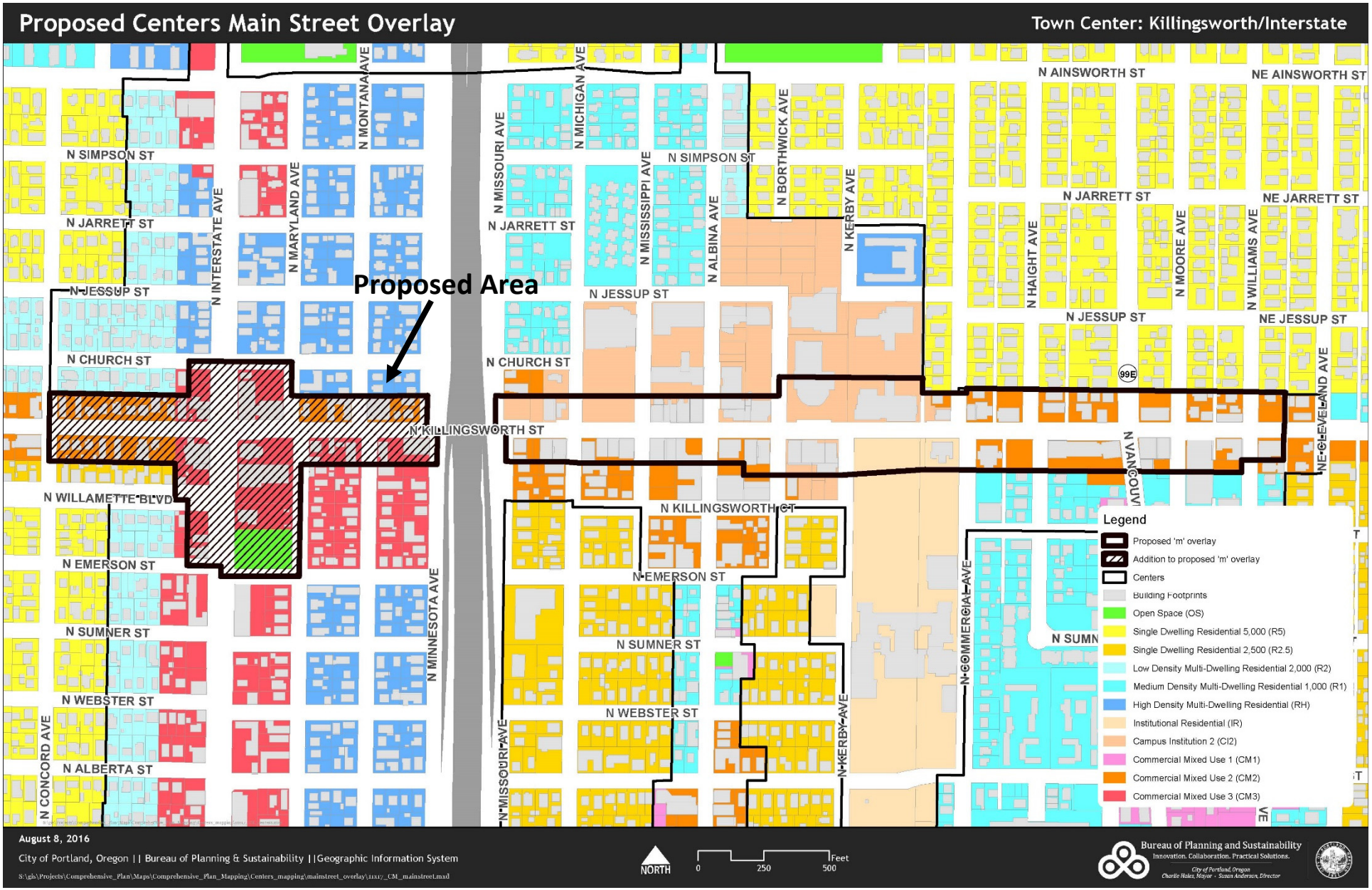
Proposed Centers Main Street Overlay
Town Center: Killingsworth/Interstate
Proposed Area
N SIMPSON ST
N JARRETT ST
N JESSUP ST
N CHURCH ST
N KILLINGSWORTH ST
N WILLAMETTE BLVD
N EMERSON ST
N SUMNER ST
N WEBSTER ST
N ALBERTA ST
N MONTANA AVE
N MARYLAND AVE
N INTERSTATE AVE
N MINNESOTA AVE
N CONCORD AVE
N MICHIGAN AVE
N MISSOURI AVE
N MISSISSIPPI AVE
N ALBINA AVE
N BORTHWICK AVE
N KERBY AVE
N COMMERCIAL AVE
N AINSWORTH ST
NE AINSWORTH ST
NE JARRETT ST
N HAIGHT AVE
N MOORE AVE
N WILLIAMS AVE
NE JESSUP ST
NE CLEVELAND AVE
N KILLINGSWORTH CT
99E
Legend
Proposed 'm' overlay
Addition to proposed 'm' overlay
Centers
Building Footprints
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Institutional Residential (IR)
Campus Institution 2 (CI2)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
August 8, 2016
City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System
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MUZ Group H. Residential to Mixed Use zoning requests

The following are zone change requests asking for a Commercial/Mixed Use zone on a property that is currently zoned Residential. In order to propose Commercial/Mixed Use zone on a property, the Comprehensive Plan designation must be Mixed Use.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
1	R5	CE	2733 NE 57TH AVE	1N2E30AC 12000	Property Owner	R5	• The Comprehensive Plan designation on this property is Residential, therefore a Commercial Mixed Use zone cannot be applied.	• Would require a change to the Comprehensive Plan.	☑
2	R2.5	CM1	5515 NEC/ ELLIS & SE MILWAUKIE AVE	1S1E14DB 15900	Community Member	R2.5	• The Comprehensive Plan designation on this property is Residential, therefore a Commercial Mixed Use zone cannot be applied.	• Would require a change to the Comprehensive Plan.	☑
3	R1	CM2	5025 NE 8TH AVE	1N1E23BB 19300	Property Owner	R1	• The Comprehensive Plan designation on this property is Residential, therefore a Commercial Mixed Use zone cannot be applied.	• Would require a change to the Comprehensive Plan.	☑
4	R1	CM2	5421 NE 14TH PL	1N1E23AB 7300	Property Owner	R1	• The Comprehensive Plan designation on this property is Residential, therefore a Commercial Mixed Use zone cannot be applied.	• Would require a change to the Comprehensive Plan.	☑
5	R1	CM2	5010 NE 19TH AVE	1N1E23AA 19400	Property Owner	R1	• The Comprehensive Plan designation on this property is Residential, therefore a Commercial Mixed Use zone cannot be applied.	• Would require a change to the Comprehensive Plan.	☑
6	RH	CM3	SE Morrison/14th	1S1E02BA 300	Property Owner, Community Members	RH	• The Comprehensive Plan designation on this property is Residential, therefore a Commercial Mixed Use zone cannot be applied.	• Would require a change to the Comprehensive Plan.	☑

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MUZ Group A. CM1 Low-Rise area zoning requests

In response to public concerns about the scale of new development, particularly in areas that form the nucleus of community commercial districts, staff proposed application of the CM1 zone in several designated neighborhood centers where existing development included a significant concentration of intact one and two-story commercial buildings. Isolated buildings and areas less than 2 blocks long (approximately 400 feet) were excluded.

PSC received some testimony from neighborhood associations, community organizations and individuals in support of the proposals, but also received a significant amount of testimony from property owners opposing the use of CM1 zoning in most Low-Rise areas. On May 24, 2016 PSC tentatively recommended amending the staff proposal and applying the CM2 zone to a smaller list of areas, excluding areas on larger streets, and areas where there was not local support. The following low-rise commercial areas were initially excluded:

- NE Alberta (NE 17th to 19th)
- Roseway (NE Sandy from NE 67th to 70th, and around NE 72nd)
- Parkrose (NE Sandy from NE 105th to 108th)
- Kerns (NE 28th from Burnside to NE Davis)
- SE Belmont (SE 33rd to east of 34th)
- SE Hawthorne (SE 35th to 38th)
- SE Foster (SE 63rd to 67th)
- SE Woodstock (SE 44th to 47th)
- Montavilla (SE Stark from SE 78th to 81st)

The following were tentatively retained in the CM1 zone:

- SE Division (SE 35th to 37th)
- Sellwood (SE 13th from SE Harney to SE Nehalem) except at the Tacoma node
- Moreland (area around SE Milwaukie and Bybee)
- Multnomah Village (core area from east of SW 37th to 35th)

Since May 24, the PSC has received additional testimony from many people and organizations supporting the CM1 Low-rise proposal on SE Belmont. Also, staff received additional testimony from property interests in the Moreland area (Milwaukie and Bybee) and 1000 Friends of Oregon highlighting that this area is within ½ mile of a MAX station and therefore should be zoned CM2. Given testimony, and the tentative direction from PSC, staff has the following recommendations.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
1	CM1		Moreland		Property Owners; Owner Representatives; Community Members; Neighborhood Association; Organizations	**Apply CM2**	• The area at Bybee and Milwaukie is located within ½ mile of a MAX transit station. • The area is currently zoned CS, and is developed with a number of low-rise commercial storefronts. • Transit service and proximity to MAX make it an opportunity for transit oriented redevelopment.	• If CM1 is applied, new development will better match the scale of existing low-rise development. • Development capacity for transit oriented development will be reduced.	
2	CM1		Sellwood		Community Members; Neighborhood Association; Property Owners	**Apply CM2 at Tacoma and north.**	• The PSC recommended applying CM2 at the node of SE 13th and Tacoma. • Applying CM2 to only Tacoma-fronting properties keeps much of the low-rise proposal intact, but does not respond to other zone change requests between Tacoma and Nehalem. It also leaves less than 400 linear feet of low-rise area intact. • Staff recommends rezoning to CM2 north of Tacoma in recognition of an existing 4-story building and the lack of low-rise continuity in this area. See related requests Group C, Items 4-8.	• If CM1 is applied, new development will better match the scale of existing low-rise development. • There is a 4-story mixed use building north of Tacoma that will be nonconforming in the CM1 zone.	

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
3	CM1		Belmont		Community Members (50+); Neighborhood Association; Property Owners	**Retain CM1**	• The area on Belmont street is characterized by several low-rise commercial buildings. • A significant amount of community testimony has been recently received expressing concern about CM2 height allowances, and supporting the application of the CM1 zone.	• Applying CM2 will allow larger scale development.	
4	CM1		Division		Community Members; Organizations	**Affirm CM1 – tentative PSC decision**	• The PSC tentatively included Division in the group of low-rise storefront areas where the CM1 zone would be applied, pending discussion of Division Design Initiative.	• Applying CM2 will allow larger scale development. • Division will potentially be the location of future transit improvements designed to increase capacity. Planned stops include 34th and Chavez. A stop at 30th has been suggested in outreach discussions.	
5	CM1		Multnomah		Community Members; Neighborhood Association	**Affirm CM1 – tentative PSC decision**	• The PSC tentatively recommended applying the CM1 zone.	• Applying CM2 will allow larger scale development. • Applying CM1 will limit the scale of new development.	☑

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MUZ Group B. CM2 Zoning requests for groups of properties

The PSC received testimony from individual community members and property owners requesting a change from the proposed CM1 zone to CM2 zone. PSC also received testimony from other stakeholders, some of which opposed requested changes or supported other positions. The locations of these requests are generally at small mixed use nodes, or at the edges of centers, but are not part of the Low-rise Commercial Storefront proposal.

Generally, CM1 was applied to small mixed use nodes that are not in centers or part of continuous mixed use corridors, while CM2 was applied more broadly along many corridors and in many centers. In considering these requests, the commission should refer to the CM2 purpose statement, which mentions availability of frequent transit as a factor in where CM2 is appropriate. In addition, the Comprehensive Plan designation is relevant. For locations with a dispersed comp plan designation, CM2 is not an allowed zone.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
CM2 Zoning requests that are supported by staff									
1	CM1	CM2	N Alberta and Williams	multiple	Property Owners; Representatives; Organizations	**Apply CM2**	• The area at N Alberta and N Williams is located in an area that has adequate infrastructure, and is well served by transit. • The surrounding zoning in this area is generally R1 which allows 45' buildings. • Nearby to the south, the Williams corridor is zoned CM3, and has been an area of significant development activity. • The characteristics of the CM2 zone suggest it is appropriate for this type of location.	• If CM1 is applied, there is less opportunity for larger-scale development in this area. • Applying CM2 will include rezoning of some adjacent properties in the area to CM2.	☑
2	CM1	CM2	NE 30th and Killingsworth	multiple	Property Owners; Representatives; CM1: Community Members; Neighborhood Association	**Apply CM2**	• The area at NE 30th and Killingsworth is a small node of one- and two-story older buildings • The area is currently zoned CS. • A site at the NE corner is currently planned for a 4-story development. • The surrounding zoning is primarily R2.5 (35'), with R2 (40') along Killingsworth to the west. • This location is served by transit Line 72.	• If CM1 is applied, there is less opportunity for larger-scale development in this area, and new development has potential to be much larger than existing development. • The neighborhood and other community members supported original staff propoosal of CM1, while property owners and some community members requested CM2 at this node.	
3	CM1	CM2	NE 33rd and Killingsworth	multiple	Community Member; Staff Proposal	**Apply CM2**	• The area at NE 33rd and Killingsworth is a significant node featuring grocery retailer and other community-oriented retail and services. • The area is served by two transit lines. • This would rezone properties currently proposed as CM1 to CM2.	• This proposal was addressed in oral testimony in the context of testimony on another location. Staff supports more intense zoning at this major intersection. • Retaining CM1 allows less development potential than CM1 at this important node.	

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
								• The RTF requested CE on this site, but PSC agreed with staff that CE would not be appropriate.	
CM2 Zoning requests that are not supported by staff									
4		CM2	NE Fremont and 47th area - several sites on north side street	multiple	Property Owners, Owner Representatives; Community Members; Neighborhood Association	**Retain CM1**	• The area along Fremont is currently a commercial (CS and CN2) and employment (EG1) zoned area on the north and primarily a residential zoned area on the south. • Development is typically one- or two- story commercial buildings, but recent developments in the area include three and four-story mixed use buildings. • The area has typical street infrastructure, but lacks frequent transit service. • An irregular block pattern and a cemetery on the north may limit on-street parking opportunity. • The BWNA expressed concern about larger developments allowed by CM2 due in part to lack of transit on the street.	• CM2 would allow larger development in the area. • At current transit service levels, parking would be required at standard ratios for new developmenbt on lots over 7500 square feet in size, which is a significant change from current standards. • More intense CM2 zoning is applied closer to NE 42nd Avenue where frequent bus service exists. • Properties could later seek quasi-judicial zone chganges to CM2 – approval may be partially dependent on level of transit service.	
5	CM1	CM2	NE 28th - Everett to Davis	multiple	Community Member	**Retain CM1**	• This area is currently R1. CM1 allows more intensity than R1, but less height. • Quasi-judicial zone change is possible later.	• CM2 would be upzone from the current R1.	☑
6	CM1	CM2	SE Milwaukie Ave. from Center to Holgate	multiple	Community Member	**Retain CM1**	• This area is currently R1. CM1 allows more intensity than R1, but less height. • Was proposed as part of recent Brooklyn station planning in area. • Quasi-judicial zone change is possible later.	• CM2 would be upzone from the current R1.	☑
7	CM1	CM2	E Holgate from SE 12th to Milwaukie	multiple	Community Member	**Retain CM1**	• This area is currently R1. CM1 allows more intensity than R1, but less height. • Quasi-judicial zone change is possible later.	• CM2 would be upzone from the current R1.	☑
8	CE	CM2	Powell Blvd Ross Is to 35th	multiple	Community Member	**Retain CE**	• The zoning applied in the context of this area is proposed to be CE.	• Would require a more in-depth look at zoning pattern for surrounding area.	☑
9	CE	CM2	Powell Blvd – RI Bridge to SE 17th	multiple	Community Member	**Retain CE**	• The zoning applied in the context of this area is proposed to be CE.	• Would require a more in-depth look at zoning pattern for surrounding area.	☑
10	CM1	CM2	E Burnside at 157th	multiple	Property Owner	**Retain CM1**	• The Comprehensive Plan Map designation for these properties is Mixed Use- Dispersed, which does not allow application of the CM2 zone.	• Applying a CE zone would allow development which might develop in an auto-oriented manner that is not appropriate close to MAX.	☑

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
							• The plan would allow the CE zone, however the site and CE zone characteristics are not well matched. • E Burnside and 157th is located in an area that has significant infrastructure, about five blocks from a MAX station.		

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MUZ Group C: Other CM2 zoning requests on specific properties

This is a list of miscellaneous CM2 zone change requests from throughout the city.

The PSC received testimony from individuals, property owners, and others requesting that the CM2 zone be applied to specific properties and broader areas. In addition to these requests, much of the remaining testimony requesting CM2 zoning was in support of the application of CM2 in low-rise commercial storefront areas. These items are not included in this table, as PSC has already considered this topic and suggested a direction, and issues that emerged in Composite Map testimony are covered in Topic 1.

Generally, CM2 is applied on corridors and in centers where good transit service exists. In considering these requests, the commission should refer to the CM2 purpose statement, which mentions availability of frequent transit as a factor in where CM2 is appropriate. In addition, the Comprehensive Plan designation is relevant. For locations with a dispersed comp plan designation, CM2 is not an allowed zone.

Where the request is for a change from CM3 to CM2, the commission should consider the CM3 purpose statement. The CM3 zone is intended for sites in high-capacity transit station areas, in town centers, along streetcar alignments, along civic corridors, and in locations close to the Central City. The CM3 zone is not appropriate for sites where adjacent properties have single-dwelling residential zoning.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
CM2 Zoning requests that are supported by staff									
1	CM1	CM2	SE 12th and Madison; 1221 W/ SE MADISON	1S1E02BD 7800	Community Member	**Apply CM2**	• Appropriate to rezone to CM2 due to location near central city and adjacent zoning.	• CM1 would offer less development potential.	☑
2	CM1	CM2	2626 NE Dekum	1N1E13BC 14400	Property Owner	**Apply CM2**	• Adjacent to CI zoning - 75' height limit • CI steps down to 45' – matches CM2 height • CM2 steps down to adjacent R-zones. • Served by two transit lines.	• CM1 would offer less development potential, but would be more consistent with conversion table.	
3	CM2	CM2	7953-7961 SE 13TH AVE	1S1E23CA 11800	Owner/Representative	**Apply CM2**	• Proposed to be CM2.		☑
4	CM1	CM2	8112 SE 13TH AVE	1S1E23CD 1900	Owner/Representative	**Apply CM2**	• Proposed to be CM2 as part of PSC revisions on Sellwood lowrise area: Group A-2.	• CM1 would offer less development potential, but height limits are more consistent with existing scale.	See A.2
5	CM1	CM2	8071 SE 13TH AVE	1S1E23CD 13900 1S1E23CD 13800	Owner/Representative	**Apply CM2**	• Proposed to be CM2 as part of PSC revisions on Sellwood lowrise area: Group A-2.	• CM1 would offer less development potential, but height limits are more consistent with existing scale.	See A.2
6	CM1	CM2	8065 SE 13TH AVE	1S1E23CD 14900	Owner/Representative	**Apply CM2**	• Area is in Sellwood Low-rise area: Group A-2 • Located north of Tacoma – staff supports CM2 in this area due to existing 4-story building between Spokane and Nahalem.	• Retaining CM1 would maintain more Low-rise designated area in Sellwood.	See A.2
7	CM1	CM2	8012 SE 13th Avenue	1S1E23CA 7300	Owner/Representative	**Apply CM2**	• Area is in Sellwood Low-rise area: Group A-2 • Located north of Tacoma – staff supports CM2 in this area due to existing 4-story building between Spokane and Nahalem.	• Retaining CM1 would maintain more Low-rise designated area in Sellwood.	See A.2
8	CM1	CM2	8002 SE 13TH AVE	1S1E23CA 7200	Owner/Representative	**Apply CM2**	• Area is in Sellwood Low-rise area: Group A-2 • Located north of Tacoma – staff supports CM2 in this area due to existing 4-story building between Spokane and Nahalem.	• Retaining CM1 would maintain more Low-rise designated area in Sellwood.	See A.2
9	IG2	CM2	1935 N Argyle	1N1E09AD 500	BPS staff proposal	**Apply CM2**	• This is a staff correction		☑

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
10	R1	CM2	2627-2629 N LOMBARD ST	1N1E09CD 19500	BPS staff proposal	**Apply CM2**	• Existing Commercial use in an R1 zone on a civic corridor.	• Retaining R1 would result in a nonconforming use.	
11	CM3	CM2	NW Alphabet District	multiple	Neighborhood Association; Community Members	**Apply CM2**	• Apply CM2 in support on NW Plan and in historic district where CM3 presents conflict with district.	• Applying CM3 continues issue of conflict between zoning allowances and historic district.	
CM2 Zoning requests that are not supported by staff									
12	CM1	CM2	60TH & SE BELMONT ST	1S2E06AA 6400	Owner/Representative	**Retain CM1**	• Staff does not support this request due to traffic issues at the intersection.	• CM2 would allow larger scale development and potentially increase traffic issues at this node.	
13	CE	CM2	4764 SE MILWAUKIE AVE (near Holgate)	1S1E14AB 3200	Property Owner	**Retain CE**	• The zoning applied in the context of this site is proposed to be CE.	• Applying CM2 would likely require a more in-depth look at zoning pattern for this lot and surrounding properties.	
14	CM1	CM2	7409-7411 SW Capitol Hwy	1S1E20AC 18900	Owner/Representative	**Retain CM1**	• This property is in an area of CM1 zoning just outside of Multnomah Village on Capitol.	• Applying CM2 would be out of zoning context. • Could result in need to consider other zone changes.	
15	CM2/R2.5	CM2	7983-7987 SE 13TH AVE	1S1E23CA 9900	Owner/Representative	**Retain CM2/R2.5**	• Cannot rezone entire lot CM2 because of Comprehensive Plan designations.		
16	R1	CM2	7401 N Albina	1N1E15BA 15200	Owner	**Apply CM1**	• CM1 corresponds with adopted Mixed Use-Dispersed designation. • CM1 will ensure that building is a conforming use and provides flexibility of existing uses. • CM1 allows a FAR of 1.5:1, which provides more generous density allowance than existing R1 zone.	• CM2 would allow significantly more intensity than R1 at node.	

MUZ Group D: CM3 zoning requests

The PSC received testimony from individuals and groups of property owners requesting a change from the proposed CE, CM2 or EG1 zone to the CM3 zone. The locations are typically at key nodes or areas that include several properties, but may also include single-property requests. This table reflects zoning requests from property owners, individuals and organizations. It does not include testimony/requests where the zoning as proposed matches the request.

Generally, CM3 replaces existing EX and CX zones. In considering these requests, the commission should refer to the CM3 zone purpose statement. The CM3 zone is intended for sites in high-capacity transit station areas, in town centers, along streetcar alignments, along civic corridors, and in locations close to the Central City. The CM3 zone is not appropriate for sites where adjacent properties have single-dwelling residential zoning. In addition, the Comprehensive Plan designation is relevant. The CM3 zone is not an allowed zone in Mixed Use-Neighborhood or Mixed Use-Dispersed Comprehensive Plan designations.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
CM3 Zoning requests that are supported by staff									
1	CM2	CM3	2401 SW 4TH AVE and other property on block	1S1E04DD 1200; multiple properties	Owner/Representative	**Apply CM3**	• Staff supports CM3 in this urban location that is well served by transit. • Close to Central City.	• If zoned CM2, future rezone may be warranted. • Applying CM3 may trigger other changes nearby.	
2	CM2	CM3	MLK from Wygant to Ainsworth	Multiple Properties	Owner/Representative	**Apply CM3 – at the corner node**	• Staff supports CM3 in this urban location that is well served by transit. • MLK is potential future streetcar line. • CM3 is applied nearby and is a contextual zone.	• If CM2 is retained, future rezone may be warranted if streetcar is built.	
CM3 Zoning requests that are not supported by staff									
3	CM2	CM3	1710 SE TACOMA ST; Tacoma and 17th	1S1E23DC 1100	Community Member	**Retain CM2**	• CM3 not appropriate for this Comp Plan designation (MU-N).	• Would be inconsistent with Comp Plan.	☑
4	CE	CM3	4534 SE MCLOUGHLIN BLVD	1S1E14BA 1000 and 1100	Owner/Representative	**Retain CE**	• Site is in area of CE zoning on McLoughlin. • CM3 not appropriate for this Comp Plan designation (MU-N).	• Would be inconsistent with Comp Plan.	☑
5	CE	CM3	3318 SE 92ND AVE	1S2E09AC 1100	Property Owners	**Retain CE**	• This site is in the context of other CE zoning and near an ODOT interchange. • Would require more analysis for more intense zone.	• Would need to consult with PBOT and ODOT about transportation issues.	
6	RH	CM3	SE Morrison/14th	1S1E02BA 300	Owner/Representative	**Retain RH**	• This site has a Residential Comp Plan Designation.	• Would be inconsistent with Comp Plan.	☑
7	CM2	CM3	722-740 N KILLINGSWORTH ST	1N1E22BA 1800	Property Owner	**Retain CM2**	• The request is to rezone a 2-block area along Killingsworth. • Not necessarily appropriate at this time, due to limited analysis of the impacts and implications. • Could be an area for future CM3.	• CM3 is much more development potential than CM2. Would require broader look at surrounding zoning in this area to see where zoning district should be drawn.	

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
8	CM2	CM3	3835 SE Powell	1S1E12DA 300	Property Owner	**Retain CM2**	• Not necessarily appropriate at this time, due to limited analysis of the impacts and implications. • Could be an area for future CM3.	• CM3 allows much more development potential. Would require broader look at surrounding zoning in this area.	
9	CM2	CM3	3945-3975 SE POWELL BLVD	1S1E12AD 7900	Community Member	**Retain CM2**	• Not necessarily appropriate at this time, due to limited analysis of the impacts and implications. • Could be an area for future CM3.	• CM3 allows much more development potential. Would require broader look at surrounding zoning in this area.	
10	CM2	CM3	1206 SE Belmont	1S1E02BA 3700	Owner/Representative	**Retain CM2**	• This site is in the context of other CM2 zoning in this area. • This change would require more analysis and possibly a broader look at zoning in the area.	• CM3 would be a spot zone in a CM2 pattern east of SE 12th.	

MUZ Group E: CM1 zoning requests

The PSC received testimony from organizations (NWDA), individuals and groups of property owners requesting a change from the proposed zone (CM2, or Residential) to the CM1 zone. The locations are at a combination of isolated sites and key nodes/areas that include several properties that are not part of the Low-Rise Commercial Storefront proposal. This table reflects zoning requests from property owners, individuals and organizations. It generally does not include testimony/requests where the zoning as proposed matches the request, nor does it include testimony/zoning requests regarding Low-Rise Commercial Storefront areas exclusively.

Generally, CM1 replaces existing CN1, CN2, and CO1 zones. It is applied in dispersed locations, in and around lower-density residential areas, and on neighborhood corridors and at the edges of centers. It may be applied in locations where transit service is limited or infrequent. It is also appropriate in locations where a collection of low-rise storefronts is predominant, or as a buffer between higher and lower density areas. In considering these requests, the commission should refer to the CM1 zone purpose statement.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
CM1 Zoning requests that are supported by staff									
1	CM2	CM1	NW Thurman Corridor	Multiple properties	Neighborhood Association	**Apply CM1**	• Properties in this area are currently zoned CM, which limits commercial and requires residential uses. • Conversion table designated CM2. However, character of most properties is residential. CM1 may be more appropriate C/MU zone.	• This represents a reduction in residential development potential for these properties in terms of residential, but a slight increase in commercial.	
• **CM2 Zoning requests that are not supported by staff**									
2	CM2	CM1 – apply more broadly	Multnomah Village – outside of Low-Rise Commercial areas	multiple	Community Members, Neighborhood Association	**Retain CM2**	• Multnomah Village is a neighborhood center, which suggests a medium-scale development. It also has transit service and acts as a civic hub for SW Portland. • Much of the commercial land in Multnomah is currently zoned CS. The closest equivalent zone to CS in the MUZ proposal is CM2. • The area in the core of the village is proposed to be CM1 as part of Low-Rise Storefront proposal. Further reduction in zoning potential is inconsistent with Comp Plan and growth capacity needs.	• Applying CM1 would reduce development capacity in Multnomah/SW. • Applying CM1 treats this center differently than most other neighborhood centers.	
3	CM2	CM1	2341 NW Quimby Street Unit 28	1N1E28CC 90028	Property Owner	**Retain CM2**	• Do not apply CM1; the zoning pattern in the area is CM2. • The area has good transit and is already developed.	• CM1 zoning would be somewhat inconsistent with CM2 zoning pattern. • CM1 provides less development potential than CM2.	
4	CM2	CM1	1644-1648 SE REX ST; 1630 and 1631 SE Flavel; 1636 and 1632 SE Knapp	1S1E23AC 17600	Neighbor/ Community Member	**Retain CM2**	• The zoning context in this area is proposed as CM2. • The area is along/near a neighborhood corridor.	• Change to CM1 would be inconsistent with the zoning context in the area. • CM1 provides less development potential than CM2.	

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
5	CM2	CM1	4929 SE HAWTHORNE BLVD	1S2E06BD 24300	Community Member	**Retain CM2**	• This site is adjacent to CM2 zoning. • Transit service is good, and the area is within a center. • Staff does not agree that a change to CM1 is appropriate in this context.	• This may create nonconforming situation.	
6	CM2	CM1	4439, 4515, 4315, and 4309 SE WOODSTOCK BLVD	Multiple	Community Member	**Apply CM2 – per Low-rise storefront**	• PSC tentatively supported CM2 in Woodstock as part of tentative decision on Low-Rise Storefront issue.	• Applying CM1 would reverse 5/24/16 tentative PSC decision on Woodstock area.	☑
7	CM2	CM1	Bridgeton	1N1E03BA 80000	Community Member	**Retain CM2**	• City Council directed a change to CM2 in Bridgeton with its actions on the Comprehensive Plan.	• Applying CM1 would be counter to City Council direction from Comprehensive Plan process.	☑
8	CM1	Zone for Public Use	8801 N CHAUTAUQUA BLVD	1N1E08AD 3600	Owner Representative	**Apply R7**	• The existing use on site is most likely a CU. The proposed zone is R7 and the use would be allowed as a CU.	• If CM1 was applied, the use would still be a CU.	☑
9	CM1	CM1	3735-3739 SE HAWTHORNE BLVD	1S1E01AD 23900	Community Member	**Apply CM2 – per Low-rise storefront**	• PSC tentative direction on 5/24/16 to rezone Hawthorne Low-rise area to CM2.	• Applying CM1 would reverse 5/24/16 tentative PSC decision on Hawthorne area.	☑

MUZ Group F: CM1 nonconforming use sites and other special situations

The PSC received testimony from organizations (Irvington NA), individuals and groups of neighbors requesting that properties that are currently zoned Residential, but proposed to become Commercial/Mixed-Use, be limited in hours of operation and their ability to redevelop as multi-dwelling development, should they not include a commercial use.

Staff proposes to develop and apply a new Commercial-Residential zone (CR) to these properties rather than the CM1 zone. The CR zone would allow limited commercial use and limit residential development/density when commercial uses and development are not on-site. The zone would be applied to the sites outside of centers that were identified in testimony below, as well as other isolated commercial sites with Mixed Use – Dispersed Comprehensive Plan designations that are completely surrounded by Residential zoning. Staff recommends that this zone not be used on district collectors or major city traffic streets.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
CM1/CR Zoning requests that are supported by staff									
1	CM1	Limit on hours and housing density	3029 SE 21ST AVE	1S1E11AD 2500	Adjacent Neighbor	**Apply CR**	• Use a new specialized zone to address issues created by transitioning nonconforming uses to allowed use. Limit hours of operation and residential development potential when no Commercial use is provided.	• Applying the CM1 zone would allow more development potential.	☑
2	CM1	Limit on hours and housing density	SE Clinton at 34th	1S1E12AB 12500	Community Member	**Apply CR**	• Use a new specialized zone to address issues created by transitioning nonconforming uses to allowed use. Limit hours of operation and residential development potential when no Commercial use is provided.	• Applying the CM1 zone would allow more development potential.	☑
3	CM1	Limit on hours and housing density	NE 15th and Brazee	1N1E26DB 1400	Community Members, Adjacent Neighbors, Neighborhood Association	**Apply CR**	• Use a new specialized zone to address issues created by transitioning nonconforming uses to allowed use. Limit hours of operation and residential development potential when no Commercial use is provided.	• Applying the CM1 zone would allow more development potential.	☑
4	CM1	n/a	9647 SE HAROLD ST	1S2E16AC 1200	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	☑
5	CM1	n/a	10729 SE HAROLD ST, 5435 SE 108TH AVE	1S2E15BD 9501,	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	☑
6	CM1	n/a	4509 SE 128TH AVE	1S2E15BD 9502	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	☑
7	CM1	n/a	11811 SE Harold	1S2E15AD 3100	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	☑
8	CM1	n/a	11825 SE Harold	1S2E15AD 3200	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	☑
9	CM1	n/a	11833 SE Harold	1S2E15AD 3300	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	☑
10	CM1	n/a	7640 N JERSEY ST	1N1W12AD 3100	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	☑

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
11	CM1	n/a	7700 N PENINSULAR AVE	1N1E09CD 6200	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	☑
12	CM1	n/a	3707 NE FREMONT ST	1N1E24DD 17700	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	☑
13	CM1	n/a	4048-4060 NE 42ND AVE	1N2E19CB 15400	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	☑
14	CM1	n/a	3734-3746 NE 42ND AVE	1N2E19CC 7600	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	☑
15	CM1	n/a	5137 NE 60TH AVE	1N2E19CC 7600	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	☑
16	CM1	n/a	5250 NE HALSEY ST	1N2E31AB 11800	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	☑
17	CM1	n/a	1988 SE LADD AVE	1S1E02DC 4900	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	☑
18	CM1	n/a	4039 SE CLINTON ST	1S1E12AA 4200	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	☑
19	CM1	n/a	2914 SE 52ND AVE	1S2E07AB 7100	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	☑
20	CM1	n/a	3616 SE KNAPP ST	1S1E24AC 16900	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	☑
21	CM1	n/a	6130 SE DUKE ST	1S2E19AA 400	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	☑
22	CM1	n/a	304 SE 28TH AVE	1N1E36CC 4100	Staff Proposal	**Apply CR**	• Existing Nonconforming commercial use	• Applying the CM1 zone would allow more development potential.	☑
23	CM1	n/a	5206 SW CUSTER ST, 5212-5216 SW CUSTER ST	1S1E19AC 10200, 1S1E19AC 10100	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	☑
24	CM1	n/a	5435 SW TAYLORS FERRY RD	1S1E30AC 20100	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	☑
25	CM1	n/a	1103 SW TAYLORS FERRY RD	1S1E21DC 10700	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	☑
26	CM1	n/a	6501 SE 65TH AVE	1S2E20BB 4900	Staff Proposal	**Apply CR**	• Current low-intensity Commercial zone on a Neighborhood Collector or Local Street	• Applying the CM1 zone would allow more development potential.	☑
CM1/CR Zoning requests that are not supported by staff									
27	CM1	Limit on hours and housing density	1532-1540 SE CLINTON ST	1S1E11AB 8700	Adjacent Neighbor	**Retain CM1**	• Adjacent to R1 zoning in the area.	• If CR zone was applied, it would be applied in an area that is zoned for more intense multi-dwelling development.	

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
28	CM1	CM1 – require retail; Limit on hours and housing density	2855 SW Patton Rd	1S1E08AA 13200	Community Members	**Retain CM1**	• Size limits of CR not appropriate. • Lot size may be larger than appropriate for CR zone application. • Existing conditional of approval provide limitations on the site.	• The CR zone would over-restrict size of retail uses on this community-serving site.	

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MUZ Group G: CE zoning requests

The PSC received testimony from businesses (Fred Meyer, Safeway/Albertsons, U-Haul, Starbucks, McDonalds, Space-Age Fuel, others), property owners (Bitar, Angel, others), and organizations (Retail Task Force) requesting the CE zone in order to provide opportunity for large-scale retail uses such as grocery stores, drive-through facilities associated with uses (restaurants, banks, pharmacies, etc.), and Quick Vehicle Servicing uses (gas stations, car washes, lubrication facilities, etc.). PSC also received testimony from other individual property owners requesting the CE zone. This table captures that testimony. It may not reflect multiple pieces of testimony repeating similar themes or requests.

At the PSC meeting on July 26, 2016, PSC reviewed thematic maps presented by staff showing areas where CE zoning is generally supported by staff. Staff recommended a limited application for additional CE, primarily outside of inner ring districts and identified centers. Staff generally did not support requests for CE within centers. Staff also recommended against broader conversion of dispersed CM1 and CM2 nodes located on major streets to CE.

The PSC supported the staff recommendation to apply CE zoning to a limited number of sites as shown on Map 6.1.B as shown on 7/26/16, amended to remove the Hollywood West Fred Meyer site and the Cully Albertsons site. It also concurred with the staff recommendation to not apply CE zoning in Centers and to continue to limit application of CE zoning outside of designated centers. The table below recommends zoning outcomes that reflect PSC direction on this issue. Items are marked as consent, based on this prior PSC direction.

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
CE Zoning requests that are supported by staff									
1	CM2	CE	12920 SE STARK ST	1S2E02BA 12400	Property Owner, Owner/Representative	**Apply CE**	• PSC direction 7/26/16 work session. Site is at edge of a neighborhood center and could be zoned CE. Zoning context is mostly CM2.	• CM2 offers more housing potential than CE and limits some auto-accommodating and other uses. • May need to broaden the CE rezone proposal to make a consistent zoning pattern.	☑
2	CM2	CE	NE Glisan and 67th	Multiple lots 1N2E32BC 8000 1N2E32BC 8100 1N2E32BC 8001	Business Operator; Owner/Representative; RTF/ICSC	**Apply CE**	• PSC direction from 7/26/16 work session	• CM2 offers more housing potential than CE and limits some auto-accommodating and other uses.	☑
3	CM2	CE	N Lombard and Polk	Multiple lots	RTF/ICSC	**Apply CE**	• PSC direction from 7/26/16 work session. This site is outside a town center.	• CM2 offers more housing potential than CE and limits some auto-accommodating and other uses.	☑
4	CM2	CE	12217 SE FOSTER RD	1S2E14CC 4200	Owner/Representative	**Apply CE**	• This node includes CE zoning and intersection may be appropriate for CE. Zoning context supports CE.	• CM2 offers more housing potential than CE and limits some auto-accommodating and other uses.	☑
5	CM1	CE	SE Chavez and Schiller	1S1E13AA 13200 Multiple lots	RTF/ICSC	**Apply CE**	• Outside of center. PSC direction from 7/26/16 work session.	• CM1 offers less development potential than CE and limits some auto-accommodating and other uses.	☑
6	CM1	CE	SE Division and 136th	Multiple lots 1S2E11AB 200	Owner/Representative; RTF/ICSC	**Apply CE**	• Outside of center. PSC direction from 7/26/16 work session.	• May need to broaden the rezone proposal to make a consistent zoning pattern. • CM1 offers less development potential than CE and limits some auto-accommodating and other uses.	☑

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
7	CM1	CE	2335 SE 162ND AVE	1S2E01DD 12100	Property Owner	**Apply CE**	• PSC direction from 7/26/16. Zoning context is CE and property was zoned CG. • Also change to CE: 2343 SE 162ND AVE	• CM1 offers less development potential than CE and limits some auto-accommodating and other uses.	☑
8	CE	CE	16431 SE FOSTER RD	1S3E19BB 500	Property Owner, Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	☑
9	CE	CE	3830 SE 82	1S2E09CB 3400	Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	☑
10	CE	CE	4442 SE 28TH PL	1S1E12CC 11600	Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	☑
11	CE	CE	6850 N LOMBARD ST	1N1E07B 300	Business Operator; Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	☑
12	CE	CE	14700 SE Division	1S2E12 101	Business Operator; Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	☑
13	CE	CE	12055 N CENTER AVE	2N1E34C 606 2N1E34C 605	Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	☑
14	CE	CE	9100 SE POWELL BLVD	1S2E09CA 400	Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	☑
15	CE	CE	5482 SW BEAVERTON HILLSDALE HWY	1S1E18AC 2000	Owner/Representative	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	☑
16	CE	Concern about zoning impacts and allowance	5851 SE FOSTER RD	1S2E07DD 18200	Property Owner	**Apply CE**	• The proposed zoning is CE.	• May interrupt CE zoning pattern.	☑
17	CM2	CE	6408 N LOMBARD ST	1N1E07AC 7500	Property Owner, Owner/Representative	**Apply CE**	• This site was not on the initial Map 6.1.B list PSC considered, but staff supports this request. • The site is on an arterial street and outside of a center; adjacent to other CE zoned areas.	• CM2 offers more housing potential than CE and limits some auto-accommodating and other uses.	☑
18	CE	CE and CM1	1208 SE BOISE ST	1S1E11CD 4900	Property Owner, Owner/Representative	**Apply CE and CM1**	• This proposal involves zoning revisions to a site currently zoned CG. • Provides certainty and scale for neighborhood.	• Possibility of incompatible uses if CE is applied to entire site.	☑
CE Zoning requests that are not supported by staff									
19	CE	CE	3030 NE WEIDLER ST	1N1E36B 100	Business Operator; Owner/Representative	**Apply CM2**	• PSC direction on 7/26/16: do not apply CE in designated centers. Inner ring. PSC recommended CM2.	• PSC specifically called for CM zoning on this site. • CE would allow new auto-accommodating uses and development.	☑

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
20	EG2	CE or CM2	2818 NE 82ND AVE	1N2E28BC 400	Community Members; Owner/Representative	**Retain EG2**	• Comprehensive Plan is Mixed Employment. • CE and CM2 are not allowed zones in the designation.	• Would need to amend Comprehensive Plan to a Mixed Use designation.	☑
21	EG2	CE	8011 NE MLK	1N1E10DA 3400	Owner/Representative	**Retain EG2**	• Comprehensive Plan is Mixed Employment. CE is not an allowed zone.	• Would need to amend Comprehensive Plan to a Mixed Use designation.	☑
22	EG1	CE	1612 SE HOLGATE BLVD	1S1E14AB 900	Community Member	**Retain EG1**	• Comprehensive Plan is Mixed Employment. CE is not an allowed zone.	• Would need to amend Comprehensive Plan to a Mixed Use designation.	☑
23	CX	CE	1831 W BURNSIDE ST	1N1E33DB 6800	Owner/Representative	**Retain CX**	• This site is in the Central City. CE is not an appropriate zone for this location.	• CE would be a significant downzone, and inconsistent with Central City Plans.	☑
24	CM3	CE	7404 N INTERSTATE AVE	1N1E15BB 10600	Business Operator; Owner/Representative	**Retain CM3**	• PSC direction: do not apply CE in designated centers. In the Kenton-Lombard Neighborhood Center. • Adjacent to MAX; Interstate Plan District. • Currently zone EXd.	• CE would allow new auto-accommodating uses and development in a center.	☑
25	CM3	CE	5253 SE 82ND AVE	1S2E17AD 600	Business Operator; Owner/Representative	**Retain CM3**	• PSC direction: do not apply CE in designated centers. Lents Town Center. • Currently zone is EXd.	• CE would allow new auto-accommodating uses and development in a center.	☑
26	CM3	CE	5615 SE 82ND AVE	1S2E17DA 1800	Owner/Representative	**Retain CM3**	• PSC direction: do not apply CE in designated centers. Lents Town Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
27	CM3	CE	221 NE 122ND AVE	1N2E34DA 103	Owner/Representative	**Retain CM3**	• PSC direction: do not apply CE in designated centers. 122nd/Hazelwood Center. • Near MAX transit station. • Current zoning is CXd.	• CE would allow new auto-accommodating uses and development in a center.	☑
28	CM3	CE	8410 SE FOSTER RD	1S2E16CB 8800	Property Owner, Owner/Representative	**Retain CM3**	• PSC direction: do not apply CE in designated centers. Lents Town Center. • Current zoning is EXd.	• CE would allow new auto-accommodating uses and development in a center.	☑
29	CM2	CE	3805 SE HAWTHORNE BLVD	1S1E01AD 22600	Business Operator; Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE in designated centers. Hawthorne-Belmont-Division neighborhood center.	• CE would allow new auto-accommodating uses and development in a center.	☑
30	CM2	CE	7555 SW BARBUR BLVD	1S1E21AC 3100	Business Operator; Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE in designated centers. Hillsdale town center. • Transit station; surrounding area zoning.	• CE would allow new auto-accommodating uses and development in a center.	☑
31	CM2	CE	10050 SW BARBUR BLVD	1S1E29CB 3500	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. West Portland town center. • M-overlay; surrounding zoning context; future MAX.	• CE would allow new auto-accommodating uses and development in a center.	☑
32	CM2	CE	5920 NE M L KING BLVD	1N1E14CC 1800	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Alberta-Killingsworth Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑

Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
33	CM2	CE	8336 WI/ N IVANHOE ST	1N1W12AB 4900 1N1W12AB 6200	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. St Johns Town Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
34	CM2	CE	5850 NE PRESCOTT ST	1N2E19DA 11500	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Cully Neighborhood Center. • PSC recommended CM2.	• CE would allow new auto-accommodating uses and development in a center.	☑
35	CM2	CE	6901 NE SANDY BLVD	1N2E29BA 202	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Roseway Neighborhood Center. • Transit service; zoning context.	• CE would allow new auto-accommodating uses and development in a center.	☑
36	CM2	CE	3940 WI/ SE POWELL BLVD	1S1E12DA 3400	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Powell-Creston Neighborhood Center. • Zoning context.	CE would allow new auto-accommodating uses and development in a center.	☑
37	CM2	CE	4515 SE WOODSTOCK BLVD	1S2E18CB 14000	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Woodstock Neighborhood Center. • Transit; zoning context.	• Rezoning to CE would contradict the owner's and neighborhood request to rezone to CM2. Would allow new auto-accommodating uses and development in a center.	☑
38	CM2	CE	8149 SE STARK ST	1N2E32DD 12100	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Montavilla Neighborhood Center. • Zoning context.	• CE would allow new auto-accommodating uses and development in a center.	☑
39	CM2	CE	10050 SW BARBUR BLVD	1S1E29CB 3500	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. West Portland Town Center. • Centers Main Street overlay zone; zoning context; future MAX area.	• CE would allow new auto-accommodating uses and development in a center.	☑
40	CM2	CE	6730-6868 SE FOSTER RD	1S2E17BA 11800	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Heart of Foster neighborhood center.	• CE would allow new auto-accommodating uses and development in a center.	☑
41	CM2	CE	6710 SE Foster	1S2E17BA 11800	Owner/Representative	**Retain CM2**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Heart of Foster neighborhood center.	• CE would allow new auto-accommodating uses and development in a center.	☑
42	CM2	CE	12109 NE GLISAN ST	1N2E34AD 900	Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE broadly in response to Policy 4.24.	• Applying CE could result in broader rezone proposal.	☑
43	CM2	CE	11080 NW ST HELENS RD	1N1W03AD 3600	Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE broadly in response to Policy 4.24.	• Applying CE could result in broader rezone proposal.	☑
44	CM2	CE	11132 SE DIVISION ST	1S2E10BA 100	Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE broadly in response to Policy 4.24.	• Applying CE could result in broader rezone proposal.	☑

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
45	CM2	CE	4504 SE 122ND AVE	1S2E14BB 1700	Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE broadly in response to Policy 4.24.	• Applying CE could result in broader rezone proposal.	☑
46	CM2	CE	5810 N. Lombard	1N1E07DA 5000	Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE in designated centers. Mid-Lombard Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
47	CM2	CE	14425 SE DIVISION ST	1S2E01CC 8900	Property Owner	**Retain CM2**	• PSC direction: do not apply CE broadly in response to Policy 4.24.	• Could result in broader rezone proposal.	☑
48	CM2	CE	3607-3615 NE 82ND AVE	1N2E20DD 11500	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	☑
49	CM2	CE	3511 NE 82ND AVE	1N2E20DD 11800	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	☑
50	CM2	CE	3435 NE 72ND AVE	1N2E29BA 11700	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	☑
51	CM2	CE	3427 NE 72ND AVE	1N2E29BA 11900	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	☑
52	CM2	CE	3449 NE 72ND AVE	1N2E29BA 11800	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	☑
53	CM2	CE	3449 NE 72ND AVE	1N2E29BA 11800	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	☑
54	CM2	CE	7126 NE SANDY BLVD	1N2E29BA 11600	Property Owner	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	☑
55	CM2	Keep horses on site	5027 SE 70th	1S2E17BA 12600	Property Owner	**Retain CM2**	• Use would be considered Agriculture - a CU.		☑
56	CM3	CE	8816 SE FOSTER RD	1S2E16CA 12800 1S2E16CA 13700	Property Owner, Owner/Representative	**Retain CM3**	• PSC direction: do not apply CE in designated centers. Lents Town Center. • Zoning context is CM2 and CM3.	• CE would allow new auto-accommodating uses and development in a center.	☑
57	CM2	CE	4831 SE POWELL BLVD	1S2E07BD 11000	Property Owner, Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE in designated centers. Powell-Creston neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	☑
58	CM2	CE	7345 NE SANDY BLVD	1N2E20DC 13100	Property Owner, Owner/Representative	**Retain CM2**	• PSC direction: do not apply CE in designated centers: Roseway neighborhood center. • Zoning context is CM2.	• CE would allow new auto-accommodating uses and development in a center.	☑

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
59	CM1	CE	6454 N GREELEY AVE	1N1E16CA 5900	Owner/Representative	**Retain CM1**	• PSC direction: do not apply CE broadly in response to Policy 4.24. Existing small building; zoning context.		☑
60	CM1	CE	16152 NE Sandy	1N2E24DD 700	Owner/Representative	**Retain CM1**	• PSC direction: do not apply CE broadly in response to Policy 4.24. Would result in broader rezone proposal.	• Applying CE could result in broader rezone proposal.	☑
61	CM1	CE	10354 SE HOLGATE BLVD	1S2E15BB 15500	Owner/Representative	**Retain CM1**	• PSC direction: do not apply CE broadly in response to Policy 4.24. Zoning context in this area is primarily CM1.	• Applying CE could result in broader rezone proposal.	☑
62	CM1	CE	12225 N JANTZEN DR	2N1E34CA 1400	Owner/Representative	**Retain CM1**	• PSC direction: do not apply CE in designated centers. Hayden Island. • Hayden Is PD allows QVS+DT on this site. • Revisit w/ HI Plan update.	• CE would allow new auto-accommodating uses and development in a center.	☑
63	CM1	CE	1824 SE 50TH AVE	1S2E06CA 4100	Property Owner	**Retain CM1**	• PSC direction: do not apply CE broadly in response to Policy 4.24.	• Incongruous with nearby zoning. Allows larger scale and auto accommodating use.	☑
64	CM1	CE	10750 NE SANDY BLVD	1N2E22BD 5500	Property Owner	**Apply CM2 – PSC direction on Low-rise Storefront area**	• PSC direction: do not apply CE in designated centers: Parkrose neighborhood center. • Zoning pattern.	• CE would allow new auto-accommodating uses and development in a center.	☑
65	CM1	CE	11214 SE POWELL BLVD	1S2E10DB 12600	Property Owner, Owner/Representative	**Retain CM1**	• PSC direction: do not apply CE broadly in response to Policy 4.24. Area is outside of a center but zoning context is CM1.		☑
66	CM1	CE	SW 45th and Multnomah	1S1E20CB 2100	Property Owner; Owner/Representative	**Retain CM1**	• PSC direction: do not apply CE broadly in response to Policy 4.24.		☑
67	CX	CE	Gateway area	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• Site is in Gateway. Not part of the MUZ zone change area.		☑
68	CM3, CM2	CE	MLK and Ainsworth area	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers: Alberta-MLK Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
69	CM3	CE	SE 82nd and Foster	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Lents Town Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
70	CM3	CE	Interstate at Lombard area	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Kenton-Interstate Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
71	CM2/CE	CE	NE Chavez and Broadway	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• Do not apply CE broadly in response to Policy 4.24. PSC direction 7/26/16.	• Applying CE could result in broader rezone proposal.	☑
72	CM2	CE	55th and Burnside	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• Do not apply CE broadly in response to Policy 4.24. PSC direction 7/26/16.	• Applying CE could result in broader rezone proposal.	☑

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
73	CM2	CE	Barbur – West Portland Town Center area	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• Do not apply CE broadly in response to Policy 4.24. PSC direction 7/26/16. • Future MAX line.	• Applying CE could result in broader rezone proposal.	☑
74	CM2	CE	SE Powell and Chavez	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Powell-Creston Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
75	CM2	CE	SE 82 and Powell	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Jade District Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
76	CM2	CE	SE Foster 67th-70th	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Heart of Foster Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
77	CM2	CE	SE Woodstock and 42nd	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction from 7/26/16 work session: do not apply CE in designated centers. Woodstock Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
78	CM3	CE	122nd/Glisan to Stark	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. 122nd/Hazelwood Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
79	CM2	CE	42nd and Killingsworth	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. 42nd and Killingsworth Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
80	CM2	CE	Hawthorne and Chavez	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Belmont-Hawthorne-Division Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
81	CM2	CE	Cully and Prescott	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Cully Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
82	CM2	CE	SE Division and 122	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Division-Midway Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
83	CM2	CE	SE 82nd and Stark	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Montavilla Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
84	CM2	CE	82nd and Burnside	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Montavilla Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
85	CM2	CE	NE Sandy and 72nd	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Roseway Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
86	CM2	CE	Stark and 148th	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Rosewood-Glenfair Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑

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Ref #	Proposal	Request	Location	State ID	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different decision; Other notes	Consent Item?
87	CM2	CE	Stark and 162nd	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Rosewood-Glenfair Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
88	CM2	CE	Barbur and Multnomah	Multiple lots	RTF/ICSC	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. Rosewood-Glenfair Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑
89	CM1	CE	33rd and Killingsworth	Multiple lots	RTF/ICSC	**Apply CM2 – see Group B.3**	• Do not apply CE broadly in response to Policy 4.24. PSC direction 7/26/16. • Staff proposes to apply the CM2 zone in this area – see B.3.	• Applying CE could result in broader rezone proposal.	☑
90	CM3, CM2	CE	NE Glisan and NE 122nd Avenue	1N2E34DA 101 1N2E34DA 102 1N2E34DA 105 1N2E34DA 106	Owner/Representative	**Retain Proposed Zoning Pattern**	• PSC direction: do not apply CE in designated centers. 122nd/Hazelwood Neighborhood Center.	• CE would allow new auto-accommodating uses and development in a center.	☑

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MEMO

DATE: August 8, 2016

TO: Planning and Sustainability Commission

FROM: Barry Manning, Project Manager

CC: Susan Anderson, Joe Zehnder, Eric Engstrom, Bill Cunningham, BPS

SUBJECT: Mixed Use Zones Project — PSC Work Session #6

This memo is a follow up to the August 4, 2016 memo for the PSC work session on Mixed Use Zones. In addition to the items listed on August 4th, staff is providing three additional items:

1. Group H: Residential to Mixed Use zoning requests. The PSC received testimony requesting a change from a Residential zone to a Mixed Use zone on several properties. These were not included in the prior package. These requests are for properties on which the Comprehensive Plan designation is Residential and a Mixed Use zone cannot be applied. See attached files: PSC_decision_worksheet_Aug_9_2016_MUZ_R-zones; and MUZ_Testimony_Map Atlas_Part_2.
2. Centers Main Street Overlay zone proposed amendments. In addition to amendments proposed in the August 4 package, staff is proposing amendments to the Centers Main Street Overlay zone in the Kenton/Lombard Neighborhood Center and the Killingsworth/Interstate Town Center. Both of the proposed amendments are to include areas in the vicinity of light rail stations. The overlay would require, among other things, that active non-residential uses be a component of the ground floor of a building. The additions conform to key areas already identified in the North Interstate Plan District. See MUZ_Testimony_Map Atlas_Part_
3. Streetcar Memo. In response to a Commissioner request, BPS has prepared a memo discussing the Comprehensive Plan and Zoning designations along several potential future streetcar routes. An estimate of development capacity is also included. This is provided for informational purposes. See: Streetcar memo_8-8-16

Please contact me if you have questions about these items.

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MEMO

DATE: August 8, 2016

TO: Planning and Sustainability Commission

FROM: Barry Manning

CC: Susan Anderson, Eric Engstrom, Joe Zehnder, Bill Cunningham

SUBJECT: Future streetcar zoning analysis

The following is an analysis of zoning capacity and issues on proposed streetcar alignments as requested by a Planning and Sustainability Commissioner. The analysis focuses on five potential streetcar lines, which are identified in the Transportation System Plan:

Line 1: Burnside and Grand to Hollywood via Burnside and Sandy
Line 2: MLK from Broadway to Killingsworth
Line 3: SW Macadam Avenue
Line 4: Conway/Montgomery Park
Line 5: MLK and Broadway to Hollywood via Broadway

A development capacity and allocation comparison of the five lines is below. This is based on adopted Comprehensive Plan designations (June 2016). The subsequent analysis considers development potential within ¼ mile of the proposed alignment, and zoning proposed with the Mixed Use project (May 2016).

Line	ADU Allocation	SFR Net Capacity	MFR Net Capacity	EMP Net Capacity	SFR Allocation	MFR Allocation	EMP Allocation	Total Res. Allocation
1	10.3	263.6	10,865.4	2,203.8	263.7	2,942.4	885.8	3,216.4
2	39.5	233.3	7,356.8	1,785.3	229.4	1,861.2	644.9	2,130.1
3	18.0	124.9	1,665.3	877.1	98.6	405.6	449.5	522.1
4	7.4	29.4	2,458.0	875.1	29.4	961.3	498.5	998.1
5	51.5	216.0	6,368.2	1,430.0	216.0	1,883.1	685.4	2,150.5

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For purposes of this analysis “capacity” refers to the full build-out of current Comprehensive Plan designations. The “allocation” is the expected growth in the current 20-year planning horizon (by 2035). A description and zoning map of the lines follows.

The alignments show on these maps are generalized approximations, and may not reflect exact future alignments. In some cases, there are several different possible alignments being considered.

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Line 1: Burnside and Grand to Hollywood via Burnside and Sandy.

Comprehensive Plan:
The Comprehensive Plan designations for this line include Central Employment west of 12th Avenue; this area is in the Central City. The area along the alignment on NE Sandy and the Hollywood District east of 12th Avenue is generally designated Mixed Use–Urban Center. The area proximate to the alignment on the north between Sandy and the Banfield Freeway is generally designated Mixed Use–Urban Center or High Density Multi Dwelling. Areas proximate to the south of Sandy are a mix of residential and commercial uses, typically at a lower neighborhood scale; the Comp Plan in this area is a mix of R5, R2.5, R1, RH and Mixed Use-Urban Center.

Zoning:
Zoning in the area west of 12th Avenue is EXd, and in the Central City Plan district. East of 12th, the alignment along Sandy and through the Hollywood District is largely zoned CM3. The area proximate to the north of the alignment between Sandy and the Banfield Freeway is generally zoned CM3, RH, and in limited areas CX and EG1; in Hollywood, a portion of the area is zoned CM2, with additional height and FAR allowed by the Hollywood Plan District. Areas proximate to the south of Sandy are a mix of residential and commercial zones; this area is a mix of R5, R2.5, R1, RH and CM2 zoning.

Capacity:

Line	ADU Allocation	SFR Net Capacity	MFR Net Capacity	EMP Net Capacity	SFR Allocation	MFR Allocation	EMP Allocation	Total Res Allocation
1	10.3	263.6	10,865.4	2,203.8	263.7	2,942.4	885.8	3,216.4

Map: See attached zoning map.

Zoning and other issues:
The alignment is generally zoned with intensities that are supportive of streetcar. With the exception of a few sites, most of the zoning along this alignment is the maximum intensity allowed by the 2035 Comprehensive Plan. Notable opportunity sites where zoning could be changed in the future include the PepsiCo site, and Fred Meyer. While this alignment has the highest capacity and allocation figures, a portion of the ¼ mile analysis area between 20th and 37th lies north of the Banfield freeway. The freeway poses a barrier to pedestrians accessing a potential Sandy line from the north.

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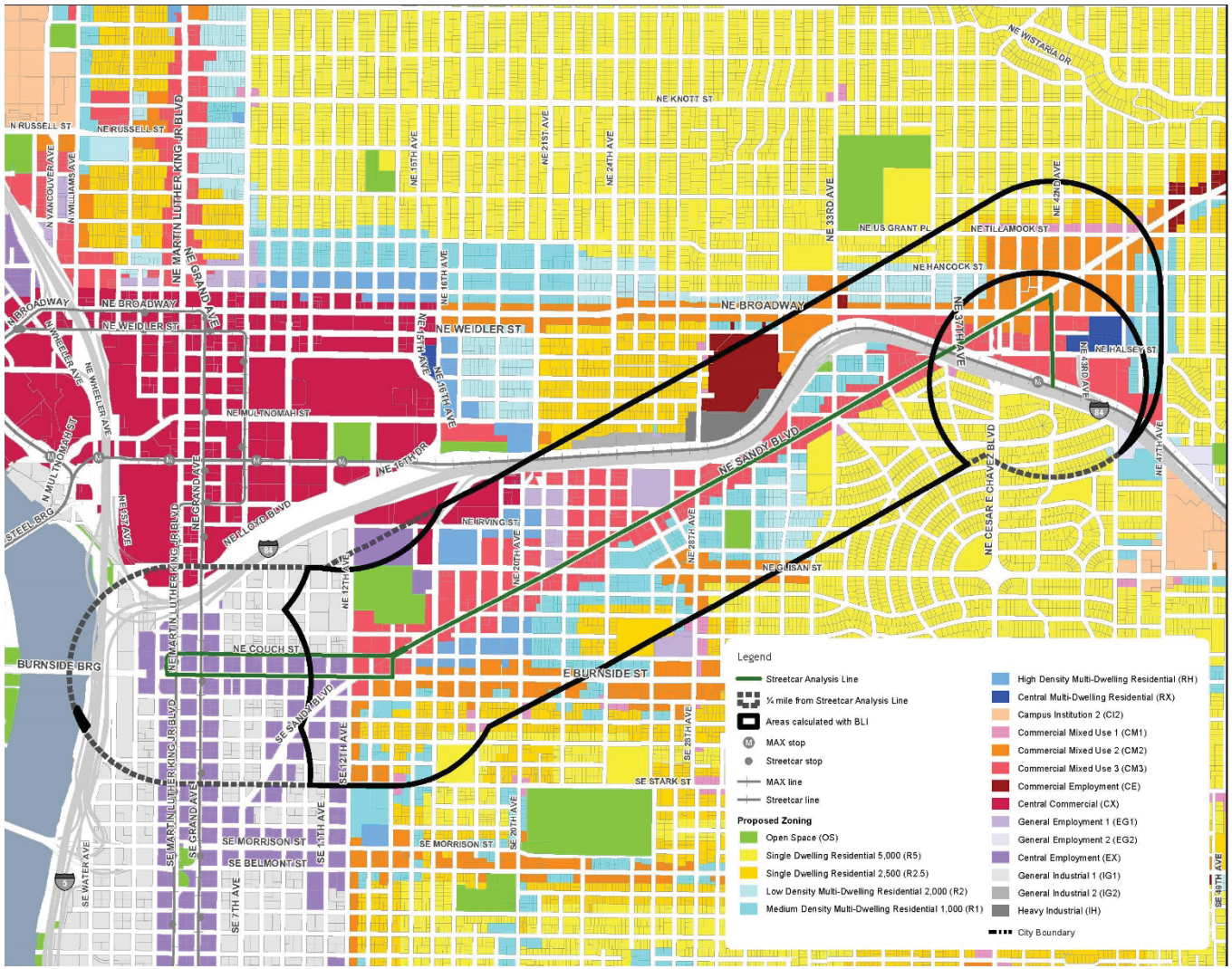

June 29, 2016

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System

Streetcar Analysis

Burnside and Grand to Hollywood via Burnside and Sandy

NORTH

0 2,000 Feet

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

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City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

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Line 2: MLK from Broadway to Killingsworth.

Comprehensive Plan:
The Comprehensive Plan designations for this line include Central Commercial south of Broadway; this area is in the Central City. The area along the alignment on MLK north of Schuyler is generally designated Mixed Use–Urban Center and in some places High Density Multi Dwelling. The area proximate to the alignment to the west is generally designated Single-Dwelling Residential 2500, with pockets of Multi Dwelling 1000 and Mixed Use–Urban Center. Within ¼ mile to the east lies the Williams Street corridor which is designated a combination of Mixed Use-Urban Center, and High Density Multi Dwelling. To the east of MLK, the area is predominately designated Single Dwelling Residential 2500 and Multi Dwelling 2000, with pockets of Mixed Use –Urban Center or High Density Multi Dwelling.

Zoning:
Zoning designations for this line include Central Commercial (CXd) south of Broadway – this area is within the Central City. The area along the alignment on MLK north of Schuyler is generally zoned a combination of CM3 and RH; however, there are areas zoned CM2 at NE Morris and north of Wygant. The area proximate to the alignment to the west is generally zoned R2.5 with pockets of RH and CM2. Within ¼ mile to the east lies the higher intensity Williams Street corridor which is zoned a combination of CM3 and R1, with pockets of RH. Notably, the area at Alberta and Williams is proposed CM1. To the east of MLK, the area is predominately zoned R2.5, R5 and R2, with pockets of CM2, R1 and RH zones.

Capacity:

Line	ADU Allocation	SFR Net Capacity	MFR Net Capacity	EMP Net Capacity	SFR Allocation	MFR Allocation	EMP Allocation	Total Res Allocation
2	39.5	233.3	7,356.8	1,785.3	229.4	1,861.2	644.9	2,130.1

Map: See attached zoning map.

Zoning and other issues:
The alignment is generally zoned with intensities that are supportive of streetcar. With the exception of a few sites, most of the zoning along this alignment is the maximum intensity allowed by the 2035 Comprehensive Plan. The biggest opportunity is the area around MLK and Killingsworth, which could be rezoned to CM3 to provide more development capacity. The Comprehensive Plan designations in the MLK corridor provide the flexibility to rezone through either legislative or quasi-judicial actions.

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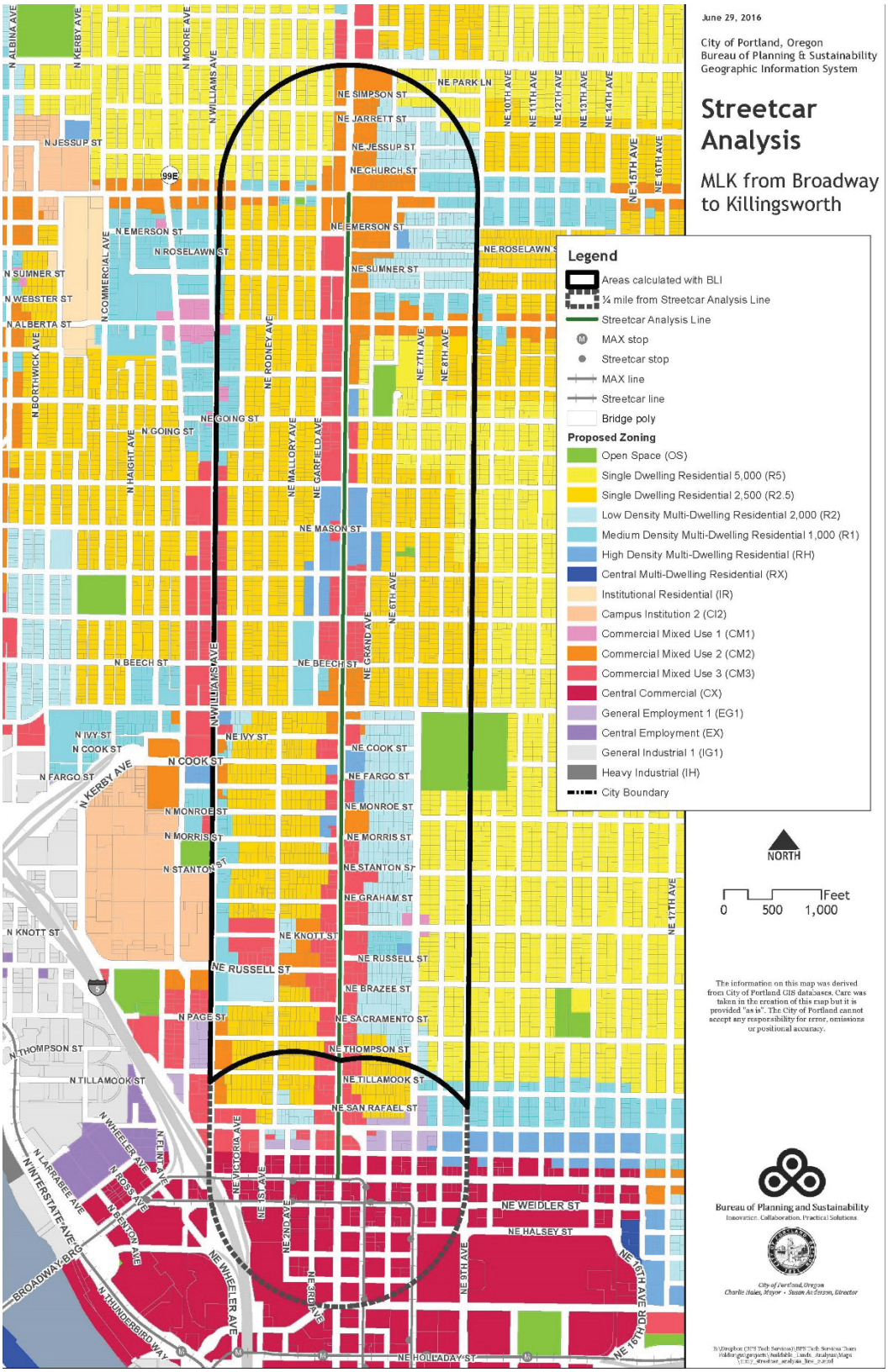

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Line 3: SW Macadam Avenue.

Comprehensive Plan:
The Comprehensive Plan designations for this line include Central Commercial north of Hamilton; this area is in the Central City. The area along the alignment on Macadam south of the Central City is generally designated Mixed Use – Urban Center and Multi Dwelling 1000 south to roughly Sweeney Street; it is designated Mixed Use-Civic Corridor further to the south. The area proximate to the alignment to the west is generally designated Mixed Use Civic Corridor, Multi Dwelling 1000, Multi Dwelling 2000, and Single-Dwelling Residential 5000. To the east of Macadam, the land between Macadam and the Willamette River is primarily designated Mixed Use-Urban Center, Multi Dwelling 1000, and Open Space. There are also small pockets of Mixed Use-Civic Corridor and Single Dwelling Residential 5000.

Zoning:
Zoning for this line include CXd north of Hamilton; this area is in the Central City. The area along the alignment on Macadam south of the Central City is generally zoned CM2 and R1 south to roughly Sweeney Street. The area proximate to the alignment to the west is generally zoned R1, R2, and R5, with some pockets of CM2 and CM1 zoning. To the east of Macadam, the land between Macadam and the Willamette River is primarily zoned CM2, R1 and OS. There are also small pockets of CM2 and R5 zoning. Notably, the area is also within the Macadam Plan District. This plan district limits total floor area for all uses to 2 to 1, which is lower than the base FAR allowances in both the CM2 and CM3 zones.

Capacity:

Line	ADU Allocation	SFR Net Capacity	MFR Net Capacity	EMP Net Capacity	SFR Allocation	MFR Allocation	EMP Allocation	Total Res Allocation
3	18.0	124.9	1,665.3	877.1	98.6	405.6	449.5	522.1

Map: See attached zoning map.

Zoning and other issues:
The alignment is generally zoned CM2, which is allows less than the intensity needed to support streetcar. CM3 zones are allowed by the Comprehensive Plan and could be applied to the area through future legislative or quasi-judicial processes if needed. The Macadam Plan District limitation of 2:1 FAR significantly limits development and will likely need to be revisited and amended if this area is to support streetcar. Other nearby zoning designations may also warrant reconsideration to provide additional capacity if a streetcar is to be supported. This corridor is zoned to a lower density than could be allowed by the new Comprehensive Plan.

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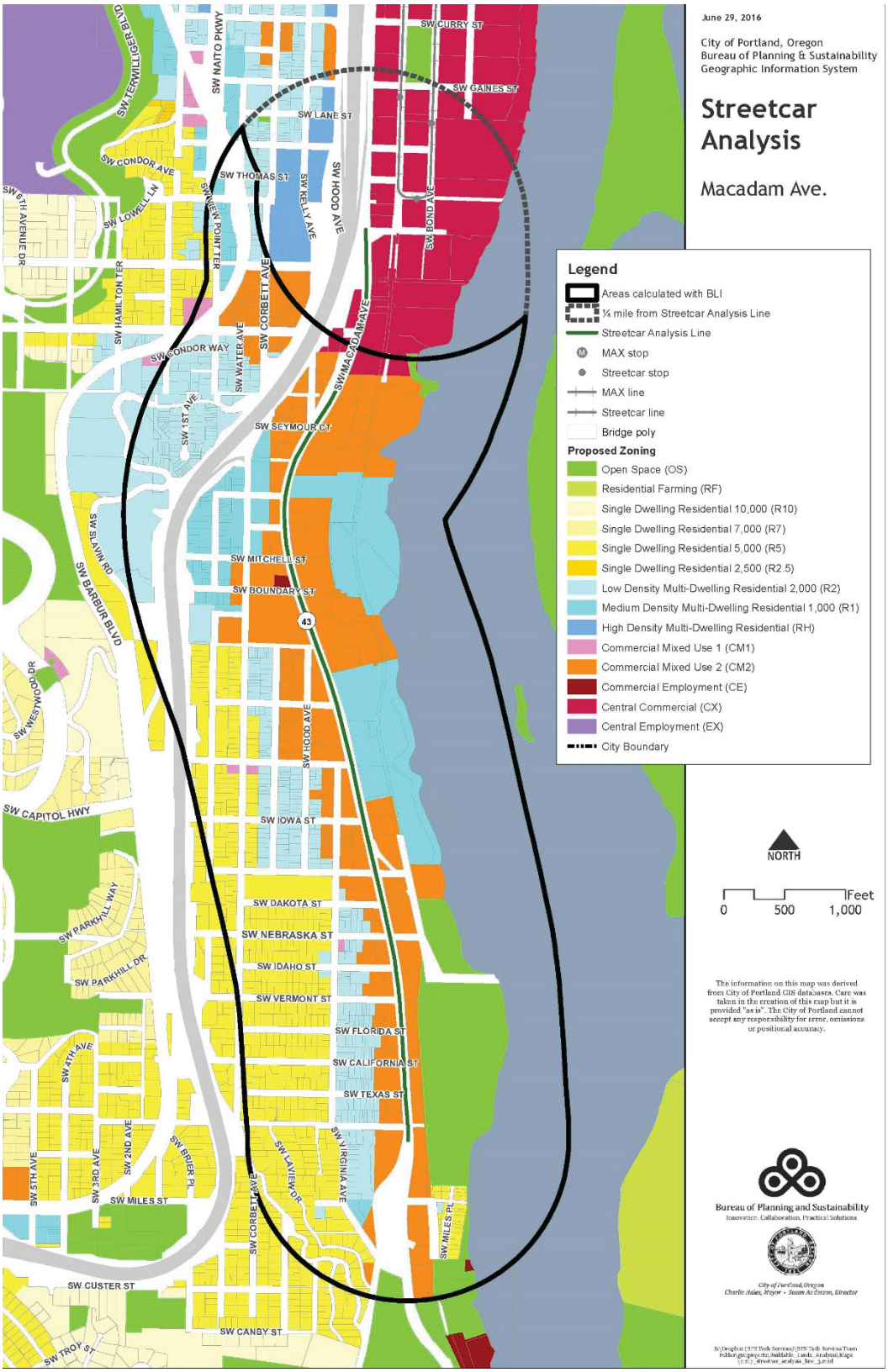

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Line 4: Conway/Montgomery Park

Comprehensive Plan:
The Comprehensive Plan designations for this line are Mixed Use – Urban Center for the majority of the route east of NW 24th, and Mixed Use-Neighborhood and High Density Multi Dwelling for the area west of 24th Avenue. The area proximate to the alignment east of NW 24th is generally Mixed Use-Urban Center or High Density Multi Dwelling. West of NW 24th, the proximate area is generally designated Mixed Use-Neighborhood, and Low Density Multi Dwelling; Employment and Industrial designations exist to the north of NW Vaughn.

Zoning:
The zoning map designations for this line are CM3 for the majority of the route east of NW 23rd, and CM2 and RH for the area west of 23rd. The area proximate to the alignment east of 23rd is generally zoned CM3. From NW 23rd west, the zoning proximate to the line is a combination of CM2, EG1, and IH zones to the north, and CM2 and R2 zones to the south.

Capacity:

Line	ADU Allocation	SFR Net Capacity	MFR Net Capacity	EMP Net Capacity	SFR Allocation	MFR Allocation	EMP Allocation	Total Allocation
4	7.4	29.4	2,458.0	875.1	29.4	961.3	498.5	998.1

Map: See attached zoning map.

Zoning and other issues:
The alignment is generally zoned with intensities that are supportive of streetcar, including a significant area of CM3 and smaller area of CM2 zoning. However, several decisions being made by the PSC could limit this potential.

- First, NWDA has testified as part of the Mixed Use Zones process that they seek a zoning pattern that uses a combination of CM1 and CM2 zoning along Thurman rather than CM2. If adopted, the CM1 zoning designation with a FAR range of 1.5:1 to 2.5:1 with bonus, would significantly limit development potential in the Thurman corridor.
- Second, there is also testimony both in support of and in opposition to industrial zoning close to I-405. That decision could impact development capacity in the Conway area.
- The new Comprehensive Plan also allows more intensive employment uses on the ESCO site, near Montgomery Park.
- The new plan also enables greater intensity of development just west of Montgomery Park, but there is testimony in opposition to corresponding zoning.

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Streetcar Analysis

Conway/ Montgomery Park

June 29, 2016
City of Portland, Oregon
Bureau of Planning & Sustainability
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Line 5: MLK and Broadway to Hollywood via Broadway

Comprehensive Plan:
The Comprehensive Plan designations for this line include Central Commercial west of 16th Avenue. The area along the alignment on NE Broadway from NE 16th east to Hollywood is designated Mixed Use–Urban Center. The area proximate to the alignment on the north between MLK and NE 23rd is generally Mixed Use Urban Center, High Density Multi Dwelling and Medium Density Multi Dwelling, transitioning to Single Dwelling Residential. East of 23rd, the density of the multi-dwelling designations decreases significantly, with a band of Low Density Multi-dwelling transitioning to Single Dwelling Residential. The area proximate to the alignment on the south between MLK and NE 16th is Central Commercial. At NE 16th the designations change to High Density Multi Dwelling and Low Density Multi Dwelling; from 21st to 28th the area is Single Dwelling Residential. At 28th a large site is designated Mixed Use Urban Center; this designation continues through Hollywood.

Zoning:
Zoning in the area west of 16th Avenue is Central Commercial and High Density Multi-Dwelling. The area along the alignment on NE Broadway from NE 16th east to NE 33rd is primarily zoned CM2. On the south side from 33rd east to Hollywood, the area is a mix of CM3 and CM2 zones. The area proximate to the alignment on the north between MLK and NE 23rd is generally zoned High Density Multi Dwelling (RH) and Medium Density Multi dwelling (R1), transitioning to Single Dwelling Residential (R5). East of 23rd, the density of the multi-dwelling designations decrease significantly with a band of Low Density Multi-dwelling (R2) transitioning to Single Dwelling Residential (R5). The area proximate to the alignment on the south between MLK and NE 16th is zoned Central Commercial. At NE 16th the zoning changes to High Density Multi Dwelling (RH) and Low Density Multi dwelling (R2); from 21st to 28th the area is Single Dwelling Residential (R2.5). At 28th a large site is zoned CE (see zoning issues below). East through Hollywood the zoning is a combination of CM2 and CM3 with plan district allowances.

Capacity:

Line	ADU Allocation	SFR Net Capacity	MFR Net Capacity	EMP Net Capacity	SFR Allocation	MFR Allocation	EMP Allocation	Total Allocation
5	51.5	216.0	6,368.2	1,430.0	216.0	1,883.1	685.4	2,150.5

Map: See attached zoning map.

Zoning and other issues:
The alignment is generally zoned with intensities that are supportive of streetcar, including a large area of CM3 and smaller area of CM2 zoning. However, the area surrounding the alignment is relatively low-intensity between NE 23rd and NE 38th on the north, and from NE 21st to NE 28th on the south. The PSC recommended the CM2 zone for the large site currently zoned CE. In the future, this site and most others currently zoned CM2 could be rezoned to a more intense CM3 designation through either legislative or quasi-judicial processes. A portion of the ¼ mile analysis area between 31st and Hollywood is south of the Banfield freeway, which poses a barrier to pedestrians accessing a potential Broadway line from the south.

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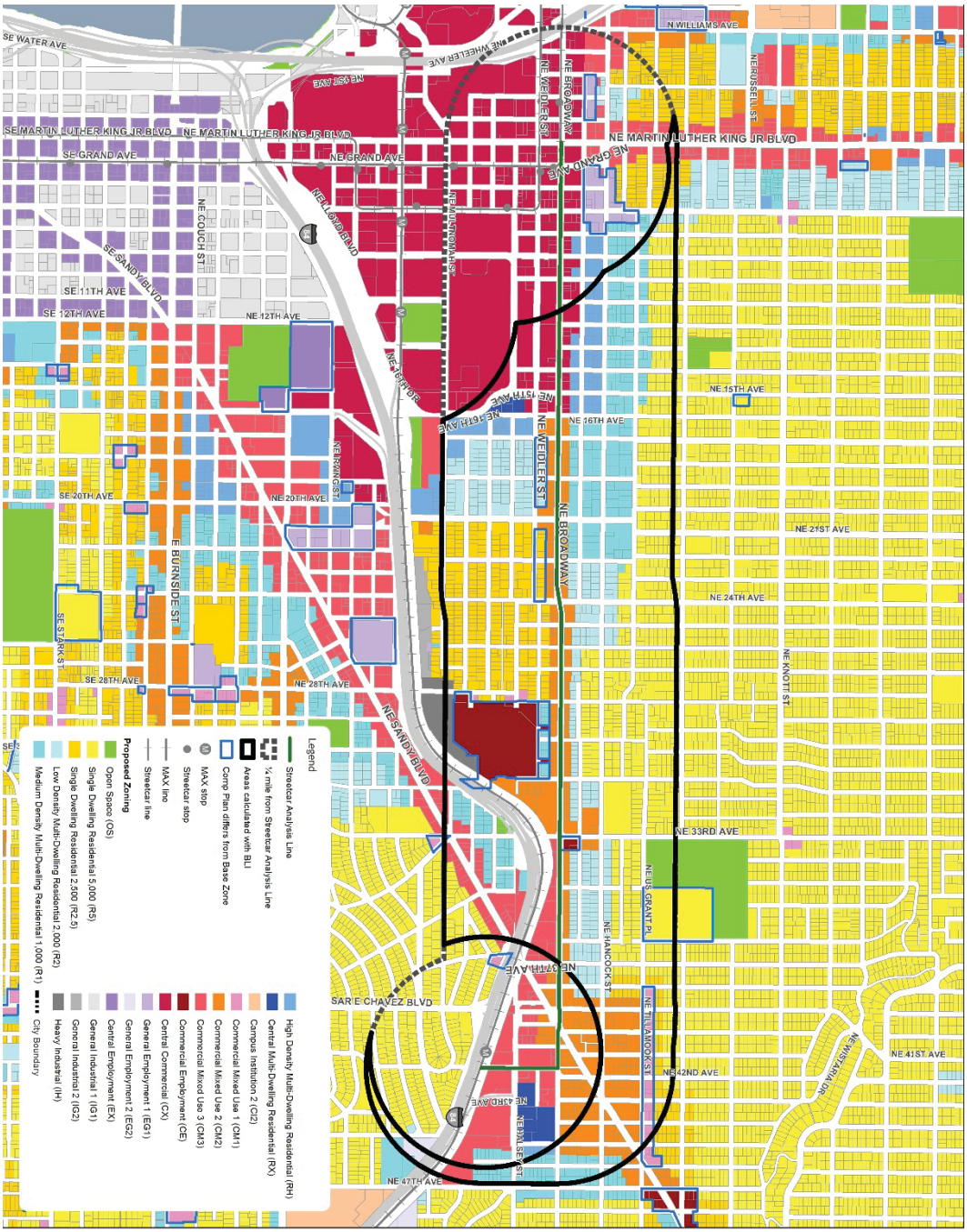

Streetcar Analysis

MLK and Broadway to Hollywood via Broadway

July 5, 2016

City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System

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MEMO

DATE: August 4, 2016

TO: Planning and Sustainability Commission

FROM: Barry Manning, Project Manager

CC: Susan Anderson, Joe Zehnder, Eric Engstrom, Bill Cunningham, BPS

SUBJECT: Mixed Use Zones Project — PSC Work Session #6

At the Planning and Sustainability Commission meeting on August 9, 2016 the Commission will hold a sixth work session on the Mixed Use Zones Project (MUZ) to address zoning map testimony and requests for changes to the proposed map. Staff will forward revised zoning code language implementing PSC's direction over the coming weeks prior to the final scheduled work session for Mixed Use Zones on August 23, 2016.

PSC received a volume of oral, email, written and Map App testimony on the proposed Mixed Use Project zoning map. The testimony generally included Base Zone Map Change Requests and Centers Main Street Overlay Zone Change Requests.

1. Base Zone Map Change Requests

A spreadsheet included in this package includes base zone map changes requested through testimony. The spreadsheet focuses on requests for a base zone outcome other than the staff proposal, and does not include testimony that was generally supportive of the staff zone map proposal, unless it helps to illustrate an issue where there were differing opinions. Also, the names of individuals, groups, and organizations testifying on zone change requests have been removed from this spreadsheet. These are included in the complete record.

The spreadsheet is sorted into several groups of requests:

MUZ Group A. CM1 Low-Rise area zoning requests
MUZ Group B. CM2 Zoning requests for groups of properties
MUZ Group C: Other CM2 zoning requests on specific properties
MUZ Group D: CM3 zoning requests
MUZ Group E: CM1 zoning requests

MUZ Group F: CM1 nonconforming use sites and other special situations
MUZ Group G: CE zoning requests

With the exception of Group A, the change requests are generally organized by requests that are supported by staff, and requests that are not supported by staff, as follows:

- Requests supported by staff are shown in green with staff recommendation (e.g., **Apply CM2**).
- Requests not supported by staff are shown in red with staff recommendation (e.g. **Retain CM1**).

For each item staff provides a brief rationale for the recommendation. Each individual location or set of locations with a common recommendation/rationale is discussed in its own numbered row in the table. For some testimony that relates to multiple properties which form a group or area, staff offers recommendations and rationales for the group of properties.

The table includes a column "Implications if the PSC were to make a different recommendation; Other notes." This column briefly summarizes consequences of a decision different than staff's recommendation; in some cases, it also provides additional detail about the site, testimony or other factors relevant in decision-making.

A final column "Consent item?" is used to identify items which staff believes may not require additional or in-depth PSC discussion for the following reasons:

- Staff has made a recommendation based on PSC feedback/direction on a topic (e.g., CE zoning map changes; application of new CR zone);
- The request is supported by staff and there is little or no opposing testimony (e.g., Alberta and Williams CM2 zone request); or
- The zoning request is not allowed by the parameters set by the Comprehensive Plan.

An accompanying map atlas is included to help you in considering these issues and will also be used at the work session.

2. Centers Main Street Overlay Zone Changes

PSC received testimony with a number of requests to remove the Centers Main Street overlay zone (m) from individual properties, or broader areas. On balance, staff recommends retaining the Centers Main Street overlay zone, which is applied in the core area of centers, to facilitate development that activates pedestrian-oriented places and minimum levels of development. However, in response to testimony, staff is recommending minor amendments to the boundaries of the Centers Main Street overlay zone (m) in the following centers:

- Cully Neighborhood Center
- Roseway Neighborhood Center

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- Midway Town Center
- West Portland Town Center

Maps of the proposed amendments are included in the map atlas in this package.

3. Other Overlay Zone Amendments

With proposed changes in bases zones, two overlay zones – the Design or "d" overlay and the Alternative Design Density or "a" overlay – must also be added or removed from the zoning map based on the PSC recommended map and established conventions.

Design Overlay Zone. In some areas of the city, the multi-dwelling zone requires design review or community design standards, so the zone includes a d – overlay. Where the multi-dwelling zone is changing to a single-dwelling or mixed-use zone, the d-overlay may not apply and needs to be removed. In other situations, when a residential zone is changing to a mixed-use zone, the d-overlay needs to be applied. All of these situations are geographically specific, depending on which Plan District or design area the site is in. The design overlay is typically not applied to sites with Industrial or Employment zones (other than EX), and would be removed from properties with these zones.

Alternative Design Density Overlay Zone. The a-overlay zone allows additional housing density in the R2 zone, but has no effect in the Commercial/Mixed Use zones where housing density has no limit. Properties with an a-overlay that are changing from a residential to a Commercial/Mixed Use zone should have the "a" removed.

Other changes to the location of the Design overlay zone were previously shown in the proposed draft and requests for expansion (Sellwood) were discussed on August 2, 2016.

Recommendation: Staff requests that the PSC grant staff the discretion to make these overlay zone map corrections as necessary to the final PSC Recommended Zoning Map based on direction from PSC and the mapping conventions described above.

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Zoning Map Testimony Work Sheet At-a-Glance

At your work session on August 2nd, staff will walk you through Zoning Map testimony that has been grouped into five themes (A through E) and then further grouped by situation. Staff will provide a reference map for each item you'll be discussing.

Your work sheet has staff recommendations color-coded as follows:

- **Apply zone as requested** = Staff concurs with testimony and recommends a new zone, as noted.
- **Affirm May 2016 Proposal** = Staff recommends that you stick with the zone included in the May 2016 Proposed Composite Zoning Map, as noted.
- **Retain existing zoning** = Staff recommends that you retain the zoning that applies today. (These are situations in which there was no change proposed in May 2016.)

The work sheet identifies items that staff recommends you consider as "consent items," and you may make recommendations about these without discussion. For the most part, these are requests for zone changes that would not be approvable, in light of the current or newly adopted Comprehensive Plan designation.

Below is an index of items that are described in more detail in your work sheet.

Group A: **Testimony requesting changes from Residential to Mixed Use Zones**	**Staff Recommendations** *Consent items are noted with an asterisk*		
	Apply zone as requested	**Affirm May 2016 Proposal**	**Retain existing zoning**
1. Requests to correct nonconforming situations by applying a Mixed Use Zone, where Comp Plan Designation is Residential			1a*, 1b*
2. Requests to change from Residential to Mixed Use Zone to correspond with Mixed Use Comp Plan Designation	2a, 2b, 2e, 2i, 2j	2f, 2g, 2k, 2l	2c, 2d, 2h
3. Requests to change from Residential to Mixed Use Zone, where Comp Plan Designation is Residential		3a*	

Group B: **Testimony requesting a change to an Employment, Industrial or Campus Zone**	**Staff Recommendations**		
	Apply zone as requested	**Affirm May 2016 Proposal**	**Retain existing zoning**
1. Requests to change from Employment to Mixed Use, consistent with Adopted Comp Plan Mixed Use Designation	1a		
2. Requests to change both Comp Plan and Zone to Mixed Employment		2a*, 2b*	

Group B: **Testimony requesting a change to an Employment, Industrial or Campus Zone**	**Staff Recommendations**		
	Apply zone as requested	**Affirm May 2016 Proposal**	**Retain existing zoning**
3. Requests to change both Comp Plan and Zone to Mixed Use		3a*, 3b*	
4. Requests to retain existing Zoning		4a, 4b	

Group C: **Residential Zoning Map Changes**	**Staff Recommendations** *Consent items are noted with an asterisk*		
	Apply zone as requested	**Affirm May 2016 Proposal**	**Retain existing zoning**
1. Upzoning … R5(R2.5)		1b, 1c*	1a
2. Upzoning … R5(R2)	2a	2b	
3. Upzoning … R5(R1)		3a	
4. Upzoning … R2.5(1)	4a	4b	
5. Requests to retain existing R2 zoning (in David Douglas School District)			5a*
6. R5(R1) and R5(R2) zoning – near 60th Avenue Max Station		6a	

Group D: **Testimony requesting a change to an Open Space Zone**	**Staff Recommendations** *Consent items are noted with an asterisk*		
	Apply zone as requested	**Affirm May 2016 Proposal**	**Retain existing zoning**
1. Change both Comp Plan & zone to Open Space		1a*, 1b*	

Group E: **Miscellaneous Overlay Requests**	**Recommendations** *Consent items are noted with an asterisk*		
	Apply zone as requested	**Affirm May 2016 Proposal**	**Retain existing zoning**
1. Add environmental overlay to new area			1a*
2. Create health overlay zone			2a*

PBOT
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Steve Novick Commissioner **Leah Treat** Director

Date: August 2, 2016

To: Portland Planning and Sustainability Commissioners
From: Judith Gray, Transportation Planning Supervisor & Grant Morehead, Planner II
Cc: Eric Engstrom, Bureau of Planning & Sustainability
Re: Updated Proposal for Pre-Approved TDM Plan for Mixed Use Zones

This memorandum summarizes PBOT's updated proposal for Transportation and Parking Demand Management (TDM) requirements for the proposed Campus Institution Zone (CIZ). This update replaces the proposed requirement from the Transportation System Plan (TSP) Proposed Draft, which was issued in December 2015. It reflects changes that were developed in consultation with representatives from the campuses, medical institutions, neighborhoods, and other stakeholders, as well as staff from the Bureau of Planning & Sustainability (BPS) and the City Attorney's office. These changes were developed based on discussions at six group meetings with stakeholders conducted between February and July 2016, as well as individual or small group consultations.

The proposed draft code language (Title 17.106, Attachment A) reflects the changes proposed in this memorandum. It also integrates the draft code language for a "Pre-Approved TDM Plan" for Mixed Use Zone developments, which was provided to the PSC on June 14, 2016 (Title 17.107). The two sections were integrated in order to simplify the final code.

Requested PSC Action

PBOT is requesting that PSC consider the updated proposal and, if in agreement, provide a letter to City Council supporting approval of the approach. This is similar to the request made regarding the "Pre-Approved TDM Plan" and could be combined with that letter.

Review Requirements for the Campus-Institution Zone

Campuses and Institutions in Portland have long been required to provide Transportation and Parking Demand Management (TDM) plans as part of a Conditional Use Master Plan (CUMP) or Impact Mitigation Plan (IMP) process. The creation of a new Campus and Institutional Zone (CIZ) is intended to provide greater assurance of "by-right" land use development potential while simplifying the process and reducing uncertainty of development approval.

The CI Zone will simplify or remove several current development review requirements. Some key changes include: the process will be subject to Type II rather than Type III approval; the allowable Floor Area Ratio (FAR) will be equal to or larger than the current approvals; the approved height and setback allowances are included in the base zone; the need for Design Review will be eliminated in many cases; and, the process for approving small improvements and modernizations will be simplified.

That said, the potential traffic and parking impacts for campuses and institutions are highly variable. Unlike commercial and residential developments, campus and institutional projects are not well suited

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to blanket application of standard trip generation rates. For this reason, the transportation review requirements under the proposed CIZ are not significantly reduced from the current conditional use requirements. The Transportation Impact Review (TIR) identified in Title 33 includes both a traffic impact analysis (TIA) and a Transportation and Parking Demand Management (TDM) plan.

Recognizing the continued obligation for campuses and institutions regarding transportation, PBOT and BPS staff conducted six meetings between February and July 2016 to identify concerns and issues and consider potential strategies. The changes resulting from these meetings seek to accomplish two primary objectives: 1) clarify the requirements identified in the draft TDM code; 2) improve the objectivity and predictability of TDM Plan requirements and evaluation; and, 3) improve the effectiveness of TDM plans in reducing traffic and parking impacts.

Proposed Changes to TDM Requirements

Many of the proposed changes in the TDM code are for the purpose of clarifying or refining terms or concepts included in the December 2015 Proposed Draft.

- **Performance Targets**: clarifies that the performance targets in a TDM plan are those adopted by the City Council in the Transportation System Plan;
- **Interim Performance Targets**: specifies that interim performance targets will be calculated using a straight-line method from the base year to the horizon year;
- **Alternative Performance Targets**: provides an opportunity and guidance for an applicant to propose a site-specific performance target;
- **Approval**: removes language referencing PBOT approval. PBOT recommends to the Bureau of Development Services (BDS) and the Hearings Officer;
- **Enforcement**: Clarifies that failure to achieve the mode split targets is not subject to enforcement.
- **Baseline TDM Plan:** clarifies that if a site has a TDM plan approved through a previous land use review, and the applicant is in compliance with the provisions of that Plan, then the TDM Plan may serve as the basis of any subsequent updates.

Evaluation Factors for TDM

While TDM plans have long been required for Conditional Use Master Plans or Impact Mitigation Plans, there has been little guidance as to how they would be evaluated. For this reason, past TDM plan evaluations have been relatively subjective, resulting in delays and sometimes putting decisions at risk of appeal. In order to provide a more clear and objective evaluation, PBOT worked with stakeholders to develop an evaluation process that 1) maintains the importance of neighborhood engagement; 2) evaluates TDM results based on adopted performance targets; and, 3) assigns general "weights" to categories of TDM strategies to assist applicants and staff have a common understanding of the general effectiveness of TDM strategies.

The draft code (17.106.020) specifies required elements of the TDM Plan. These include the four key elements for TDM Plan evaluation.

1. *Demonstration of compliance with neighborhood engagement obligations.*
   It is essential that institutions provide an opportunity for neighborhoods to be aware of and respond to proposed land use approvals. For that reason, PBOT considers compliance with such obligations as a requirement for any TDM Plan to be approved. The draft TDM code does not set in place additional obligations, but relies on the requirements in place elsewhere in the code. This could be part of 33.150.050 Neighborhood Contact and Outreach, which requires 30-day advance notification to neighborhoods in advance of any application for land use review. Preferably it would be accomplished through an on-going dialogue with neighborhoods, such as through a good neighbor agreement. PSC took action in January 2016 to specifically encourage institutions to engage neighborhoods in such agreements.

2. *Demonstration of compliance with mode split reporting obligations;*
   In order to monitor the overall success of a TDM Plan, institutions are required to report the results of Employee Commute Options surveys, which are already required by the Oregon Department of Environmental Quality. Similar to the neighborhood engagement requirement, this factor is a simple and objective yes/no answer.

3. *Evaluation of mode split trends based relative to the performance target; and,*
   The mode share results from biannual surveys (required under #2) are to be evaluated to determine whether the mode share performance is trending toward the performance target at an adequate rate. Multiple years of data will help offset external factors such as gas prices or employment trends. If the trend indicates that the institution is on track to meet the performance target, the requirement for any additional TDM measures would be significantly lessened. Some additional strategy may be needed in order to accommodate the growth included in the proposal.

4. *Strategies likely to achieve the identified mode split and parking management performance targets.*
   Because there are infinite permutations of TDM strategies, it is not feasible to establish a specific set of requirements that will fit every institution or campus. This underscores the value of tying the TDM results to performance targets; it provides the flexibility to implement the strategies that are the best fit for a given circumstance and at a given time. That said, there is general consensus among TDM and general transportation experts that the most effective strategies tend to be those that address out-of-pocket costs, such as subsidized parking and transit costs.

   PBOT staff produced and shared with stakeholders a draft evaluation sheet that provides a range of points representing the weighting of categories (see attachment B). The attached draft shows Parking related strategies have the highest weight (40 points), followed by Transit or other Multimodal subsidies (30 points). A third category is for trips avoided (15 points), such as compressed work schedules or on-site housing. A fourth category is to include “everything else” (15 points) such as information and encouragement, transportation events or on-site facilities. Rather that assign specific requirements or points,

PBOT proposes to have institutions and campuses prepare their TDM Plans with an understanding of these guidelines.

Summary

The proposed changes to Title 17.106, and the guidance regarding TDM plan evaluation process, are designed to make TDM plan development and review more clear, objective, and predictable for neighbors, allowing campuses and institutions to grow while reducing traffic and parking impacts.

17.106 Transportation and Parking Demand Management

17.106.010 Purpose

The purpose of this chapter is to describe the required elements of a Transportation and Parking Demand Management Plan, and the circumstances under which a pre-approved TDM plan may be submitted.

TDM plans provide residents, employees, and visitors with information and incentives to use transportation methods other than single occupancy vehicles in order to achieve the City's transportation goals, including reduced reliance on single occupancy vehicles, reduced vehicle miles travelled. Requiring transportation and parking demand management (TDM) is intended to prevent, reduce, and mitigate the impacts of development on the transportation system, neighborhood livability, safety, and the environment while reducing transportation system costs.

17.106.020 Required Elements of a Transportation and Parking Demand Management Plan

A TDM Plan shall include, at a minimum, the following elements:

A. Description of proposed development, including trip generation estimates and proposed auto and bicycle parking. The description may include development anticipated to occur for a period of up to 10 years;
B. Description of existing land uses, traffic conditions, and multimodal facilities in the area within ¼ mile of the site, including (if applicable) any current employee mode split data from the most recent Employee Commute Options (ECO) report submitted to the Oregon Department of Environmental Quality;
C. Performance Targets:
    1. Mode split goals shall be based on the performance targets from Objective 9.28.h in the Transportation System Plan;
    2. An ECO survey submitted in Subsection B shall serve as the baseline mode split, when available. If an ECO survey is not available, census data may be used, or the applicant may submit an independent survey from a professional traffic engineer;
    3. Interim performance targets may be determined as a straight line projection from the base year to 2035;
    4. Alternate performance targets may be proposed based on the following factors:
        a. The relative availability of bicycle, transit, bike share, and car share infrastructure and services;
        b. Current TDM strategies that have been implemented by the applicant;
        c. Travel characteristics, including schedules, of employees, residents, and visitors;
        d. Best practices and performance of comparable sites in Portland and comparable cities;
D. If a site has a TDM Plan approved through a previous land use review, and the applicant is in compliance with the provisions of that Plan, then the TDM Plan may serve as the basis of any subsequent updates. The submittal for a TDM Plan update should include:
    1. Demonstration of compliance with neighborhood engagement obligations;
    2. Demonstration of compliance with mode split reporting obligations;
    3. Evaluation of mode split trends based relative to the performance target;

E. Strategies likely to achieve the identified mode split and parking management performance targets;
   1. Strategies may include but are not limited to:
      a. Supply, management, and pricing of on-site employee, resident, and student parking;
      b. Dissemination of information about alternatives to single-occupant vehicle commuting;
      c. Identification of a site or campus TDM coordinator;
      d. Financial incentives offered to employees for carpool, car-sharing, transit, bicycling, and walking;
      e. For nonresidential uses, strategies to reduce total trips such as telework and/or compressed work week scheduling or on-site housing;
      f. For nonresidential uses, the availability of end-of-trip facilities, such as bicycle lockers, showers, and secured bicycle parking.

F. For colleges and hospitals in the Campus Institutional Zone, a neighborhood engagement plan;
G. Reporting as required by Subsection 040, including any Performance Monitoring plans proposed by the applicant that exceed the ECO reporting requirements detailed in Subsection 040.A;
H. Ongoing Participation and Adaptive Management plan, specifying what additional actions not detailed in Subsection 020.D may be utilized to achieve the 2035 performance targets specified in Subsection 020.C.

17.106.030 Transportation and Parking Demand Management Requirements and Procedures

A. Requirement for Colleges and Medical Centers. Title 33 requires College and Medical Center uses in the campus institutional zones to conform to an approved Transportation Impact review. The application requirements for the Transportation Impact review require the applicant to provide a Transportation and Parking Demand Management Plan that has all the elements required by this Chapter. Approval of the TDM plan is subject to the criteria described in Chapter 33.852.

B. Requirement for Residential Uses. Title 33 requires development in a commercial/mixed use zone that includes more than 10 new dwelling units to have a TDM Plan at the time of development permit issuance. Development subject to this requirement may utilize the pre-approved multimodal incentive described in section 17.106.035, or develop a custom plan approved through Transportation Impact Review, as described in Chapter 33.852.

17.106.035 Pre-Approved Multimodal Incentives for Residential and Mixed Use Development

As an alternative to preparing a custom TDM plan subject to 17.106.020 through 17.106.030, and 33.852, mixed use and residential development may agree to provide a pre-approved multimodal incentive, including the following:

A. Distribution of transportation options information approved or provided by the Portland Bureau of Transportation for the first four (4) years of building occupancy, offered to residents, employees, and visitors;

B. Multimodal financial incentives equal to the value of a one-year Trimet pass per residential unit, for the first one (1) year of building occupancy. This obligation will pay for a menu of incentives that will be offered to residents of the site to increase the use of transit, bicycling, walking, and other alternatives to driving alone;
C. Participation in an annual travel survey of residents and employees for the first four (4) years of building occupancy;
D. Acknowledgment of the enforcement provisions in Title 17.106.050.

17.106.045 Required Reporting

Employers on sites subject to an approved TDM Plan shall submit Employee Commute Options surveys to the Portland Bureau of Transportation a minimum of every two (2) years after initial approval. On residential properties subject to a pre-approved TDM Plan under 17.106.035, the building owner or manager is required to actively participate in an annual City travel survey of residents and employees for the first four (4) years of building occupancy.

17.106.050 Enforcement and Penalties

It shall be a violation of this Chapter for any entity or person to fail to comply with the requirements of this Chapter or to misrepresent any material fact in a document required to be prepared or disclosed by this Chapter. Any building owner, employer, tenant, property manager, or person who fails, omits, neglects, or refuses to comply with the provisions of this Chapter shall be subject to a civil penalty of up to $1,000 for every 7 day period during which the violation continues. If an entity or person is fully implementing all other elements of this Chapter, failing to meet performance targets alone shall not be an enforcement violation. The Bureau of Transportation shall seek voluntary compliance for a period of at least 1 month before resorting to penalties.

17.106.060 Administrative Rule Authority

The Director of Transportation shall adopt administrative rules necessary to achieve the purpose of this Chapter.

17.106.070 Fees

The City may charge fees for Transportation and Parking Demand Management goods and services provided, including but not limited to application review, incentives and education, performance monitoring, adaptive management, and compliance and enforcement.

EXAMPLE DRAFT POINTS SYSTEM FOR TDM PLANS

Institution name

Neighborhood Engagement	Neighborhood engagementing/notification requirements have been met	**In Compliance? (y/n)**

Reporting to PBOT	*2010*	*2012*	*2014*	*2016*

SOV Mode Split Trend Analysis	*2010*	*2012*	*2014*	*2016*	**Increasing or Decreasing?**

See worksheet A.1 for trend analysis

Category	TDM Strategies	Points Awarded
Parking Pricing and Management (40 points)	Effective strategies could include pricing parking at the cost of an annual transit pass, parking cash out options, shared parking with other businesses, carpool parking spaces, and limited parking supply.	
Transit & Financial Incentives (30 points)	Effective strategies could include discounted transit passes, shuttle buses, biking and walking financial incentives, and bike share membership discounts.	
Trips Not Taken (15 points)	Effective strategies could include on campus housing, telework options, compressed workweek options, and housing relocation programs.	
Other (15 points)	Additional points can be gained through strategies such as secure bike parking, bike and walk groups, showers and lockers, carpool assistance programs, alternative transportation information availability, and TDM staff.	
Total Points (100)		

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33.852 Transportation Impact Review

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Commentary

CHAPTER 33.852 Transportation Impact Review

Chapter 33.852 replaces existing code section 33.207 Cascade Station/Portland International Center Transportation Impact Analysis Review and expands the circumstances in which a Transportation Impact Review is required. With these amendments this chapter now serves as a more general tool to evaluate transportation impacts in a variety of situations. In addition to the Cascade Station Plan District, this chapter will now also be used to evaluate the transportation impacts of large college and hospital expansions in the Campus Institutional Zones.

In the commercial/mixed use zones, for projects with 10 or more dwelling units, Transportation Impact Review is also one option for meeting the Transportation and Parking Demand Management Requirements of Chapter 33.266 (see Section 33.266.410). The other option will be to allow an applicant to offer a pre-approved "off the shelf" multimodal incentives described in Title 17.

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CHAPTER 33.852~~07~~ ~~CASCADE STATION/PORTLAND INTERNATIONAL CENTER~~ TRANSPORTATION IMPACT ~~ANALYSIS~~ REVIEW

852~~07~~

Sections:

33.852~~07~~.010 Purpose
33.852~~07~~.100 Procedure
33.852.105 Supplemental Application Requirements
33.852~~07~~.110 Approval Criteria
33.852.115 Duration of a Transportation Impact Review

33.852~~07~~.010 Purpose

~~Cascade Station/Portland International Center Transportation Impact Analysis (TIA) Review allows additional flexibility for development in the CS/PIC Plan District, while ensuring that the roadway systems are capable of supporting the recommended development.~~Transportation Impact Review provides a mechanism to evaluate whether the multimodal transportation system is capable of supporting proposed development, as well as consideration of proportional mitigation measures. The development thresholds that trigger a Transportation Impact Review can be found in other chapters of this Title. Transportation Impact Review may be completed at various levels of detail. Generally, the more specific the proposal, the less review that will be required as future development is built. Transportation Impact Review is intended as a mechanism to identify practicable actions to reduce and mitigate transportation impacts, consistent with allowing those uses generally permitted or allowed in the base zone.

33.852~~07~~.100 Procedure

~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Reviews are processed through a Type II procedure.

Commentary

33.852.105 Supplemental Application Requirements

This section establishes the supplemental application material needed for Transportation Impact Review. The listing identifies the types of information needed to address the approval criteria in Section 33.852.110.

Changes are intended to clarify the scope of evaluation, and study area.

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33.852.105 Supplemental Application Requirements

In addition to the application requirements of Section 33.730.060, an application for Transportation Impact Review must include the following:

A. Description of proposed development. Transportation Impact Review must include proposed development, and may incorporate possible future development anticipated for up to ten years;

B. Delineation of the study area, and rationale for the delineation. At a minimum, the study area must include primary access routes between the site and the nearest regional trafficways and major city traffic streets, regional transitways and major transit priority streets, major city bikeways, and city walkways. Other secondary routes used to access the site within the neighborhood(s) where the site is located must also be included;

C. Description of existing uses and conditions in the study area. If the application is for development in the Cascade Station/Portland International Center Plan District, the following are also required:

1. The description must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;

2. Table 508-1 assumptions and conclusions must be provided to BDS for tracking purposes;

D. Traffic forecasts and distribution;

E. Primary traffic access routes to and from the study area;

F. Analysis of the proportional responsibility of the proposed development to mitigate forecasted impacts;

G. Recommended mitigation measures including transportation system management and needed transportation improvements; and

H. Transportation and parking demand management plan that has all the elements required by Chapter 17.106;

I. Evaluation of the transportation impacts of the proposed development, including impacts in the study area, on:

1. Street function, capacity and level of service;

2. On-street parking;

3. Access;

4. Transit operations and movements; and

5. Pedestrian and bicycle routes and safety.

Commentary

33.852.110 Approval Criteria

The approval criteria have been modified to accomplish several objectives:

- Further emphasis on evaluation factors, including availability of other modes, and clarification that the evaluation factors may be looked at on balance. Portions of the transportation system are already failing. In this case, the failure should not preclude additional development in the area, and the burden of fixing the system should not fall on the first development to be evaluated. If a portion of the system is failing and the failure is not caused by the development being proposed, then any additional impacts caused by the proposed development should be mitigated, while still allowing the development.
- Consideration of how the Parking and Transportation Demand Management (TDM) plan will advance City mode split and auto ownership objectives.
- Clarification that mitigation may occur in a variety of forms, including improvements that benefit other modes, or actions that manage demand. For example, if the development will create traffic that impacts a nearby street segment or intersection, causing it to not meet level of service standards; mitigation may include improvements to benefit other modes, or additional Parking and Transportation Demand Management actions to reduce reliance on the automobile. This provides more options for mitigation, and ensures that mitigation can be proportional to the scale of the impact.

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33.85~~20~~7.110 Approval Criteria for ~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Reviews

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met. In Commerical/Mixed Use Zones, if the applicant has chosen Transportation Impact Review rather than implementing the pre-approved plan allowed by 33.266.410, only approval criterion B applies.

A. The transportation system is capable of supporting the recommended development in addition to the existing uses in the area~~, as shown by the TIA~~. Evaluation factors include street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation, and safety. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated as required by criterion C;

B. ~~A~~Proposed transportation and parking demand management actions are sufficient to achieve the relevant mode share and residential auto ownership targets established by the Transportation System Plan for the uses and development on the site~~plan is recommended that includes measures to reduce the number of trips made by single-occupant vehicles during the peak p.m. commuting hours~~;

C. Adequate measures to mitigate on- and off-site transportation impacts are proposed~~recommended~~. Measures may include~~, but are not limited to, the following:~~ transportation improvements to on-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit ~~stop~~ improvements; and

D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

33.852.115 Duration of a Transportation Impact Review

An approved Transportation Impact Review remains in effect for up to ten years, or until development allowed by the review has been completed or the review is amended or superseded, whichever comes first.

Group A: Testimony requesting changes from Residential to Mixed Use Zones

In general, staff supports applying Commercial/Mixed Use zoning to correspond with Mixed Use designations on the Adopted 2035 Comprehensive Plan Map. On some sites with newly adopted Mixed Use designations that have existing residential structures, staff supports retaining the existing Residential Zone in order to preserve viable housing and allow the market to make the change to mixed use development over time. On sites where there are existing residences and where enhanced transit service or future station area planning is anticipated, staff also supports retention of the Residential Zone in anticipation of future zoning refinements in the area.

In a few cases, testifiers have called attention to nonconforming situations in which a commercial use exists on a residentially-zoned property. These testifiers are now requesting a Zoning Map change to apply Mixed Use zoning. Generally, these situations were not known at the time that the Comprehensive Plan Map was developed and the Adopted 2035 Comprehensive Plan Map designates these properties as Residential. Mixed Use zones are neither corresponding nor allowed on sites with a Residential Comprehensive Plan Map designation, per Figure 10-1 in the Adopted 2035 Comprehensive Plan. Therefore, residential zoning would need to be retained. These situations may be able to be corrected in the near future through a periodic map adjustment process, similar to RICAP, that would be limited to addressing situations such as nonconforming uses and split zones.

Location(s)	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Consent Item
1. Requests to correct nonconforming situations by applying a Mixed Use Zone, where Comp Plan Designation is Residential						
a. 2519 E Burnside St b. 6735 SE 82nd Ave	R1 R1	Property owners	**Retain existing R1 zone**	▪ Mixed Use Zones are not consistent with the existing Residential Comprehensive Plan designation. ▪ Staff recommends reconsideration of the designation and zone through a future periodic map update to address nonconforming situations.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	☑ ☑
2. Requests to change from Residential Zone to Mixed Use Zone to correspond with Mixed Use Comprehensive Plan designation						
a. 4434 SE 26th Ave; 4432 SE 28th Ave; 4435 SE 28th Pl	R2	Property owners	**Apply CE Zone as requested**	▪ CE corresponds with adopted Mixed Use – Dispersed designation. ▪ CE would be consistent with adjacent zoning for individual owner-occupied properties adjacent to a commercial node in an area lacking neighborhood supporting services. ▪ Testimony was not received for 4435 SE 28th Pl, but it is a comparable situation in this commercial node. ▪ Properties are owner-occupied. Any future redevelopment would not pose a displacement risk for tenants.	Properties would remain R2, a middle housing zone. Residential density could increase but without commercial uses.	☑
b. 311 WI/ N Ivy St and 7000, 7036, 7050 and 7062 NE M L King Jr Blvd	R1	Property owners NNEBA (for 311 WI/ N Ivy St)	**Apply CM2 as requested**	▪ CM2 corresponds with adopted Mixed Use – Urban Center designation. ▪ CM2 is appropriate near a Corridor within the Inner Ring at a scale consistent with adjacent existing Residential zoning. ▪ A change to Mixed Use increases opportunities on these vacant properties for retail, housing and services at a similar scale to, but higher intensity than the adjacent R1 zoning.	Properties would remain R1 and only residential uses could be developed unless the property owner requests a Zoning Map Amendment through a quasi-judicial process to conform to the Comp Plan Map designation.	

Location(s)	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Consent Item
c. 2624 SE Division St d. 3905 SE Main St	R1 R2.5	Property owners	**Retain existing residential zone (R1 and R2.5, respectively)**	▪ Location may be appropriate for Mixed Use development in the future. The Adopted 2035 Comprehensive Plan Map designation recognizes this potential. ▪ In the near-term, however, the existing residences are either providing or may provide middle housing opportunities in a good location, and staff recommends retaining the existing zoning to avoid displacement of residents as a result of redevelopment.	A rezoning to Mixed Use may prompt further redevelopment of an area that has already experienced rapid change.	
e. 7401 N Albina Ave	R1	Property owners	**Apply CM1 as requested.**	▪ CM1 corresponds with adopted Mixed Use-Dispersed designation. ▪ CM1 will ensure that building is a conforming use and provides flexibility of existing uses. ▪ CM1 allows a FAR of 1.5:1, which provides a more generous density allowance than existing R1 zone.	Use is nonconforming in R1.	
f. Hawthorne and Chavez node – 1523, 1535, 1605, 1613, 1621-1627 and 1600-1604 SE Cesar E Chavez Blvd; 3829 SE Market St g. Hawthorne and SE 38th – 1524, 1534 and 1604 SE 38th Ave	R1 R2.5	Community member	**Affirm May 2016 proposal (R5 to R1 on Chavez and R2.5 on 38th), in area designated MU-UC.**	▪ These properties have all had a commercial Comprehensive Plan Map designation since 1980. ▪ R1 and R2.5 are appropriate middle housing zones in these amenity- and transit-rich locations, allowing residential development similar to what a Mixed Use zone would allow.	A rezoning to Mixed Use may prompt redevelopment of existing middle housing, which in turn could result in displacement of current residents.	
h. 2833 NE Weidler St	R1	Property owner	**Retain existing R1 on NE Weidler between 29th and 32nd**	▪ These properties have all had a commercial Comprehensive Plan Map designation since 1980. ▪ R1 is an appropriate middle housing zone in this amenity-rich and transit-rich location, allowing residential development at a similar scale to what the adjacent Mixed Use zone along Broadway allows. ▪ Mixed Use may be appropriate along this three block stretch because it would enable more efficient redevelopment of lots sandwiched between the Hollywood Fred Meyer and commercially-zoned properties along NE Broadway. However, staff would want to consult with property owners and neighbors before proposing any change here, since the request to change zoning came from a single property owner.	A rezoning to Mixed Use may prompt redevelopment on a corridor that is experiencing change. Change here would be a surprise to neighbors and property owners, other than the single testifier, so staff would recommend consultation with property owners and neighbors if the PSC were to recommend this change to City Council.	

Location(s)	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Consent Item
i. 4714 NE Fremont St; 3436 NE 47th Ave; 3436 NE 48th Ave; 3430 NE 50th Ave and adjacent vacant lot at 50th/Fremont; 5024 NE Fremont St j. South side of NE Halsey St between 61st and 62nd	R2 R1	Property owners	**Apply CM1, as requested**	▪ Fremont is a changing corridor, and more opportunities for retail on both sides of the street will better support mixed use development. ▪ For both Fremont and Halsey, providing a continuous pattern of Mixed Use zoning will encourage consistent redevelopment patterns that will strengthen the viability of the commercial corridors.	Rezoning to Mixed Use may prompt redevelopment of single family dwellings.	
k. 4606 SW Corbett l. 04 SW Hamilton, 018 SW Hamilton	R2	Property owners	**Affirm May 2016 proposal (R2)**	▪ The adopted 2035 CP designation recognizes the potential and appropriateness of future mixed use zoning here. In the near-term the existing R2 zone is an appropriate zone near a Civic Corridor that is pending future light rail alignment and station area planning	Rezoning to mixed use today could cause redevelopment under current conditions which could miss opportunities presented by anticipated station area planning efforts.	
3. Requests to change from Residential Zone to Mixed Use Zone, where Adopted 2035 Comprehensive Plan designation is Residential						
a. 69 NE Hancock St	R2.5	Property owners	**Affirm May 2016 proposal (R2.5)**	▪ City Council adopted a Comprehensive Plan Map designation of R2.5 on this property, a change from Central Employment (EX). ▪ R2.5 corresponds with the newly adopted designation.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	☑

Group B: Testimony requesting a change to an Employment, Industrial, or Campus Zone

In general, staff supports applying Employment or Industrial zoning on properties that have Mixed Employment and Industrial Sanctuary designations on the Adopted 2035 Comprehensive Plan Map.

In a few cases, testifiers have called attention to situations in which an employment use exists on an existing Mixed Use-zoned property, but where staff has proposed Employment zoning; they are now requesting a Zoning Map change to revert back to the Mixed Use zoning consistent with the Adopted 2035 Comprehensive Plan designation of Mixed Use. Other testifiers are responding to recent Council Amendments to either Mixed Use or Industrial Sanctuary. Testifiers on Campus zoning was mainly concerned with how the zone functions versus approved conditional use master plans and mitigation plans CUMP/IMPs.

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Consent Item
1. Requests to change from Employment to Mixed Use Zone, consistent with the Adopted 2035 Comprehensive Plan Mixed Use designation						
a. 820-830 NW 18th Ave; 801 NE 21st Ave (Sunshine Dairy)	EG1	Property owners	**Apply CM3 zone as requested**	▪ A Mixed Use zone here would be consistent with the Adopted 2035 Comprehensive Plan designation of Mixed Use – Urban Center. ▪ CM3 is appropriate within the Inner Ring at a scale consistent with adjacent existing commercial zoning. ▪ This change reverts back to the straight conversion to CM3 for the existing EXd zoning.		☑
2. Requests to change both Comp Plan Map designation and zone to Mixed Employment						
a. NW 29th & Roosevelt - 2211 NW St Helens Rd, 3044 and 3030 NW Nicolai St, 2124 NW 31st Ave, 3042 and 3032 NW Roosevelt St, 2123 NW 30th Ave, 2135 NW 29th Ave	EX	Affected and adjacent property owners	**Affirm May 2016 proposal (EX)**	▪ Staff concurs with testifiers' concerns about the negative impacts inherent in introducing new residents to an active industrial area. However, a zone change to EG1 would be inconsistent with City Council's decision to re-designate this area to EX.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	☑
b. Broadmoor Golf Course - 3509 NE Columbia Blvd	IG2 and OS	Owner representative	**Retain existing IG2 and OS zoning**	▪ Mixed Employment Zones are not consistent with the Industrial Sanctuary Comprehensive Plan designation.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	☑

3. Requests to change both Comp Plan Map designation and zone to Mixed Use						
a. 2800 NE 82nd Avenue	EG2	Owner representative	**Affirm May 2016 proposal (EG2)**	▪ Mixed Use Zones are not consistent with the Mixed Employment Comprehensive Plan designation.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	☑
b. Hayden Meadows Shopping Center – 1120 N Hayden Meadows Dr	EG2	University Park Neighborhood Association	**Affirm May 2016 proposal (EG2)**	▪ City Council adopted a Mixed Employment designation on this property because of its potential to be redeveloped for employment uses. ▪ Mixed Use Zones are not consistent with the Mixed Employment Comprehensive Plan designation.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	☑
4. Requests to retain existing Employment and Residential zoning						
a. University of Portland - 5000 N Willamette Blvd b. Reed College properties on the south side of Woodstock - 2840 and 3312 SE Woodstock Blvd	CI1 CI1	University Park Neighborhood Association Community member	**Affirm May 2016 proposal (CI1)**	▪ Application of Institutional Campus zone on these sites is consistent with the Adopted 2035 Comprehensive Plan designation of Institutional Campus (IC).	Without CI zoning, institutions would have to go through new Conditional Use Master Plan processes to allow continuation of campus-related functions that are not allowed by right in the respective base zones (R2, EG for University of Portland; R7 and R5 for Reed-owned properties).	

Group C: Residential Zoning Map changes

The May 2016 proposal includes Residential Zoning Map changes to: 1) correspond with Adopted 2035 Comprehensive Plan Map changes; 2) address various situations, such as nonconforming density or split zones; 3) reduce residential density to ease David Douglas School District's overcrowding; and 4) match Comprehensive Plan designations established in 1980. Most testimony about Residential Zoning Map changes centered on this fourth category. Generally, staff recommends Zoning Map changes to match the 1980 designation (most commonly R2.5) in areas with relatively strong infrastructure investments and proximity to amenities and services. In areas farther from centers, with more limited infrastructure and/or with other constraints (such as steep slopes), staff generally recommends retaining the current zoning. In these areas, property owners would continue to be able to request an individual Zoning Map change through a land use review process, subject to meeting approval criteria in the Zoning Code.

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Consent Item
1. Upzoning proposals in Zoning Review Areas - R5(R2.5)						
a. Piedmont – Zoning Review Area north of N Rosa Parks Way along N Borthwick and N Kerby streets	R2.5	Piedmont Neighborhood Association; property owners	**Retain existing R5(R2.5) zoning**	▪ Retention of existing zone addresses neighborhood concerns about potential displacement of long-term African-American community here, as expressed by property owners and supported by neighborhood demographic data. ▪ Because the Comprehensive Plan Map designation remains R2.5, an individual property owner may still request a zone change through a quasi-judicial Zoning Map Amendment process.	Potential for further destabilizing existing African American enclave.	
b. Richmond – all Zoning Review Areas (support); specific areas in Richmond: north of SE Powell, east of SE 50th Avenue (testimony in support); north of SE Powell, east of SE Chavez (testimony in opposition) *c.* North Tabor - Zoning Review Area north of NE Glisan, east of NE 63rd Ave (testimony in support)	R2.5	North Tabor Neighborhood Association; Property owners; community member	**Affirm May 2016 proposal (R2.5)**	▪ The R2.5 zone here is consistent with the Adopted 2035 Comprehensive Plan designation of Single-Dwelling 2,500. ▪ The R2.5 zone is consistent with pockets of R2.5 zoning throughout this Zoning Review Area. ▪ The #14 Hawthorne, the #4 Division/Fessenden, the #75 Cesar Chavez/Lombard, the #9 Powell are all frequent service lines. ▪ The May 2016 proposal for R2.5 in North Tabor has received only supportive testimony, so this is marked as a consent item.	Limits potential for middle housing in area with high opportunity for residents	☑

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Consent Item
2. Upzoning proposals in Zoning Review Areas - R5(R2)						
a. 3120 SE Stark St; 3027, 3033, 3039, 3051 and 3059 SE Alder St (testimony in support)	R2	Property owners; community member	**Affirm May 2016 proposal (R2)**	▪ The R2 zone here would be consistent with the Adopted 2035 Comprehensive Plan designation of Multi-Dwelling 2,000. ▪ For the SE 31st and Alder area, the #15 Belmont/NW 23rd and #75 Cesar Chavez/Lombard busses are all frequent services lines in close proximity. ▪ For the Sellwood-Moreland area, the R2 zone would be consistent with pockets of R2 zoning throughout this area. ▪ The Tacoma Street MAX Station is within a quarter mile to the east. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.	R5 limits the potential for middle housing in area with high opportunity for residents	☑
b. Sellwood Moreland – Area adjacent to Tacoma MAX Station north of SE Tacoma and east of SE 21st Ave (testimony in support and in opposition)	R2ad		**Affirm May 2016 proposal (R2)**			
3. Upzoning proposals in Zoning Review Areas - R5(R1)						
a. North Tabor – Zoning Review Area north of NE Glisan, east of NE 60th Ave; and south of NE Glisan, east of NE 61st Ave (testimony in support)	R1	North Tabor Neighborhood Association; property owners	**Affirm May 2016 proposal (R1)**	▪ The R1 zone here would be consistent with the Adopted 2035 Comprehensive Plan designation of Multi-Dwelling 1,000. ▪ The R1 zone would be consistent with pockets of R1 zoning throughout this Zoning Review Area. ▪ The NE 60th MAX Station is within a quarter mile to the west. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.	R5 limits the potential for middle housing in area with high opportunity for residents	☑
4. Upzoning proposals in Zoning Review Areas - R2.5(R1)						
a. 4109-4119 SE Morrison St (testimony in support)	R1	Property owners	**Apply R1 zoning, as requested**	▪ The R1 zone here would be consistent with the Adopted 2035 Comprehensive Plan designation of Multi-Dwelling 1,000. ▪ The R1 zone would be consistent with adjacent R1 zoning and is situated within a quarter mile of the SE 17th/Rhine Station of the MAX Orange Line. The #9 Powell bus runs along SE Powell Blvd to the south and is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.	R5 limits the potential for middle housing in area with high opportunity for residents	☑
b. Hosford-Abernethy – Zoning Review Area north of SE Powell, near SE 21st and SE Powell (testimony in opposition)	R1		**Affirm May 2016 proposal (R1)**			

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Consent Item
5. Requests to retain existing R2 zoning (do not change to R5 as part of the David Douglas School District downzone)						
a. 12500-12506 NE GLISAN ST, 451-457 NE 126th, 3348 SE 112th, 3541-3545 SE 111th, 13209-13215 SE Powell, 13227-13233 SE Powell, 3215-3219 SE 136th, 13737 SE Powell, R122756, R334285, R207776, R237316, R266365	R5	Property owners	**Retain existing R2; remove from DDSD downzone**	▪ These properties are already developed with multi-dwelling development. One property is an existing Mobile Home Park.	A change to R5 would make existing multi-family properties non-conforming, and would not support the goal of mitigating DDSD capacity issues.	☑
b. 10703 E. Burnside, 10861 E. Burnside and 9 NE 109th	R5	Property owners	**Affirm May 2016 proposal (R5)**	▪ These 3 properties are beyond the ¼ mile Max Station area radius and are currently developed with single family structures. ▪ They will still have some additional development potential under R5 zoning.	Retaining R2 zoning will allow multi-dwelling development by right, with potential to negatively impact DDSD capacity.	
6. R5 (R1) and R5 (R2) zoning: support and opposition (Near 60th Ave MAX Station)						
a. NE 57th to 63rd Ave south of Halsey, north of 60th Ave Transit Station (Rose City Park)	R1 and R2	Property owners, Rose City Park NA	**Affirm May 2016 proposal (R1 and R2)**	▪ R1 and R2 zoning would be consistent with the Adopted 2035 Comprehensive Plan designations. ▪ The 60th MAX Station is within a quarter mile to the south. The proximity of this area to transit, amenities and services means that this area is a good location for a range of housing types. ▪ Pedestrian and bike improvements are expected to be made near this station area with the next few years. These improvements will better support incremental redevelopment. Prioritization of future transportation improvements is predicated by higher residential densities.	Retaining R5 zoning would allow lots currently developed with houses, duplexes and multi-dwellings to be redeveloped with single-dwelling houses. R5 the limits potential for missing middle housing in area with high opportunity for residents.	

Group D: Testimony requesting a change to an Open Space Zone

Changes to the Open Space designation were made through the Comprehensive Plan map update process on publicly-owned lands that were previously in a different designation. Two requests were made during this testimony period to change land that is not designated Open Space to the OS zone, which cannot happen without changing the designation. One request is on public school property (where no changes from R to OS have been made), and the other is on privately owned land.

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Consent Item
1. Change both Comp Plan Map designation and zone to open space						
a. Glencoe Elementary School - 825 SE 51st Ave	R2.5	community member	**Affirm May 2016 proposal (R2.5)**	▪ Consideration of possible changes to zoning on school properties (other than high schools) is deferred to a future date so that recommendations can follow a comprehensive analysis that considers similar and different situations among Portland's different school districts.	A change to the zoning on this one school property would be inconsistent with how other similar schools are zoned.	☑
b. McCormick & Baxter site - 6900 N Edgewater St	EG2	University Park Neighborhood Association	**Affirm May 2016 proposal (EG2)**	▪ The proposed EG zoning is a placeholder. The property is still in private ownership, and has not yet been acquired by University of Portland. ▪ The City does not generally apply Open Space zoning on privately owned property without a specific request from the owner. ▪ EG zoning would allow park and open area uses if proposed.	Application of OS zoning on a privately-owned property, without owner's consent, is inconsistent with City practice.	☑

Group E: Miscellaneous Overlay Requests

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Discuss?
1. Add environmental overlay to new area						
a. Overlook neighborhood between N Going and N Skidmore	n/a	community member	**No change at this time.**	▪ Consideration of any changes to environmental overlay zones is beyond the scope of this current Zoning Map update.		☑
2. Create health overlay zone						
b. North Portland	n/a	Arbor Lodge and University Park Neighborhood Associations	**No change at this time.**	▪ This proposal has good ideas and is worth pursuing further. The proposed overlay goes beyond the purview of the Zoning Map and Zoning Code. Further exploration is warranted, in partnership with other bureaus and agencies.		☑

Group A: Testimony requesting changes from Residential to Mixed Use Zones

In general, staff supports applying Commercial/Mixed Use zoning to correspond with Mixed Use designations on the Adopted 2035 Comprehensive Plan Map. On some sites with newly adopted Mixed Use designations that have existing residential structures, staff supports retaining the existing Residential Zone in order to preserve viable housing and allow the market to make the change to mixed use development over time. On sites where there are existing residences and where enhanced transit service or future station area planning is anticipated, staff also supports retention of the Residential Zone in anticipation of future zoning refinements in the area.

In a few cases, testifiers have called attention to nonconforming situations in which a commercial use exists on a residentially-zoned property. These testifiers are now requesting a Zoning Map change to apply Mixed Use zoning. Generally, these situations were not known at the time that the Comprehensive Plan Map was developed and the Adopted 2035 Comprehensive Plan Map designates these properties as Residential. Mixed Use zones are neither corresponding nor allowed on sites with a Residential Comprehensive Plan Map designation, per Figure 10-1 in the Adopted 2035 Comprehensive Plan. Therefore, residential zoning would need to be retained. These situations may be able to be corrected in the near future through a periodic map adjustment process, similar to RICAP, that would be limited to addressing situations such as nonconforming uses and split zones.

Location(s)	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Discuss?
1. Requests to correct nonconforming situations by applying a Mixed Use Zone, where Comp Plan Designation is Residential						
a. 2519 E Burnside St b. 6735 SE 82nd Ave	R1 R1	Property owners	**Retain existing R1 zone**	▪ Mixed Use Zones are not consistent with the existing Residential Comprehensive Plan designation. ▪ Staff recommends reconsideration of the designation and zone through a future periodic map update to address nonconforming situations.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	
2. Requests to change from Residential Zone to Mixed Use Zone to correspond with Mixed Use Comprehensive Plan designation						
a. 4434 SE 26th Ave; 4432 SE 28th Ave; 4435 SE 28th Pl	R2	Property owners	**Apply CE Zone as requested**	▪ CE corresponds with adopted Mixed Use – Dispersed designation. ▪ CE would be consistent with adjacent zoning for individual owner-occupied properties adjacent to a commercial node in an area lacking neighborhood supporting services. ▪ Testimony was not received for 4435 SE 28th Pl, but it is a comparable situation in this commercial node. ▪ Properties are owner-occupied. Any future redevelopment would not pose a displacement risk for tenants.	Properties would remain R2, a middle housing zone. Residential density could increase but without commercial uses.	
b. 311 WI/ N Ivy St and 7000, 7036, 7050 and 7062 NE M L King Jr Blvd	R1	Property owners NNEBA (for 311 WI/ N Ivy St)	**Apply CM2 as requested**	▪ CM2 corresponds with adopted Mixed Use – Urban Center designation. ▪ CM2 is appropriate near a Corridor within the Inner Ring at a scale consistent with adjacent existing Residential zoning. ▪ A change to Mixed Use increases opportunities on these vacant properties for retail, housing and services at a similar scale to, but higher intensity than the adjacent R1 zoning.	Properties would remain R1 and only residential uses could be developed unless the property owner requests a Zoning Map Amendment through a quasi-judicial process to conform to the Comp Plan Map designation.	

Location(s)	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Discuss?
c. 2624 SE Division St d. 3905 SE Main St	R1 R2.5	Property owners	**Retain existing residential zone (R1 and R2.5, respectively)**	▪ Location may be appropriate for Mixed Use development in the future. The Adopted 2035 Comprehensive Plan Map designation recognizes this potential. ▪ In the near-term, however, the existing residences are either providing or may provide middle housing opportunities in a good location, and staff recommends retaining the existing zoning to avoid displacement of residents as a result of redevelopment.	A rezoning to Mixed Use may prompt further redevelopment of an area that has already experienced rapid change.	
e. 7401 N Albina Ave	R1	Property owners	**Apply CM1 as requested.**	▪ CM1 corresponds with adopted Mixed Use-Dispersed designation. ▪ CM1 will ensure that building is a conforming use and provides flexibility of existing uses. ▪ CM1 allows a FAR of 1.5:1, which provides a more generous density allowance than existing R1 zone.	Use is nonconforming in R1.	
f. Hawthorne and Chavez node – 1523, 1535, 1605, 1613, 1621-1627 and 1600-1604 SE Cesar E Chavez Blvd; 3829 SE Market St g. Hawthorne and SE 38th – 1524, 1534 and 1604 SE 38th Ave	R1 R2.5	Community member	**Affirm May 2016 proposal (R5 to R1 on Chavez and R2.5 on 38th), in area designated MU-UC.**	▪ These properties have all had a commercial Comprehensive Plan Map designation since 1980. ▪ R1 and R2.5 are appropriate middle housing zones in these amenity- and transit-rich locations, allowing residential development similar to what a Mixed Use zone would allow.	A rezoning to Mixed Use may prompt redevelopment of existing middle housing, which in turn could result in displacement of current residents.	
h. 2833 NE Weidler St	R1	Property owner	**Retain existing R1 on NE Weidler between 29th and 32nd**	▪ These properties have all had a commercial Comprehensive Plan Map designation since 1980. ▪ R1 is an appropriate middle housing zone in this amenity-rich and transit-rich location, allowing residential development at a similar scale to what the adjacent Mixed Use zone along Broadway allows. ▪ Mixed Use may be appropriate along this three block stretch because it would enable more efficient redevelopment of lots sandwiched between the Hollywood Fred Meyer and commercially-zoned properties along NE Broadway. However, staff would want to consult with property owners and neighbors before proposing any change here, since the request to change zoning came from a single property owner.	A rezoning to Mixed Use may prompt redevelopment on a corridor that is experiencing change. Change here would be a surprise to neighbors and property owners, other than the single testifier, so staff would recommend consultation with property owners and neighbors if the PSC were to recommend this change to City Council.	
i. 4714 NE Fremont St; 3436 NE 47th Ave; 3436 NE 48th Ave; 3430 NE 50th Ave and adjacent vacant lot at	R2	Property owners	**Apply CM1, as requested**	▪ Fremont is a changing corridor, and more opportunities for retail on both sides of the street will better support mixed use development. ▪ For both Fremont and Halsey, providing a continuous pattern of Mixed Use zoning will encourage consistent redevelopment	Rezoning to Mixed Use may prompt redevelopment of single family dwellings.	

Location(s)	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Discuss?
50th/Fremont; 5024 NE Fremont St j. South side of NE Halsey St between 61st and 62nd	R1			patterns that will strengthen the viability of the commercial corridors.		
k. 4606 SW Corbett l. 04 SW Hamilton, 018 SW Hamilton	R2	Property owners	**Affirm May 2016 proposal (R2)**	▪ The adopted 2035 CP designation recognizes the potential and appropriateness of future mixed use zoning here. In the near-term the existing R2 zone is an appropriate zone near a Civic Corridor that is pending future light rail alignment and station area planning	Rezoning to mixed use today could cause redevelopment under current conditions which could miss opportunities presented by anticipated station area planning efforts.	
3. Requests to change from Residential Zone to Mixed Use Zone, where Adopted 2035 Comprehensive Plan designation is Residential						
a. 69 NE Hancock St	R2.5	Property owners	**Affirm May 2016 proposal (R2.5)**	▪ City Council adopted a Comprehensive Plan Map designation of R2.5 on this property, a change from Central Employment (EX). ▪ R2.5 corresponds with the newly adopted designation.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	

Group B: Testimony requesting a change to an Employment, Industrial, or Campus Zone

In general, staff supports applying Employment or Industrial zoning on properties that have Mixed Employment and Industrial Sanctuary designations on the Adopted 2035 Comprehensive Plan Map.

In a few cases, testifiers have called attention to situations in which an employment use exists on an existing Mixed Use-zoned property, but where staff has proposed Employment zoning; they are now requesting a Zoning Map change to revert back to the Mixed Use zoning consistent with the Adopted 2035 Comprehensive Plan designation of Mixed Use. Other testifiers are responding to recent Council Amendments to either Mixed Use or Industrial Sanctuary. Testifiers on Campus zoning was mainly concerned with how the zone functions versus approved conditional use master plans and mitigation plans CUMP/IMPs.

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Discuss?
1. Requests to change from Employment to Mixed Use Zone, consistent with the Adopted 2035 Comprehensive Plan Mixed Use designation						
a. 820-830 NW 18th Ave; 801 NE 21st Ave (Sunshine Dairy)	EG1	Property owners	**Apply CM3 zone as requested**	▪ A Mixed Use zone here would be consistent with the Adopted 2035 Comprehensive Plan designation of Mixed Use – Urban Center. ▪ CM3 is appropriate within the Inner Ring at a scale consistent with adjacent existing commercial zoning. ▪ This change reverts back to the straight conversion to CM3 for the existing EXd zoning.		
2. Requests to change both Comp Plan Map designation and zone to Mixed Employment						
a. NW 29th & Roosevelt - 2211 NW St Helens Rd, 3044 and 3030 NW Nicolai St, 2124 NW 31st Ave, 3042 and 3032 NW Roosevelt St, 2123 NW 30th Ave, 2135 NW 29th Ave	EX	Affected and adjacent property owners	**Affirm May 2016 proposal (EX)**	▪ Staff concurs with testifiers' concerns about the negative impacts inherent in introducing new residents to an active industrial area. However, a zone change to EG1 would be inconsistent with City Council's decision to re-designate this area to EX.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	
b. Broadmoor Golf Course - 3509 NE Columbia Blvd	IG2 and OS	Owner representative	**Retain existing IG2 and OS zoning**	▪ Mixed Employment Zones are not consistent with the Industrial Sanctuary Comprehensive Plan designation.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	

3. Requests to change both Comp Plan Map designation and zone to Mixed Use						
a. 2800 NE 82nd Avenue	EG2	Owner representative	**Affirm May 2016 proposal (EG2)**	▪ Mixed Use Zones are not consistent with the Mixed Employment Comprehensive Plan designation.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	
b. Hayden Meadows Shopping Center – 1120 N Hayden Meadows Dr	EG2	University Park Neighborhood Association	**Affirm May 2016 proposal (EG2)**	▪ City Council adopted a Mixed Employment designation on this property because of its potential to be redeveloped for employment uses. ▪ Mixed Use Zones are not consistent with the Mixed Employment Comprehensive Plan designation.	A zone change without a corresponding Comp Plan Map change would be inconsistent with Figure 10-1 of the Comprehensive Plan *(Corresponding and Allowed Zones for Each Land Use Designation).*	
4. Requests to retain existing Employment and Residential zoning						
a. University of Portland - 5000 N Willamette Blvd b. Reed College properties on the south side of Woodstock - 2840 and 3312 SE Woodstock Blvd	CI1 CI1	University Park Neighborhood Association Community member	**Affirm May 2016 proposal (CI1)**	▪ Application of Institutional Campus zone on these sites is consistent with the Adopted 2035 Comprehensive Plan designation of Institutional Campus (IC).	Without CI zoning, institutions would have to go through new Conditional Use Master Plan processes to allow continuation of campus-related functions that are not allowed by right in the respective base zones (R2, EG for University of Portland; R7 and R5 for Reed-owned properties).	

Group C: Residential Zoning Map changes

The May 2016 proposal includes Residential Zoning Map changes to: 1) correspond with Adopted 2035 Comprehensive Plan Map changes; 2) address various situations, such as nonconforming density or split zones; 3) reduce residential density to ease David Douglas School District's overcrowding; and 4) match Comprehensive Plan designations established in 1980. Most testimony about Residential Zoning Map changes centered on this fourth category. Generally, staff recommends Zoning Map changes to match the 1980 designation (most commonly R2.5) in areas with relatively strong infrastructure investments and proximity to amenities and services. In areas farther from centers, with more limited infrastructure and/or with other constraints (such as steep slopes), staff generally recommends retaining the current zoning. In these areas, property owners would continue to be able to request an individual Zoning Map change through a land use review process, subject to meeting approval criteria in the Zoning Code.

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Discuss?
1. Upzoning proposals in Zoning Review Areas - R5(R2.5)						
a. Piedmont – Zoning Review Area north of N Rosa Parks Way along N Borthwick and N Kerby streets	R2.5	Piedmont Neighborhood Association; property owners	**Retain existing R5(R2.5) zoning**	▪ Retention of existing zone addresses neighborhood concerns about potential displacement of long-term African-American community here, as expressed by property owners and supported by neighborhood demographic data. ▪ Because the Comprehensive Plan Map designation remains R2.5, an individual property owner may still request a zone change through a quasi-judicial Zoning Map Amendment process.	Potential for further destabilizing existing African American enclave.	
b. Richmond – all Zoning Review Areas (support); specific areas in Richmond: north of SE Powell, east of SE 50th Avenue (testimony in support); north of SE Powell, east of SE Chavez (testimony in opposition) *c.* North Tabor - Zoning Review Area north of NE Glisan, east of NE 63rd Ave (testimony in support)	R2.5	North Tabor Neighborhood Association; Property owners; community member	**Affirm May 2016 proposal (R2.5)**	▪ The R2.5 zone here is consistent with the Adopted 2035 Comprehensive Plan designation of Single-Dwelling 2,500. ▪ The R2.5 zone is consistent with pockets of R2.5 zoning throughout this Zoning Review Area. ▪ The #14 Hawthorne, the #4 Division/Fessenden, the #75 Cesar Chavez/Lombard, the #9 Powell are all frequent service lines.	Limits potential for middle housing in area with high opportunity for residents	

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Discuss?
2. Upzoning proposals in Zoning Review Areas - R5(R2)						
a. 3120 SE Stark St; 3027, 3033, 3039, 3051 and 3059 SE Alder St (testimony in support)	R5	Property owners; community member	**Apply R2 zoning, as requested**	▪ The R2 zone here would be consistent with the Adopted 2035 Comprehensive Plan designation of Multi-Dwelling 2,000. ▪ For the SE 31st and Alder area, the #15 Belmont/NW 23rd and #75 Cesar Chavez/Lombard busses are all frequent services lines in close proximity. ▪ For the Sellwood-Moreland area, the R2 zone would be consistent with pockets of R2 zoning throughout this area. ▪ The Tacoma Street MAX Station is within a quarter mile to the east. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.	R5 limits the potential for middle housing in area with high opportunity for residents	
b. Sellwood Moreland – Area adjacent to Tacoma MAX Station north of SE Tacoma and east of SE 21st Ave (testimony in support and in opposition)	R2ad		**Affirm May 2016 proposal (R2)**			
3. Upzoning proposals in Zoning Review Areas - R5(R1)						
a. North Tabor – Zoning Review Area north of NE Glisan, east of NE 60th Ave; and south of NE Glisan, east of NE 61st Ave (testimony in support)	R1	North Tabor Neighborhood Association; property owners	**Affirm May 2016 proposal (R1)**	▪ The R1 zone here would be consistent with the Adopted 2035 Comprehensive Plan designation of Multi-Dwelling 1,000. ▪ The R1 zone would be consistent with pockets of R1 zoning throughout this Zoning Review Area. ▪ The NE 60th MAX Station is within a quarter mile to the west. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.	R5 limits the potential for middle housing in area with high opportunity for residents	
4. Upzoning proposals in Zoning Review Areas - R2.5(R1)						
a. 4109-4119 SE Morrison St (testimony in support)	R1	Property owners	**Apply R1 zoning, as requested**	▪ The R1 zone here would be consistent with the Adopted 2035 Comprehensive Plan designation of Multi-Dwelling 1,000. ▪ The R1 zone would be consistent with adjacent R1 zoning and is situated within a quarter mile of the SE 17th/Rhine Station of the MAX Orange Line. The #9 Powell bus runs along SE Powell Blvd to the south and is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.	R5 limits the potential for middle housing in area with high opportunity for residents	
b. Hosford-Abernethy – Zoning Review Area north of SE Powell, near SE 21st and SE Powell (testimony in opposition)	R1		**Affirm May 2016 proposal (R1)**			

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Discuss?
5. Requests to retain existing R2 zoning (do not change to R5 as part of the David Douglas School District downzone)						
a. 12500-12506 NE GLISAN ST, 451-457 NE 126th, 3348 SE 112th, 3541-3545 SE 111th, 13209-13215 SE Powell, 13227-13233 SE Powell, 3215-3219 SE 136th, 13737 SE Powell, R122756, R334285, R207776, R237316, R266365	R5	Property owners	**Retain existing R2; remove from DDSD downzone**	▪ These properties are already developed with multi-dwelling development. One property is an existing Mobile Home Park.	A change to R5 would make existing multi-family properties non-conforming, and would not support the goal of mitigating DDSD capacity issues.	
b. 10703 E. Burnside, 10861 E. Burnside and 9 NE 109th	R5	Property owners	**Affirm May 2016 proposal (R5)**	▪ These 3 properties are beyond the ¼ mile Max Station area radius and are currently developed with single family structures. ▪ They will still have some additional development potential under R5 zoning.	Retaining R2 zoning will allow multi-dwelling development by right, with potential to negatively impact DDSD capacity.	
6. R5 (R1) and R5 (R2) zoning: support and opposition (Near 60th Ave MAX Station)						
a. NE 57th to 63rd Ave south of Halsey, north of 60th Ave Transit Station (Rose City Park)	R1 and R2	Property owners, Rose City Park NA	**Affirm May 2016 proposal (R1 and R2)**	▪ R1 and R2 zoning would be consistent with the Adopted 2035 Comprehensive Plan designations. ▪ The 60th MAX Station is within a quarter mile to the south. The proximity of this area to transit, amenities and services means that this area is a good location for a range of housing types. ▪ Pedestrian and bike improvements are expected to be made near this station area with the next few years. These improvements will better support incremental redevelopment. Prioritization of future transportation improvements is predicated by higher residential densities.	Retaining R5 zoning would allow lots currently developed with houses, duplexes and multi-dwellings to be redeveloped with single-dwelling houses. R5 the limits potential for missing middle housing in area with high opportunity for residents.	

Group D: Testimony requesting a change to an Open Space Zone

Changes to the Open Space designation were made through the Comprehensive Plan map update process on publicly-owned lands that were previously in a different designation. Two requests were made during this testimony period to change land that is not designated Open Space to the OS zone, which cannot happen without changing the designation. One request is on public school property (where no changes from R to OS have been made), and the other is on privately owned land.

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Discuss?
1. Change both Comp Plan Map designation and zone to open space						
a. Glencoe Elementary School - 825 SE 51st Ave	R2.5	community member	**Affirm May 2016 proposal (R2.5)**	▪ Consideration of possible changes to zoning on school properties (other than high schools) is deferred to a future date so that recommendations can follow a comprehensive analysis that considers similar and different situations among Portland's different school districts.	A change to the zoning on this one school property would be inconsistent with how other similar schools are zoned.	
b. McCormick & Baxter site - 6900 N Edgewater St	EG2	University Park Neighborhood Association	**Affirm May 2016 proposal (EG2)**	▪ The proposed EG zoning is a placeholder. The property is still in private ownership, and has not yet been acquired by University of Portland. ▪ The City does not generally apply Open Space zoning on privately owned property without a specific request from the owner. ▪ EG zoning would allow park and open area uses if proposed.	Application of OS zoning on a privately-owned property, without owner's consent, is inconsistent with City practice.	

Group E: Miscellaneous Overlay Requests

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Discuss?
1. Add environmental overlay to new area						
a. Overlook neighborhood between N Going and N Skidmore	n/a	community member	**No change at this time.**	▪ Consideration of any changes to environmental overlay zones is beyond the scope of this current Zoning Map update.		
2. Create health overlay zone						
b. North Portland	n/a	Arbor Lodge and University Park Neighborhood Associations	**No change at this time.**	▪ This proposal has good ideas and is worth pursuing further. The proposed overlay goes beyond the purview of the Zoning Map and Zoning Code. Further exploration is warranted, in partnership with other bureaus and agencies.		



Mixed Use Zones Project

PSC Work Session – August 2, 2016

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Topic 6.2: CE Zoning Development standards

Staff Recommendation:

6.2.A Retain building orientation standards in CE zones

6.2.B Retain proposed alternative setback size threshold of 60,000 square feet.

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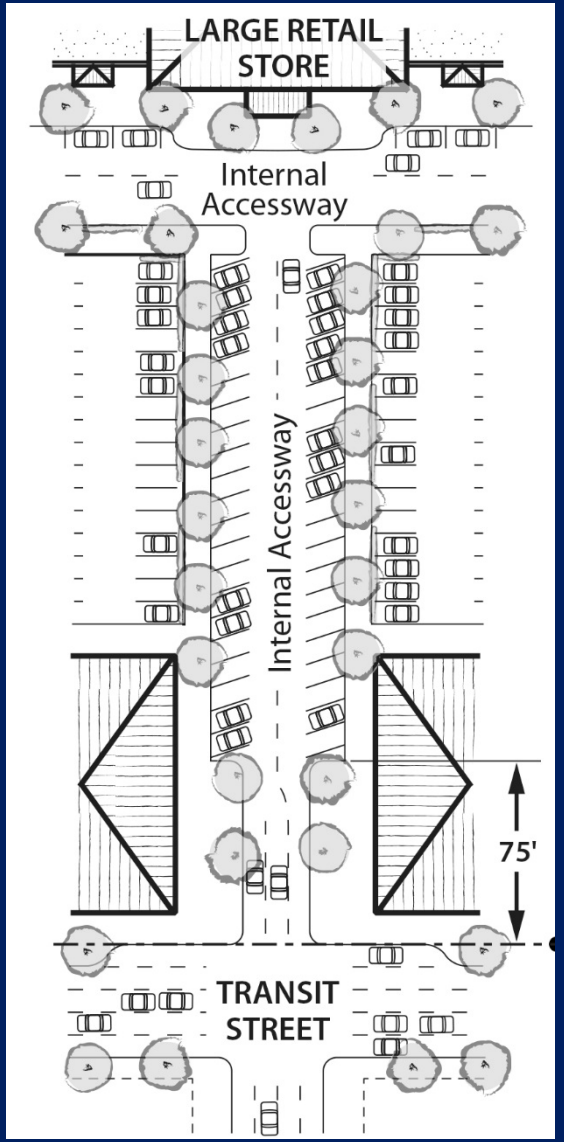
Development Standards



Development Standards

Alternative maximum building setback for large retailers

- Provides flexibility for shopping centers.
- Allows large retail buildings to be set behind parking, when smaller secondary buildings are built close to public streets.
- Proposed Draft reduces qualifying threshold from a 100,000 SF to 60,000 SF retail building.



Topic 7: Code Issues raised in testimony and identified by: PSC; Design, Historic Landmarks, and Urban Forestry Commissions; BDS; BPS

Staff Recommendation:

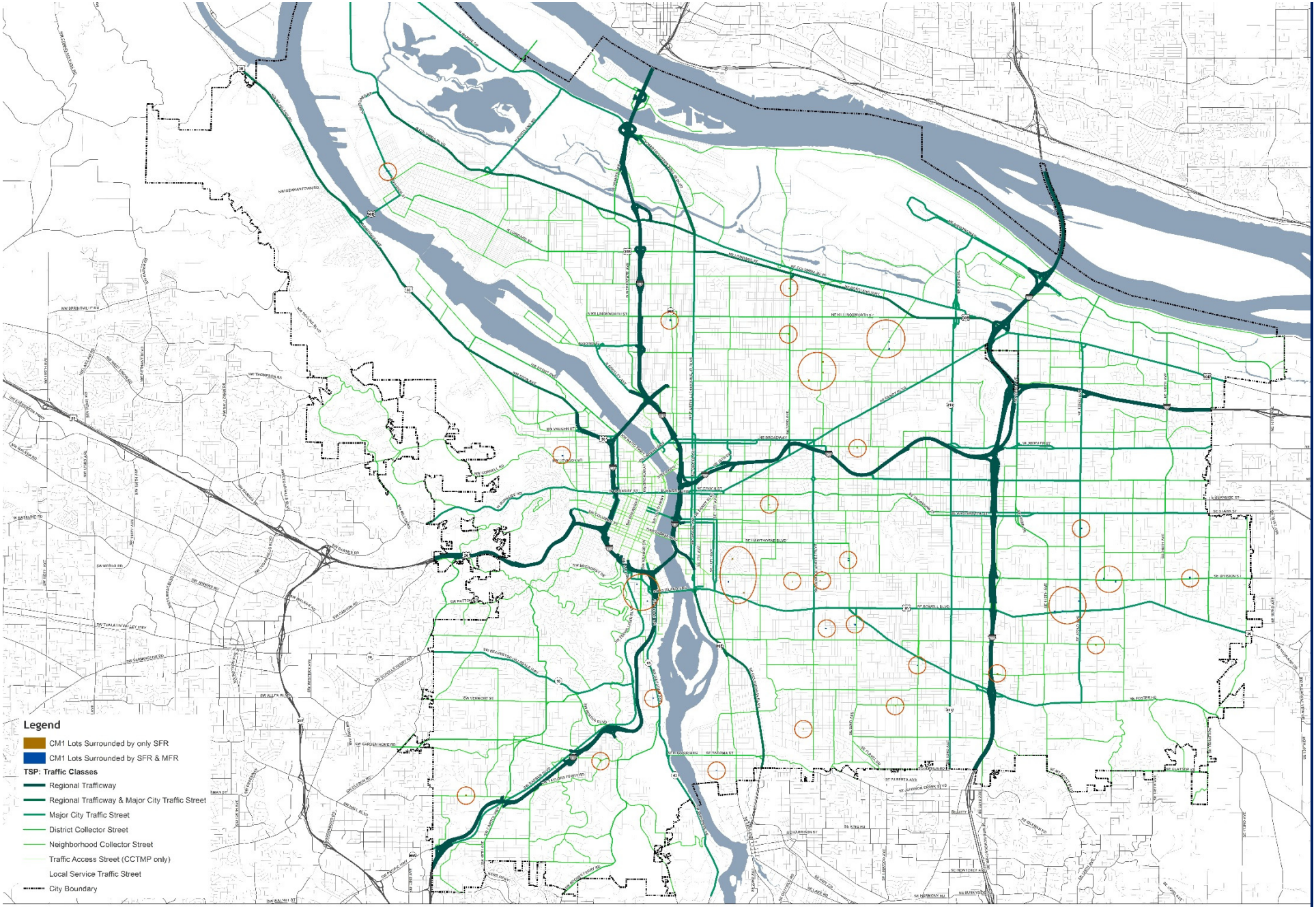
- Topic 7: Tentatively approve staff recommendations shown in items 7.1 to 7.5.
- Items 7.1.E and 7.1.F: confirm staff approach for Commercial Residential (CR) zone
- Item 7.1.G: confirm staff approach for windows
- Item 7.5.A: confirm staff approach for Agricultural uses
- Review final code prior to August 23, 2016 work session.

Topic 7.1.E, 7.1.F

Commercial Residential (CR) Zone Parameters:

- Apply to isolated commercial sites in residential areas, particularly those that are currently nonconforming.
- Maximum height: 30’
- Maximum FAR: 1 to 1
- No bonuses
- Limit size of commercial uses to 5,000 SF
- Limit hours of operation to 6:00 AM to 11:00 PM
- Limit residential density to 1 unit per 2500 of site area if no commercial on site

CR Zone - tentative application



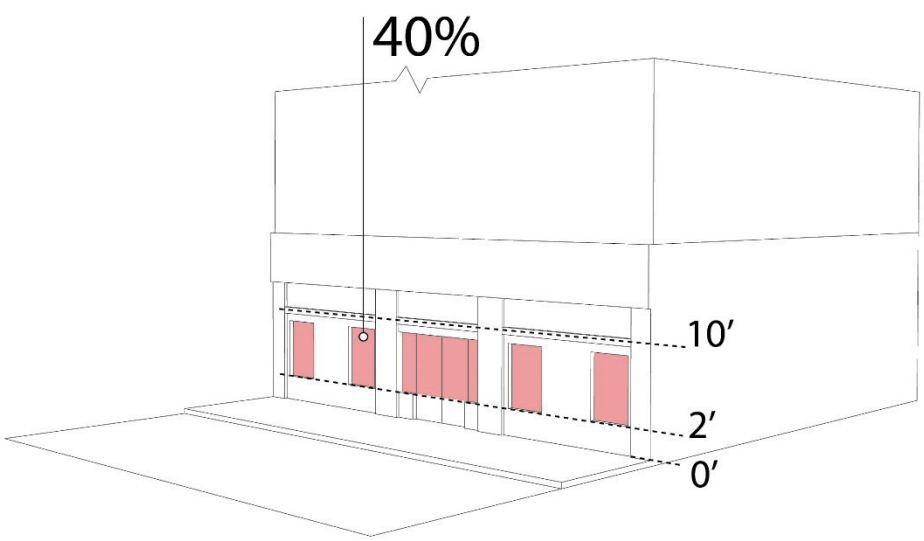
Ord. 188177, Vol. 2.5, page 12303

Topic 7.1.G Ground Floor Windows

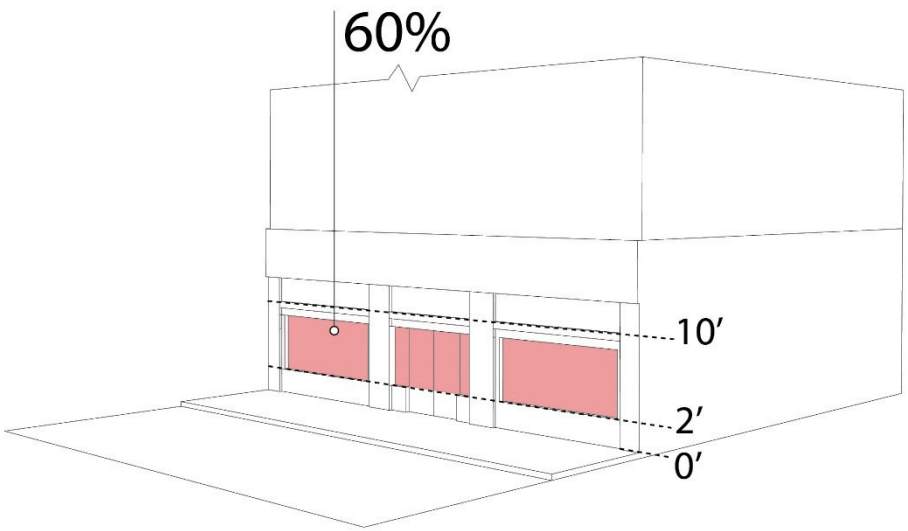
Ground Floor Windows

- **Staff will revise code to ensure that windows are regulated to address pedestrian viewing areas.**

Corridors



Centers Overlay



Topic 7.5.A

Agriculture use in CE and CM3 zones:

- Revise code to allow Limited Agriculture use in CM3 and CE zone up to the size limits allowed for industrial uses:
  - CM3: 1:1 FAR
  - CE: 40,000 SF
  - Applies to indoor uses only
  - Outdoor Agricultural uses are Conditional Use

Setbacks on Civic Corridors



- 10’ required setback
- Hardscape and landscape
- Intent is to improve greening and pedestrian areas, as well as buffer between buildings and heavy traffic

Setbacks on Civic Corridors



Setbacks on Civic Corridors



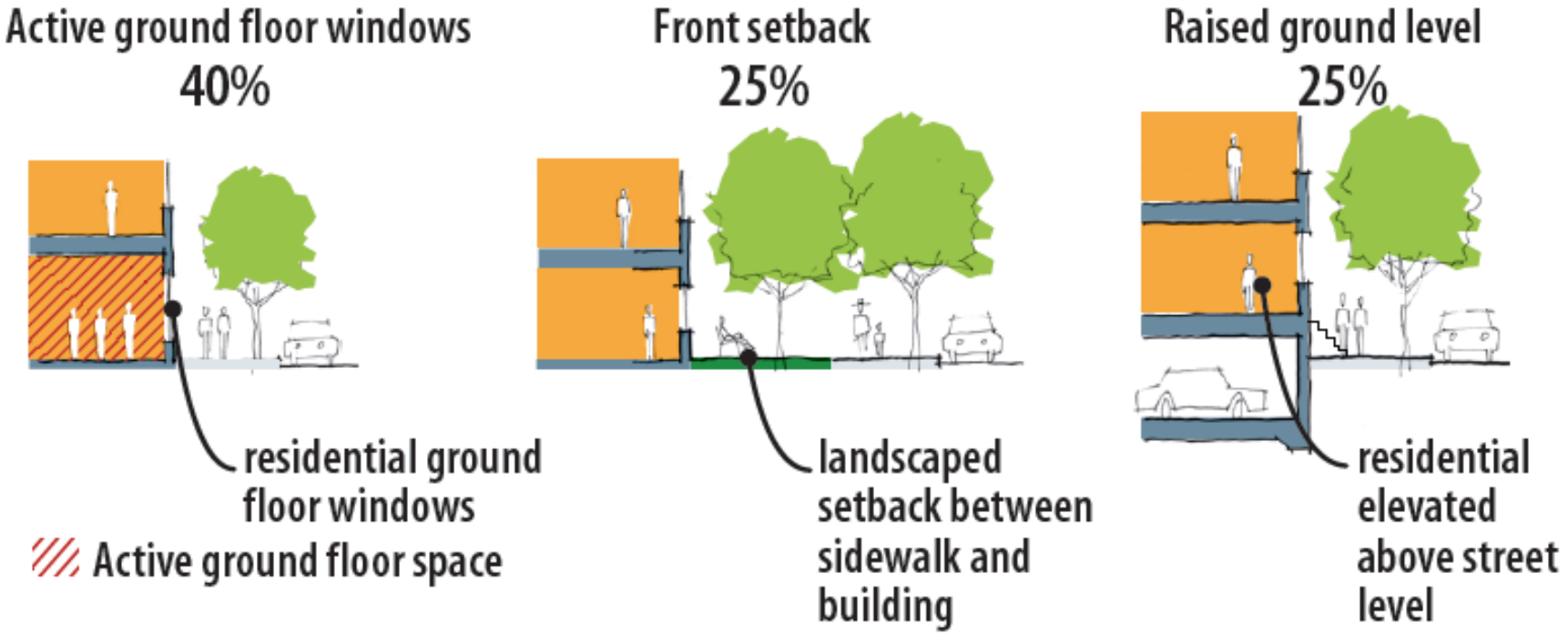
Setbacks on Civic Corridors



Setbacks on Civic Corridors



Street Frontage Design



Ground Floor Options for Residential Uses

- Design to accommodate future commercial uses, or
- Setback or elevate units for privacy

Ord. 188177, Vol. 2.5, page 12311

Street Frontage Design







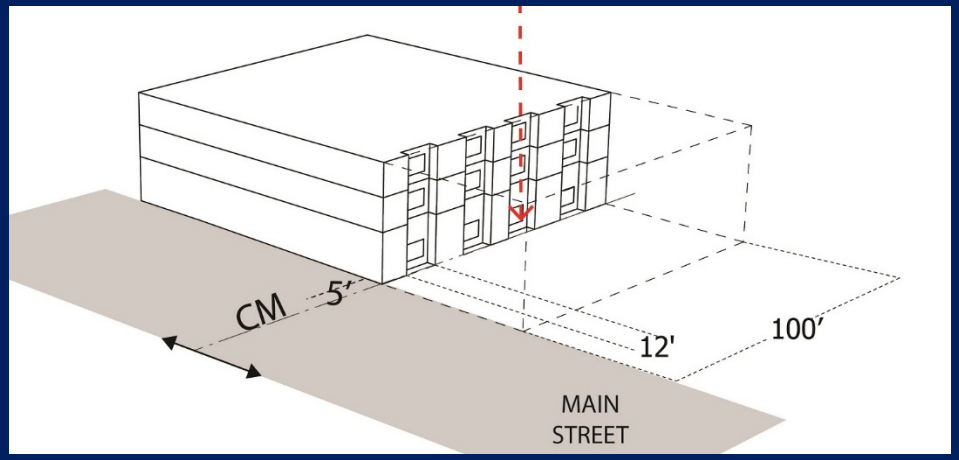
Historic examples with shared entrances

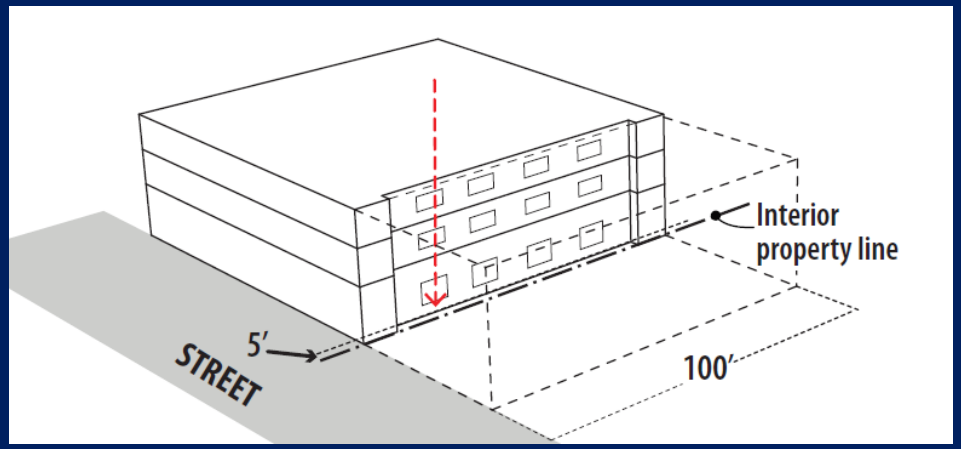


Require all ground level units to have separate entrances?

- Allow as an option.
- Continue to allow other configurations that use shared entrances.

Residential Livability Standards







Side Setback Requirements

Require a minimum of five feet between residential windows and property lines

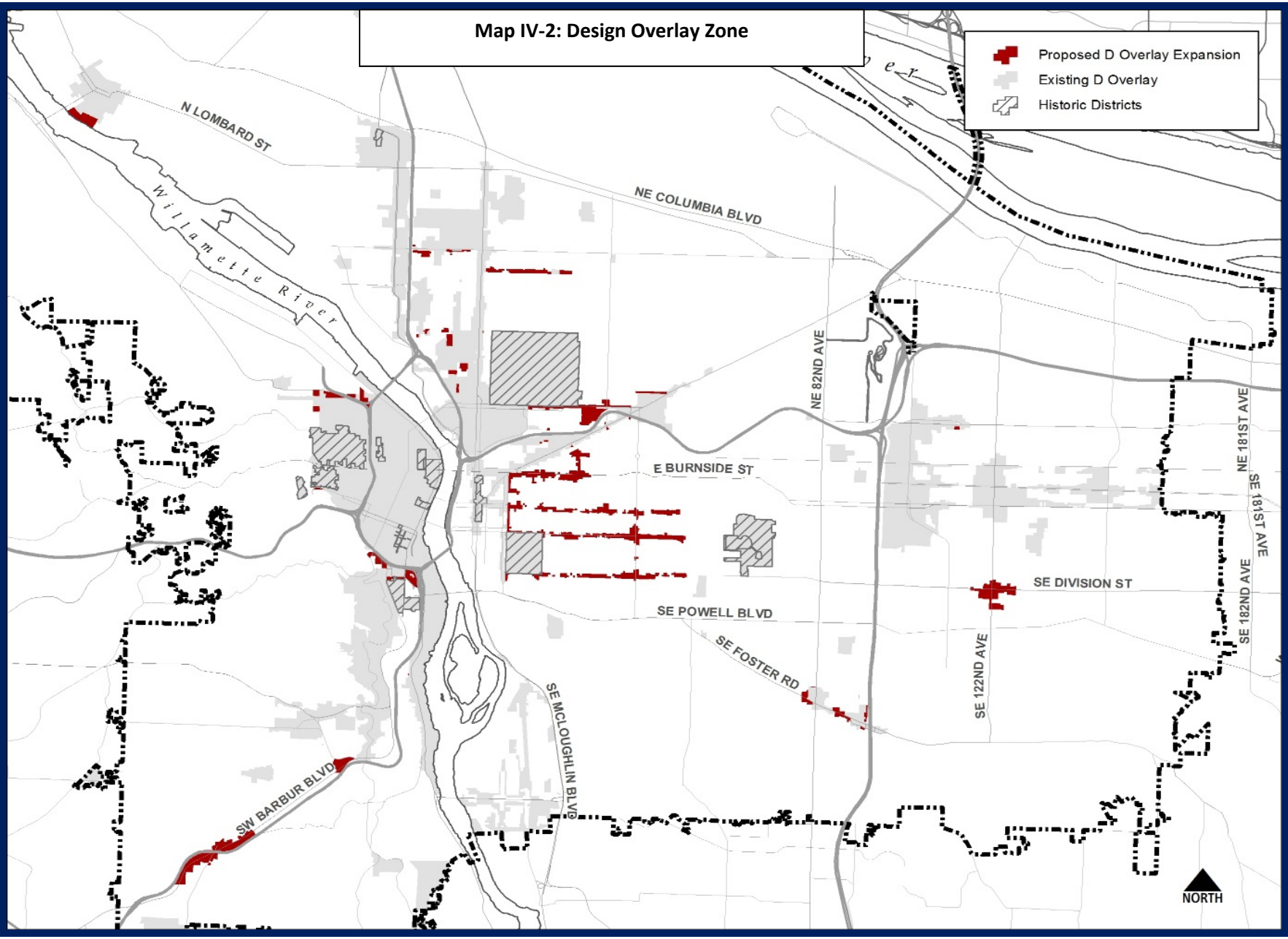
Ord. 188177, Vol. 2.5, page 12313

Topic 10: Design Overlay Zone – Sellwood request

Staff Recommendation:

- Do not expand the Design overlay zone beyond the areas identified in the Proposed Draft at this time.
- Reconsider applying the Design overlay zone to Sellwood and other Neighborhood Centers at conclusion of the Design Overlay Zone Assessment (DOZA) project.

Topic 10: Design Overlay Zone – Sellwood request



Ord. 188177, Vol. 2.5, page 12315



Resource Slides

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Development Standards



Development Standards



Development Standards



Development Standards



Development Standards



Development Standards

Alternative maximum building setback for large retailers

- Provides flexibility for shopping centers.
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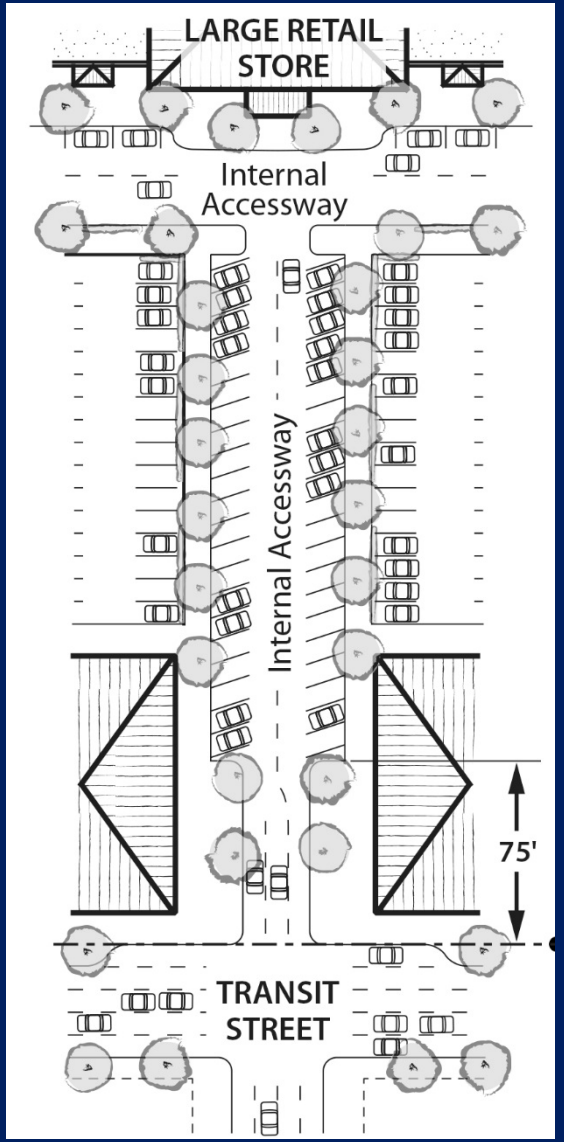
- Proposed Draft reduces qualifying threshold from a 100,000 SF to 60,000 SF retail building.



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Design Overlay Zone Assessment (DOZA)

Project Overview 8/2/16

Overview

The Bureau of Planning and Sustainability, in collaboration with the Bureau of Development Services, has hired Seattle-based Walker Macy to undertake an independent and comprehensive review of the City's design review process, tools and results.

The goals of the Design Overlay Zone Assessment (DOZA) are to:

- Document and assess how the design review process affects the quality of development;
- Create an opportunity for stakeholders to offer feedback about the current design review system;
- Identify how the structure, regulations, guidelines, administration and enforcement of the design review system affects outcomes;
- Identify changes to the design review system that can increase its effectiveness, efficiency and impact.

DOZA will result in a set of recommendations that will inform future projects affecting:

- Community Design Guidelines
- Community Design Standards (33.218)
- Central City Fundamental Design Guidelines
- The processes and tools used to administer these regulations

Design Review Basics

The purpose of the design overlay zone is to ensure the conservation, enhancement and continued vitality of the scenic, architectural or cultural values of each design district or area and to promote quality development near transit facilities.

There are two tracks for projects required to undergo design review. The **non-discretionary track** uses clear and objective Community Design Standards found in the Portland Zoning Code. Projects locating in the Central City and Gateway, large projects and projects that desire greater flexibility go through a **discretionary Land Use Review track**, which uses discretionary design guidelines and may include a public hearing at the Design Commission.

Phases of Work

With the support of staff, a project consultant will proceed through the following phases:

I. **Research** (mid-May – end of June 2016): Analyze the current set of regulations and processes in the (d) overlay and how they fit together. Research best practices from other cities, including discretionary design review and the application of nondiscretionary design standards.

II. **Assessment** (beginning of June – mid-August 2016): Conduct a three-part assessment, including site analysis, focus group interviews, and questionnaires, resulting in a consolidated list of issues to address.
Design Commission briefing on Phase II tentatively scheduled for September 22, 2016 at 1:30 p.m.

III. **Preliminary Recommendations and Workshop** (mid-August – mid-November 2016): Outline a set of preliminary recommendations to address each of the issues in Phase 2 and solicit public feedback.

IV. **Final Recommendations** (mid-November – December 2016): Refine the proposal based on public input and present the final set of recommendations to Design Commission, Planning and Sustainability Commission and City Council. The final recommendations will inform future amendments to the Design Overlay zones.

Timeline



Contact

For more information about the Design Overlay Zone Assessment visit our website at www.portlandoregon.gov/bps/DOZA or contact Lora Lillard at 503-823-7721 or lora.lillard@portlandoregon.gov.

August 2, 2016

Due to an editing error, the following rows were omitted from the July 29th document, *Planning and Sustainability Commission Work Sheet: Zoning Map Testimony.* They should be considered with **Group C**, and would have fallen on *page 8.*

Location	May 2016 Proposal	Who testified	Staff Recommendation	Rationale	Implications if the PSC were to make a different recommendation	Discuss?
7. Additional upzoning proposals						
a. 6737 SW 45TH AVE, 6825 SW 45TH AVE (opposition and support)	R1	Maplewood Neighborhood Association; community members	**Affirm May 2016 proposal (R1)**	• R1 is consistent with the Adopted 2035 Comprehensive Plan designations. • Provides housing opportunities in an area with good access to community and commercial services with infrastructure improvements underway through a local improvement district.	Retaining the R7 zoning would allow lower density single family residential development at a service rich node in SW.	
b. 1434 SW 58th, 1512 SW 58th	R20	Property owners, representatives	**Affirm May 2016 proposal (R20)**	• These sites are part of a larger area zoned R20 or R10 today. • R20 is appropriate for an area where the street infrastructure is incomplete or underdeveloped, and the area is not proximate to a center or corridor. • Future changes to match Adopted 2035 Comprehensive Plan designations of R2 would be done incrementally as infrastructure needs and improvements are assessed and addressed via quasi-judicial review.	Changing to R2 may preclude complete and appropriate analysis and development of transportation infrastructure in the area.	

2035 Comprehensive Plan

Composite Zoning Map

Planning and Sustainability Commission
Work Session

August 2, 2016

Work session objective:

Provide general direction to staff (nods, not formal votes) in response to testimony about the Zoning Map.

Staff recommendations

- **Apply zone as requested** = Staff concurs with testimony and recommends a new zone, as noted.

- **Affirm May 2016 Proposal** = Staff recommends that you stick with the zone included in the May 2016 Proposed Composite Zoning Map, as noted.

- **Retain existing zoning** = Staff recommends that you retain the zoning that applies today. (These are situations in which there was no change proposed in May 2016.)

Ord. 188177, Vol. 2.5, page 12328

Suggested consent items

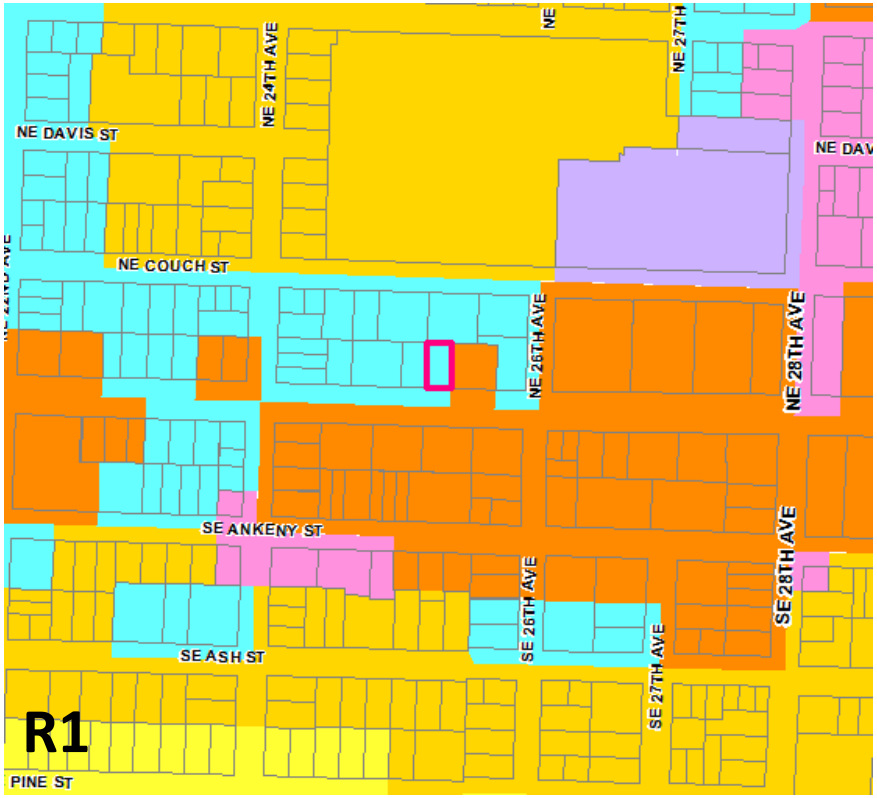
- **Items for which there was no testimony in opposition**

- **Requests for zone changes that would not be approvable, in light of the current or newly adopted Comprehensive Plan designation**

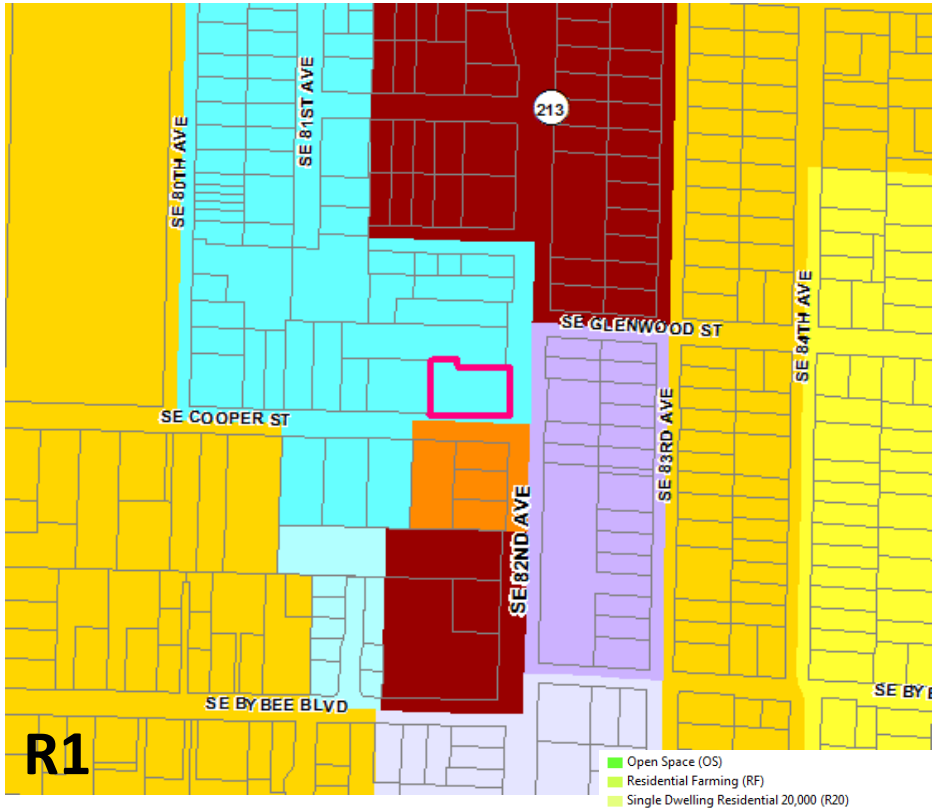
Ord. 188177, Vol. 2.5, page 12329

Group A:
Testimony requesting changes from Residential to Mixed Use Zones

Group A, 1a*: 2519 E Burnside 1b: 6735 SE 82nd



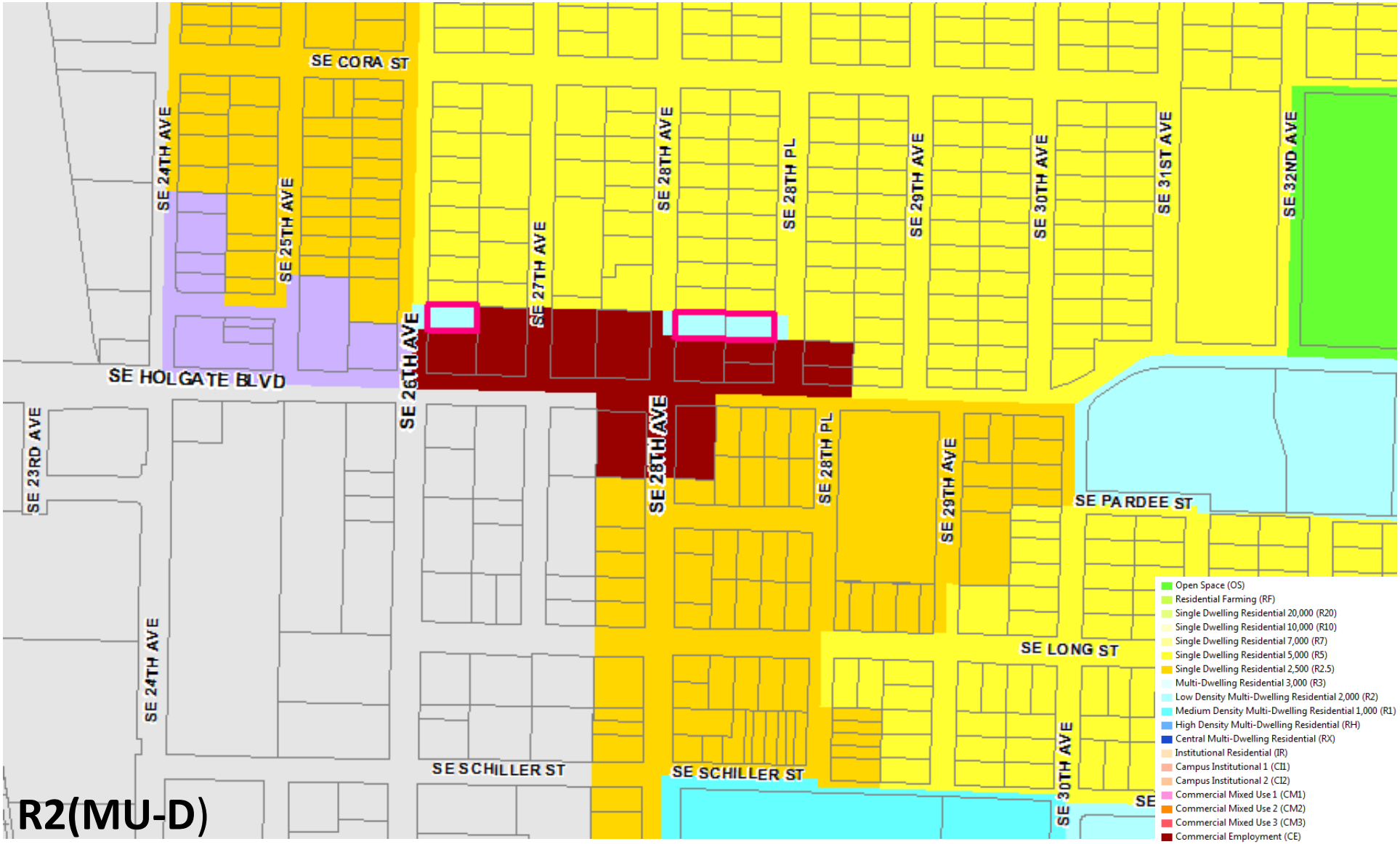
2519 E Burnside



6735 SE 82nd

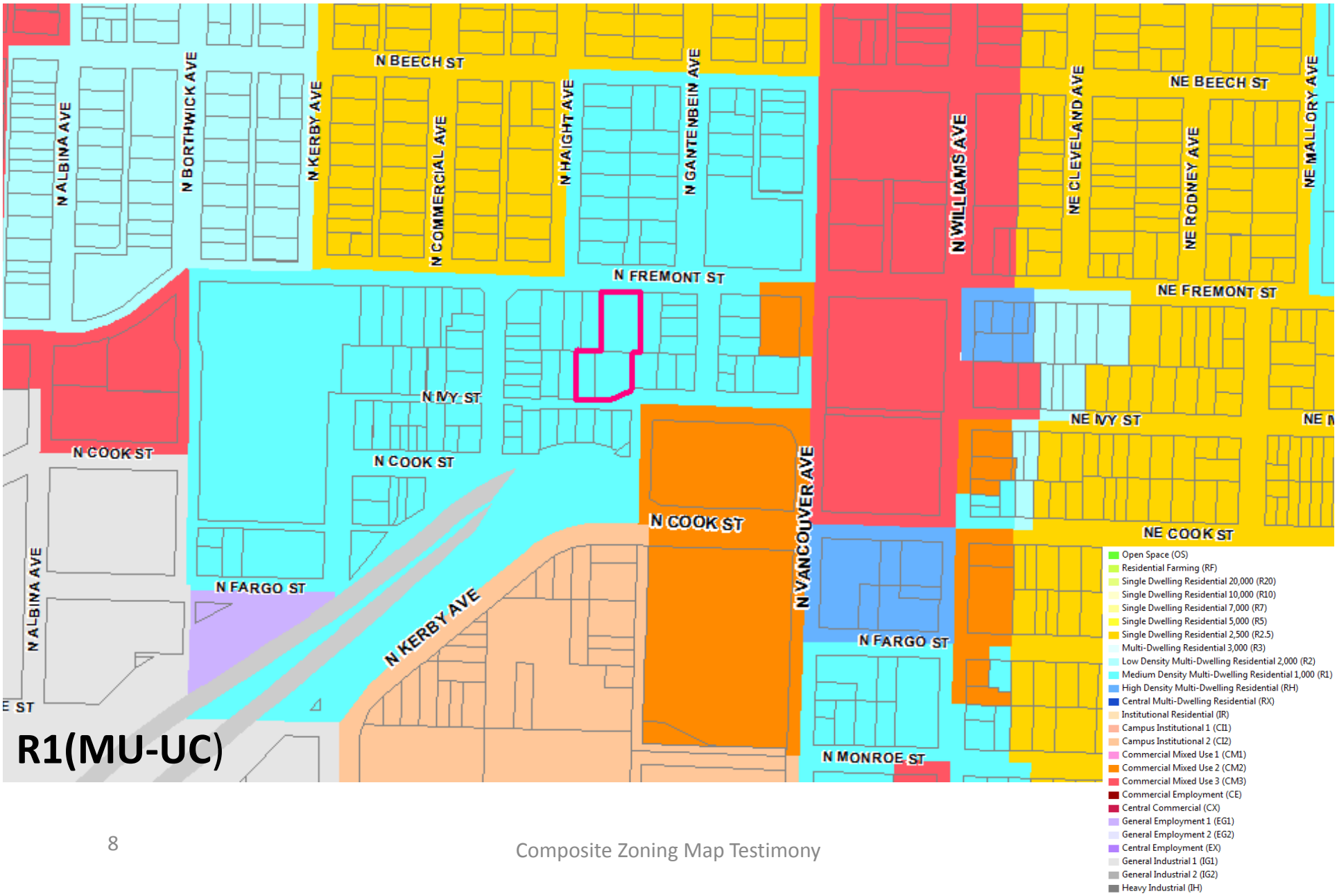
Ord. 188177, Vol. 2.5, page 12331

Group A, 2a*: 4434 SE 26th, 4432 SE 28th Ave, 4435 SE 28th Pl.



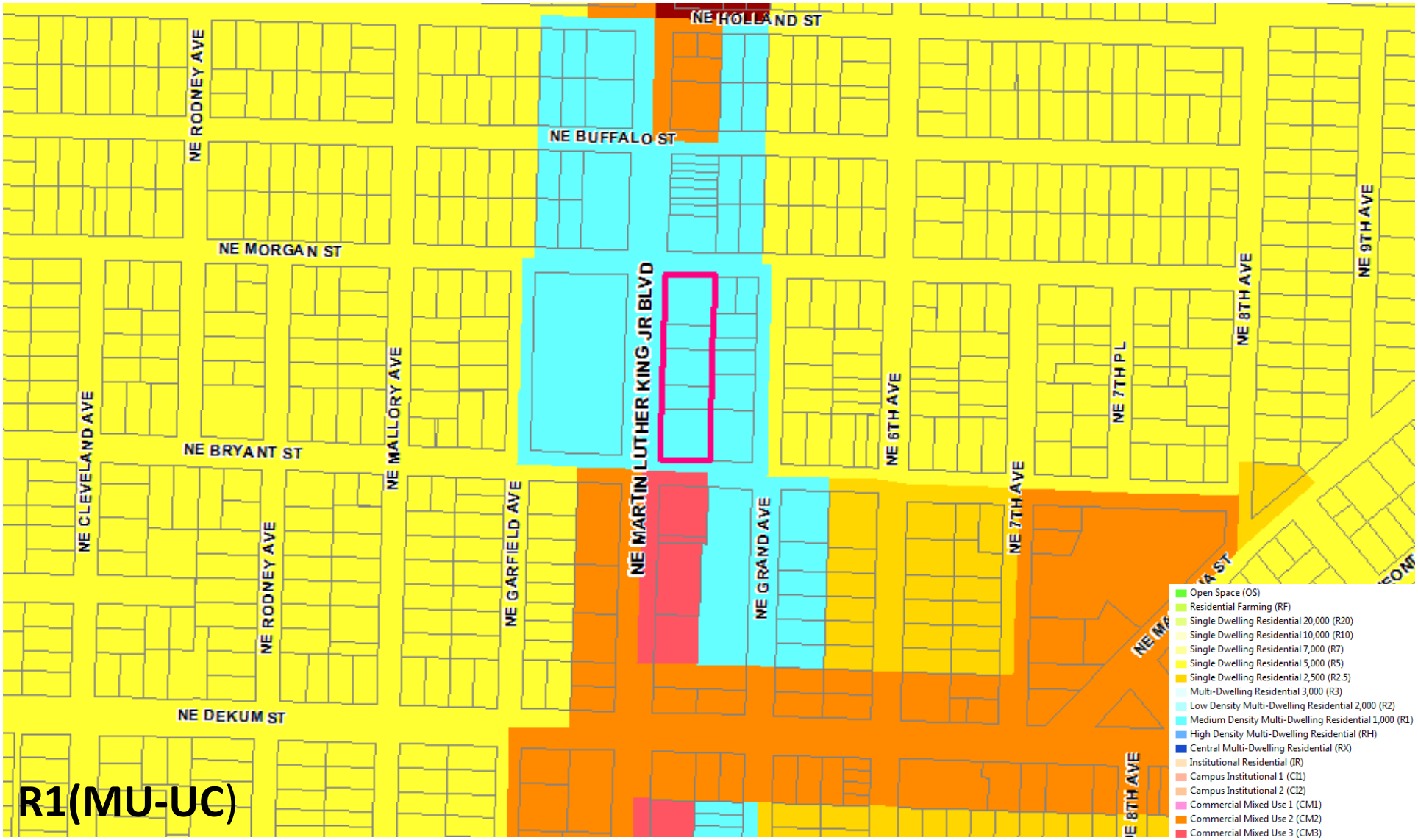
Ord. 188177, Vol. 2.5, page 12332

Group A, 2b: 311 N Ivy St. *pg 1of 2*



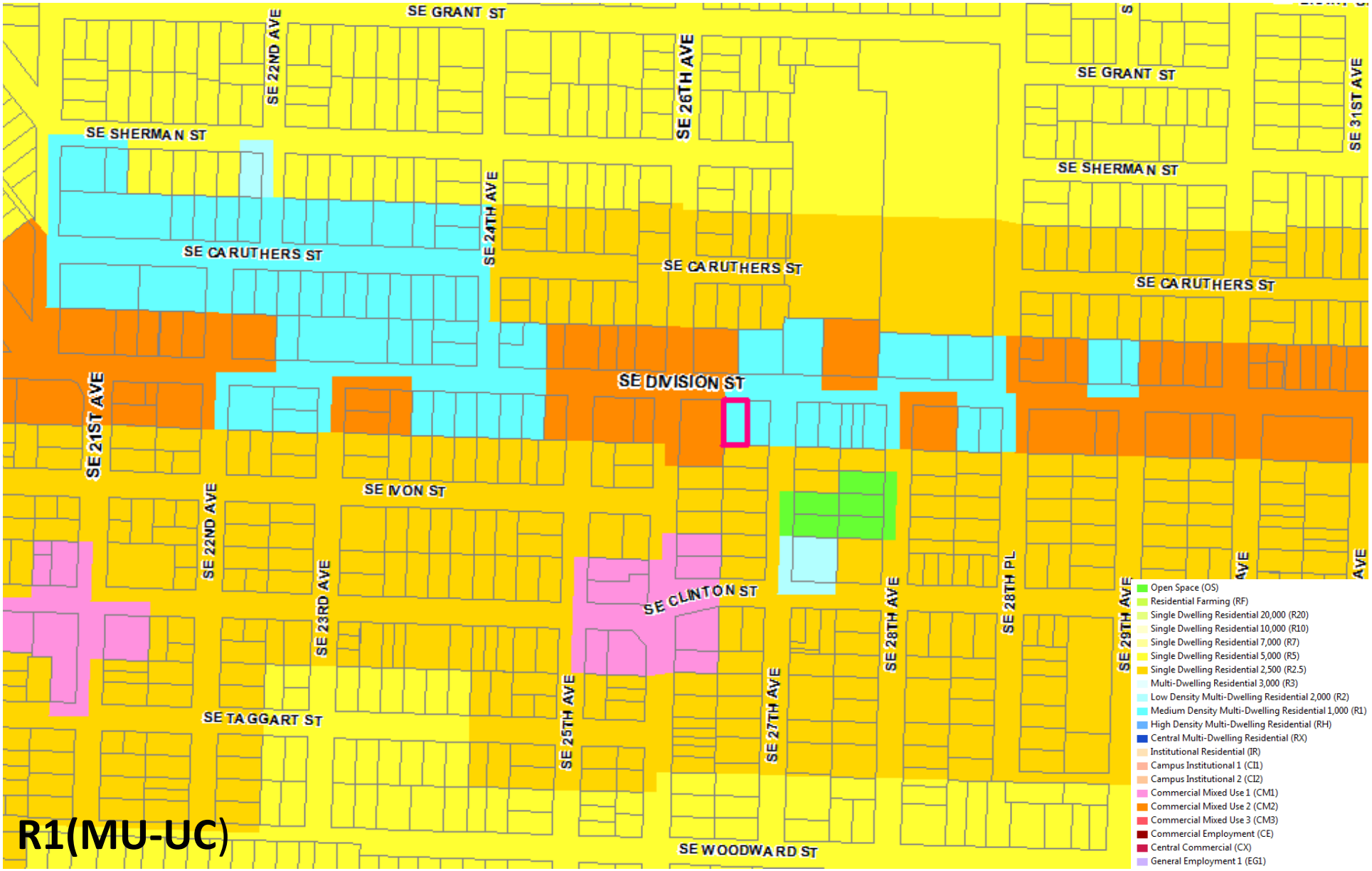
Ord. 188177, Vol. 2.5, page 12333

Group A, 2b: 7000, 7036, 7050, 7062 MLK Blvd.-- *pg 2of 2*



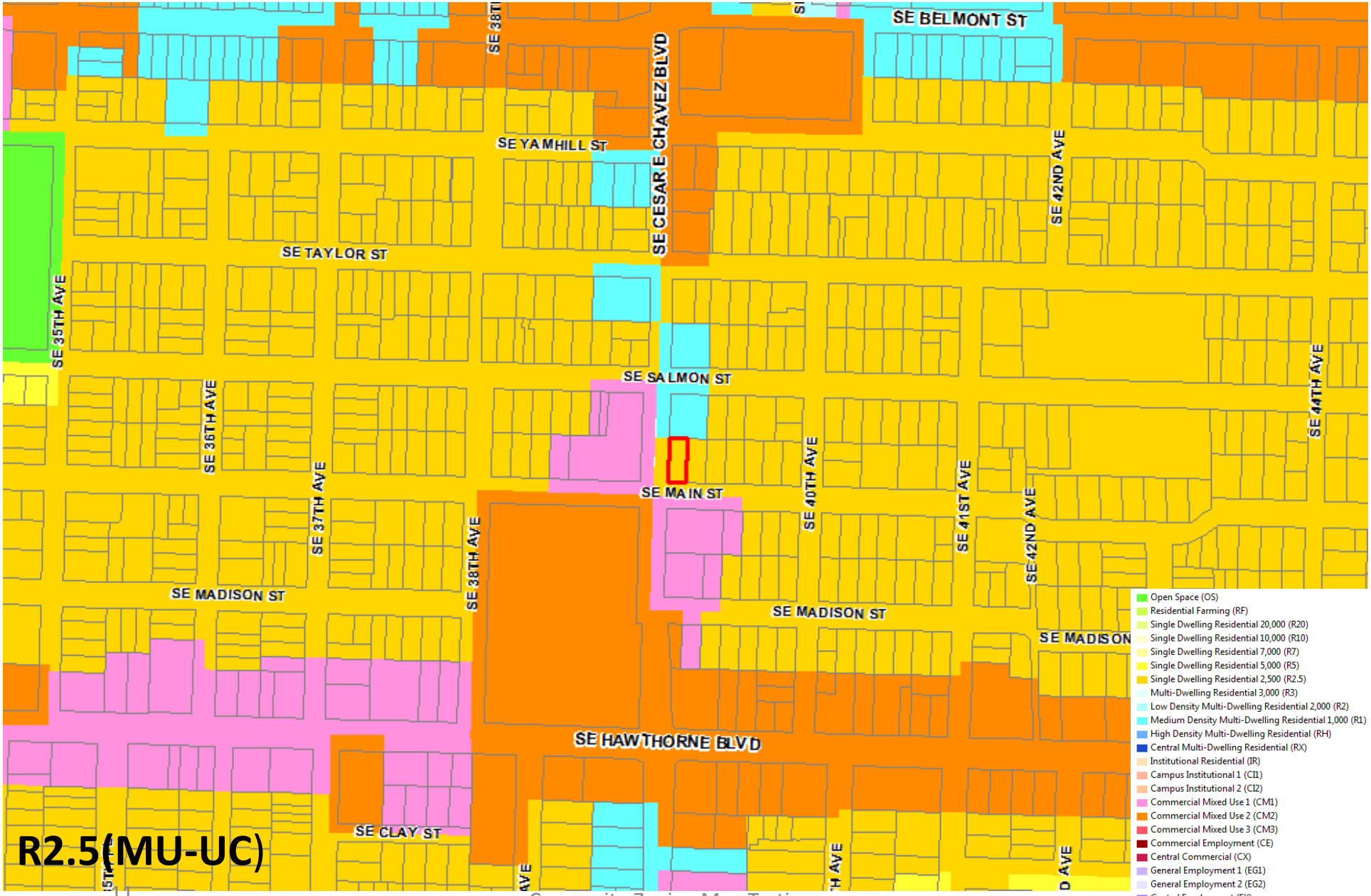
Ord. 188177, Vol. 2.5, page 12334

Group A, 2c: 2624 SE Division



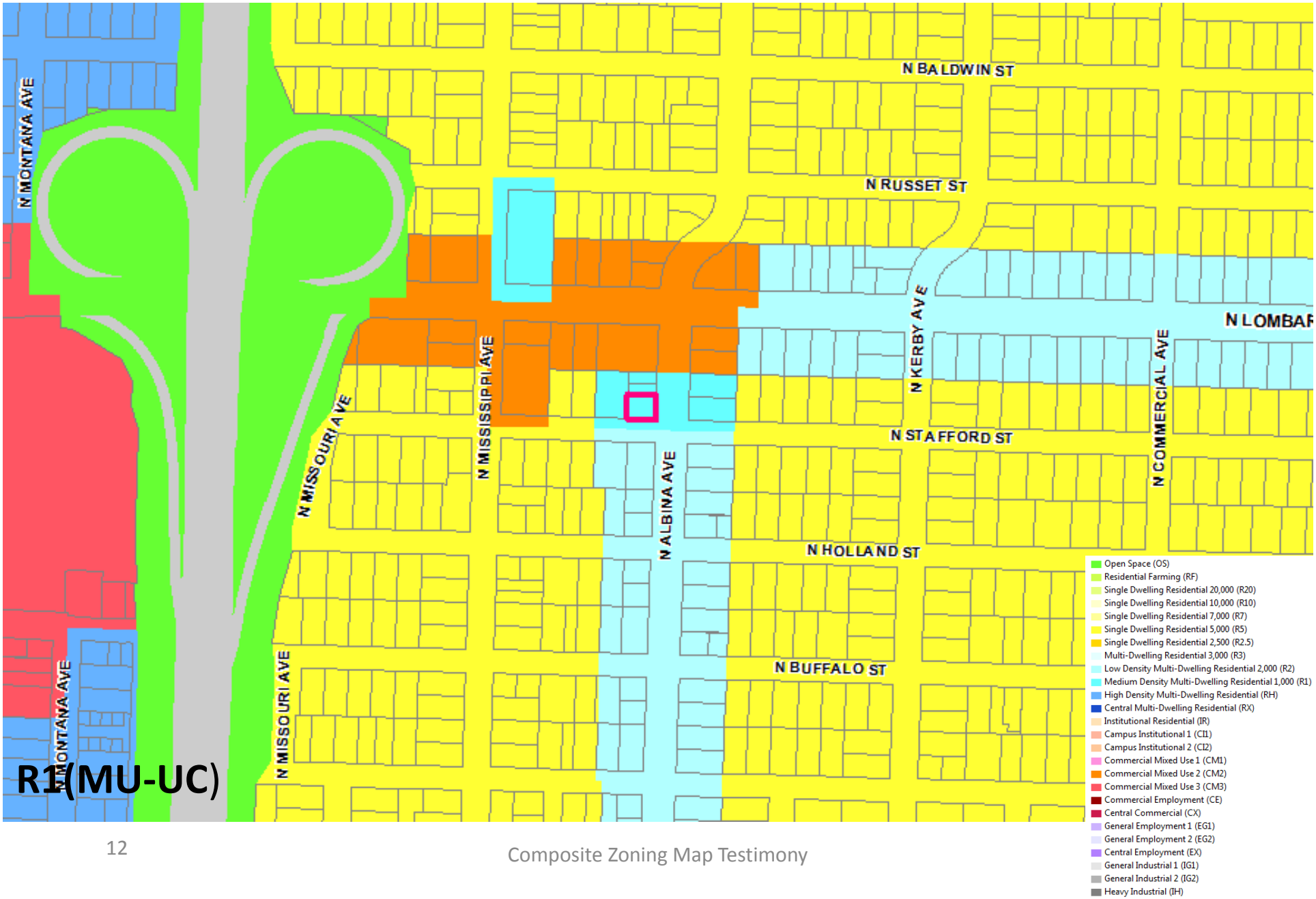
Ord. 188177, Vol. 2.5, page 12335

Group A, 2d: 3905 SE Main



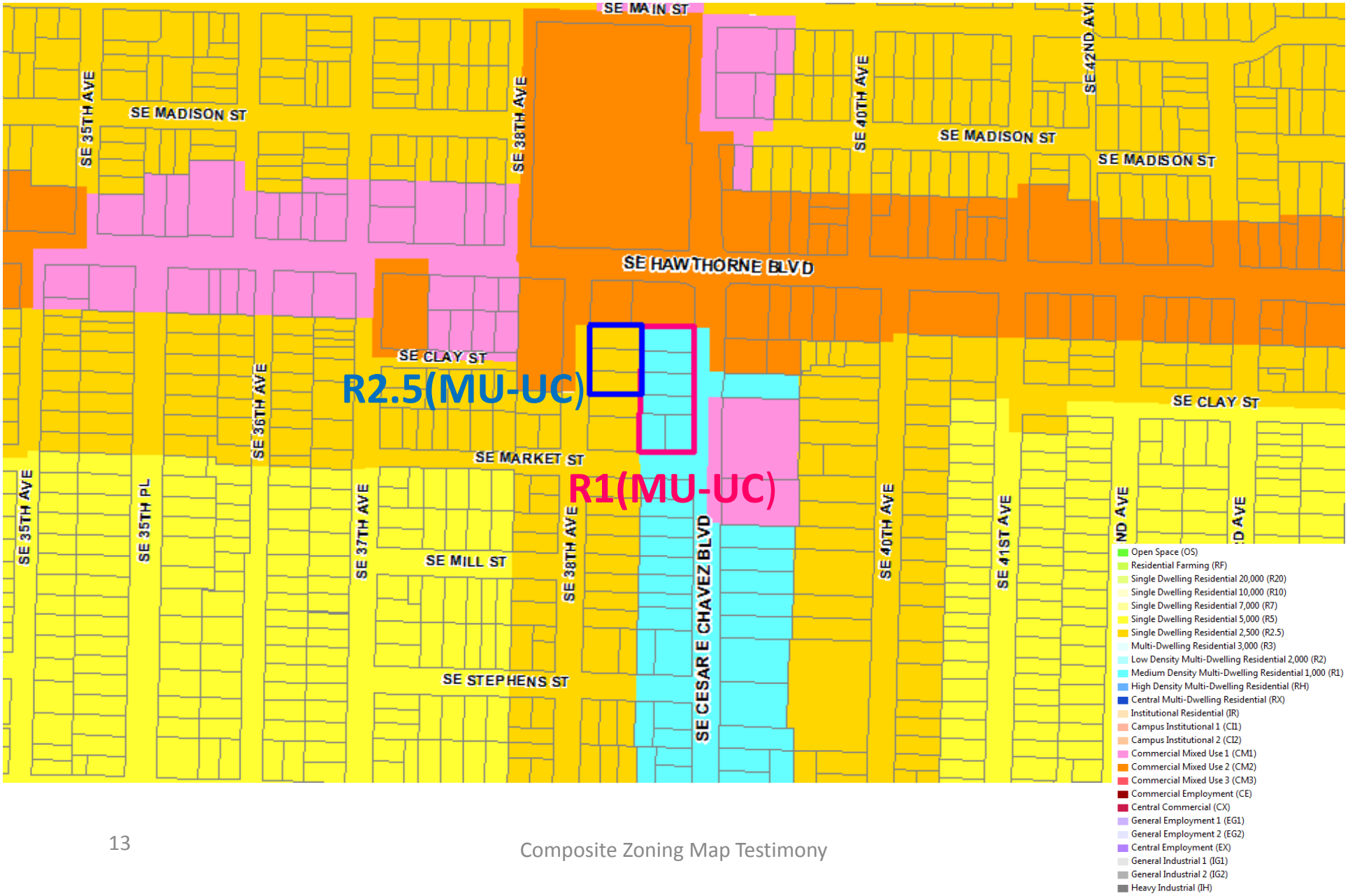
Ord. 188177, Vol. 2.5, page 12336

Group A, 2e: 7401 N Albina



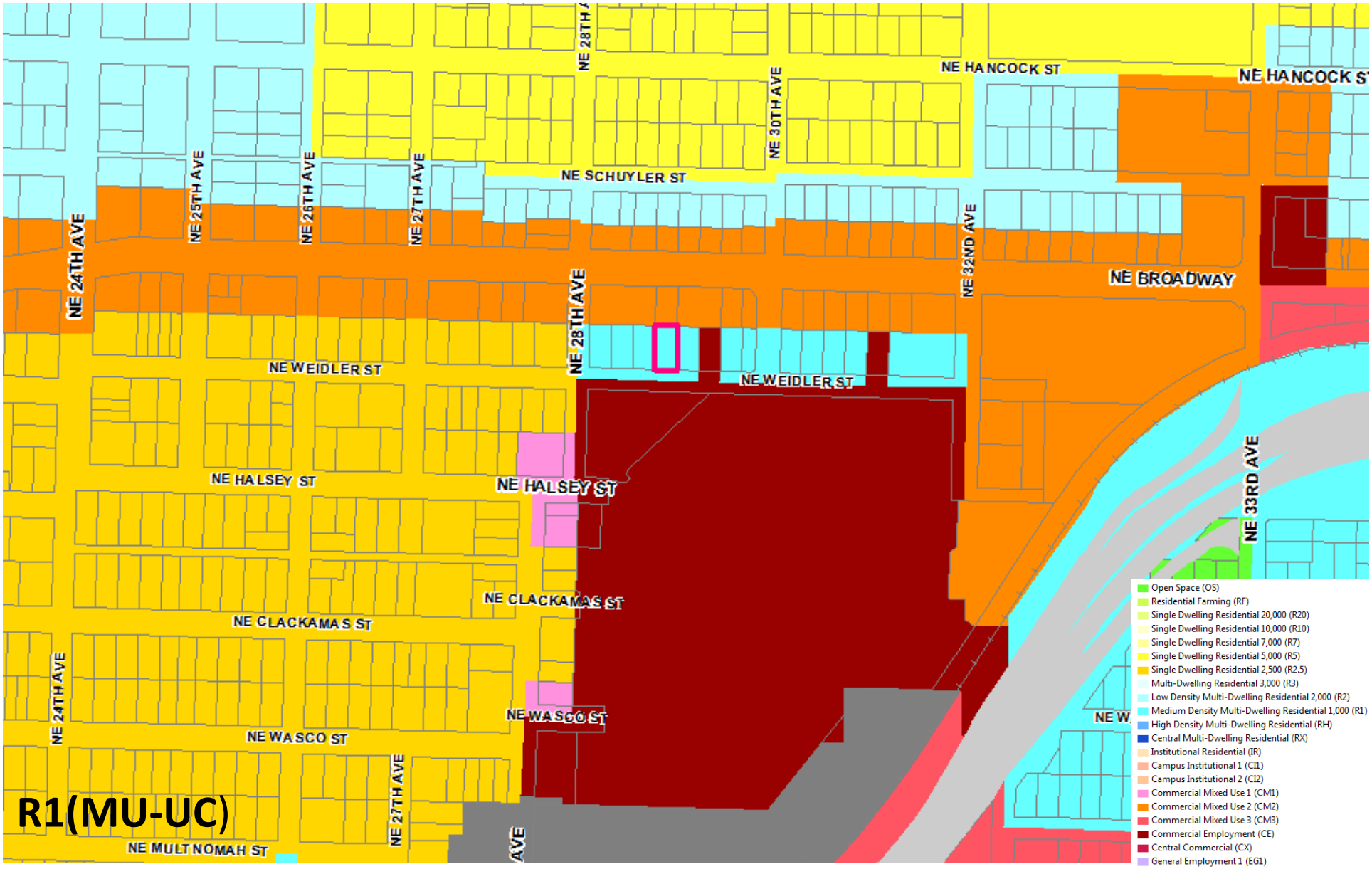
Ord. 188177, Vol. 2.5, page 12337

Group A, 2f: Hawthorne & Chavez and 2g: Hawthorne & 38th



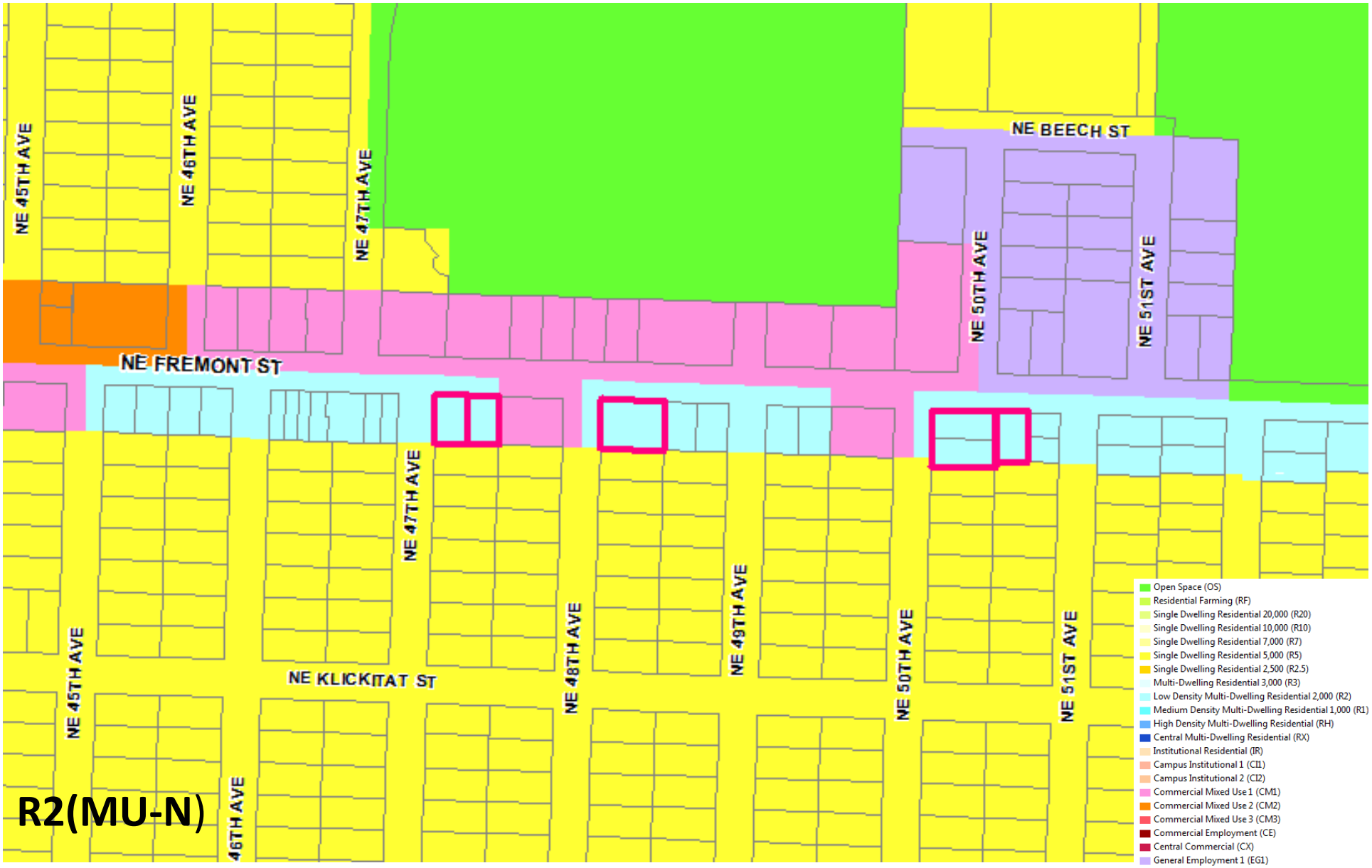
Ord. 188177, Vol. 2.5, page 12338

Group A, 2h: 2833 NE Weidler



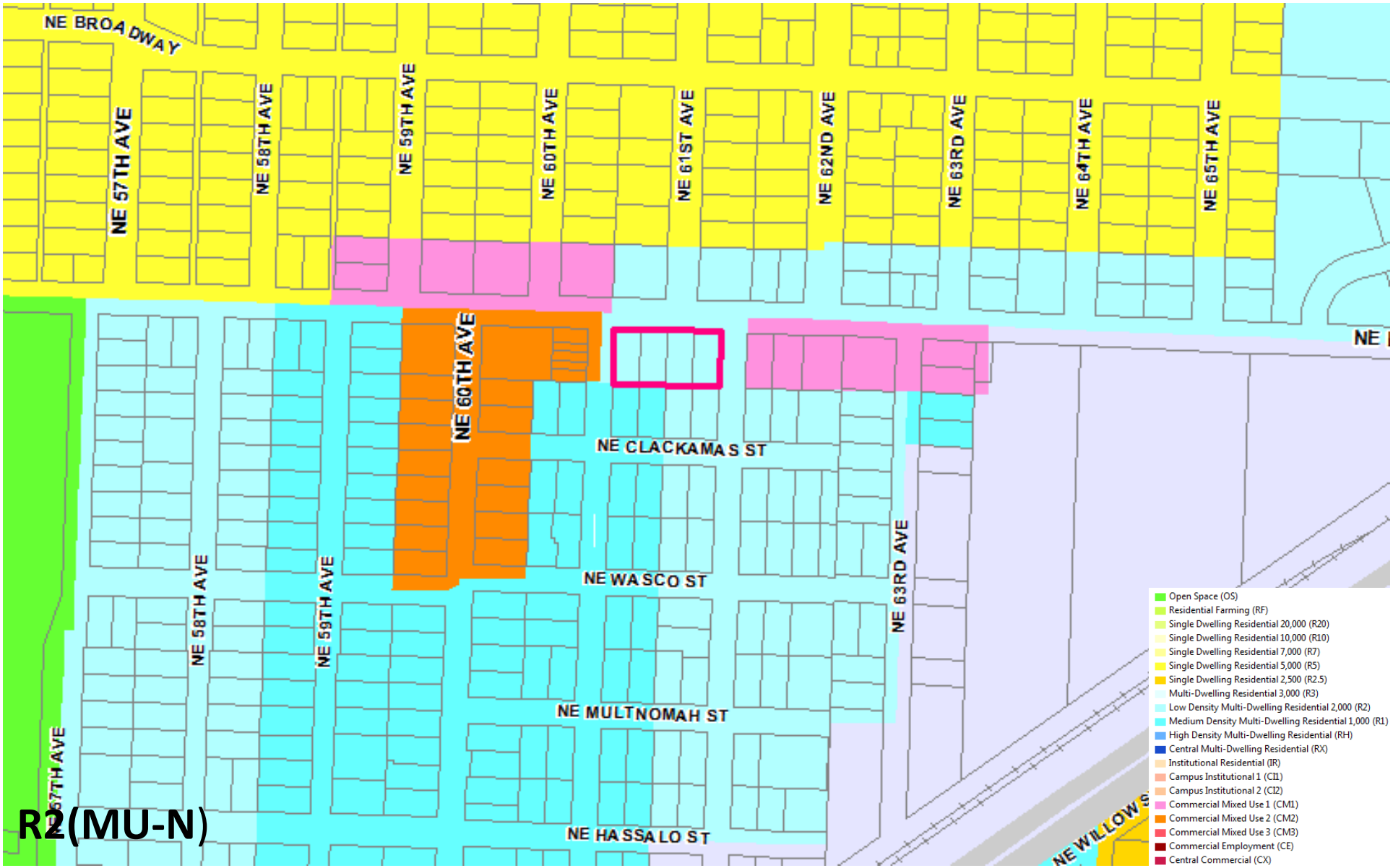
Ord. 188177, Vol. 2.5, page 12339

Group A, 2i: 47th -50th & Fremont R2(MU-N)



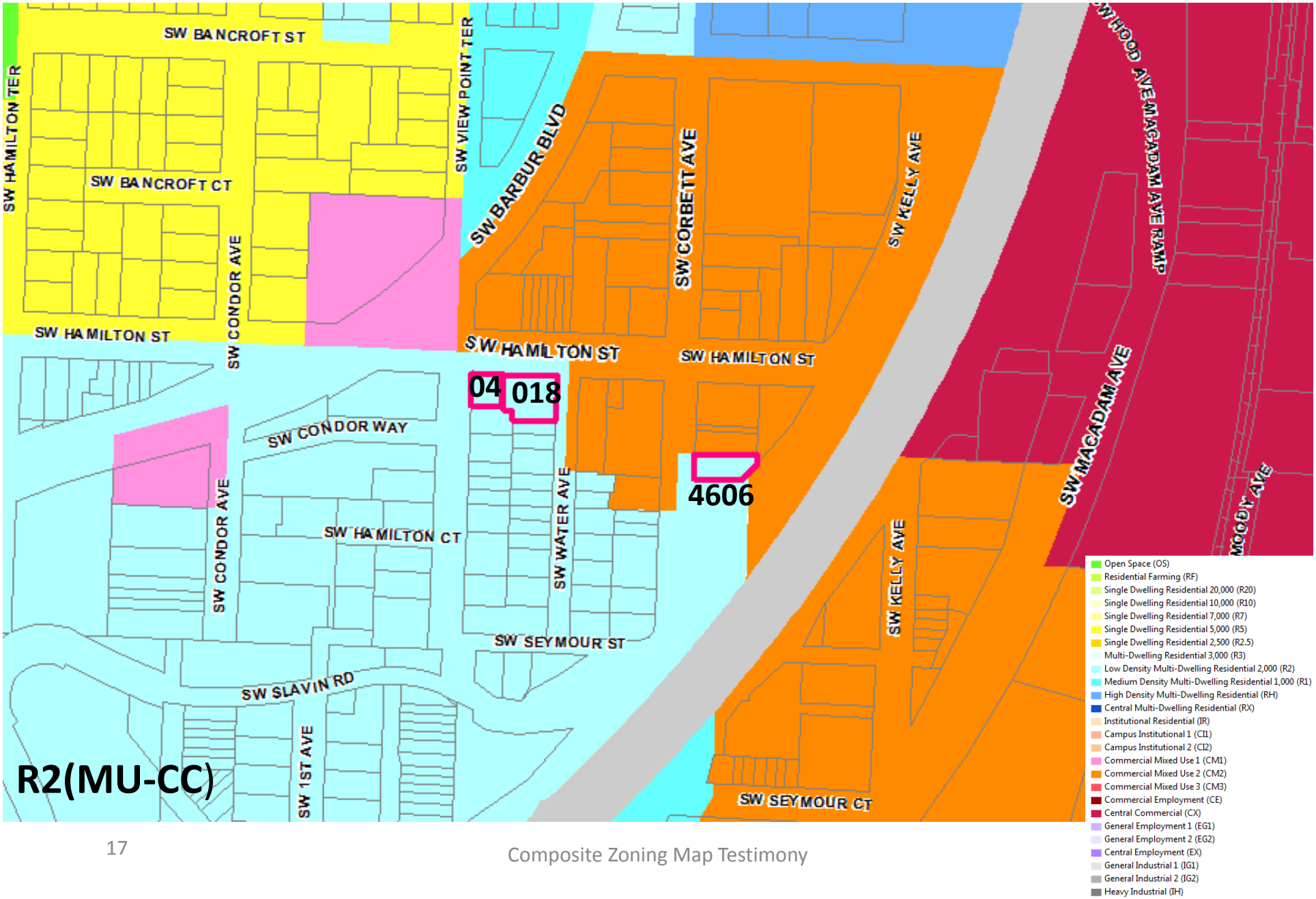
Ord. 188177, Vol. 2.5, page 12340

Group A, 2j: South side of NE Halsey St b/w 61st & 62nd



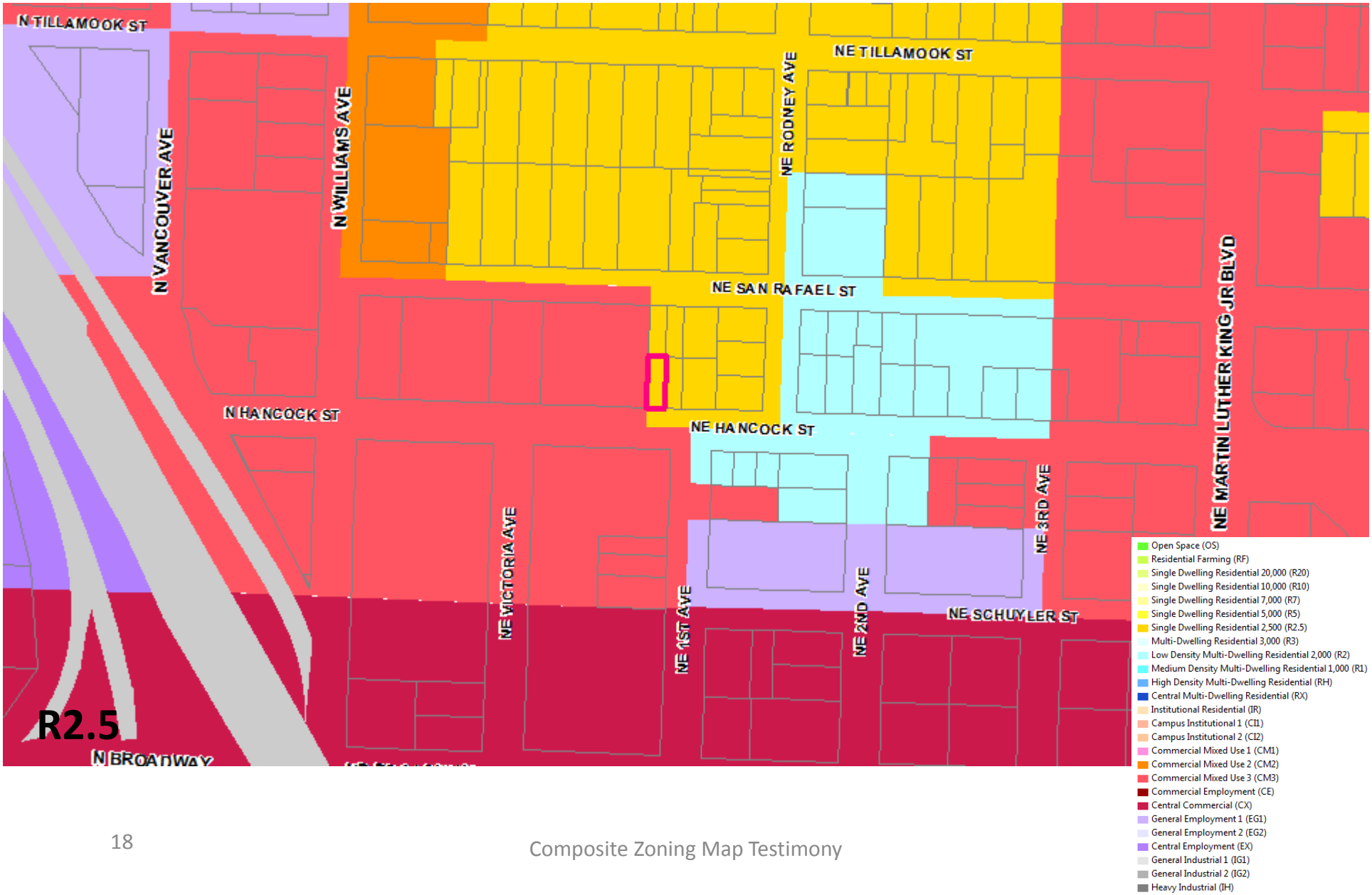
Ord. 188177, Vol. 2.5, page 12341

Group A, 2k: 4606 SW Corbett & **2l:** 04 and 018 SW Hamilton



Ord. 188177, Vol. 2.5, page 12342

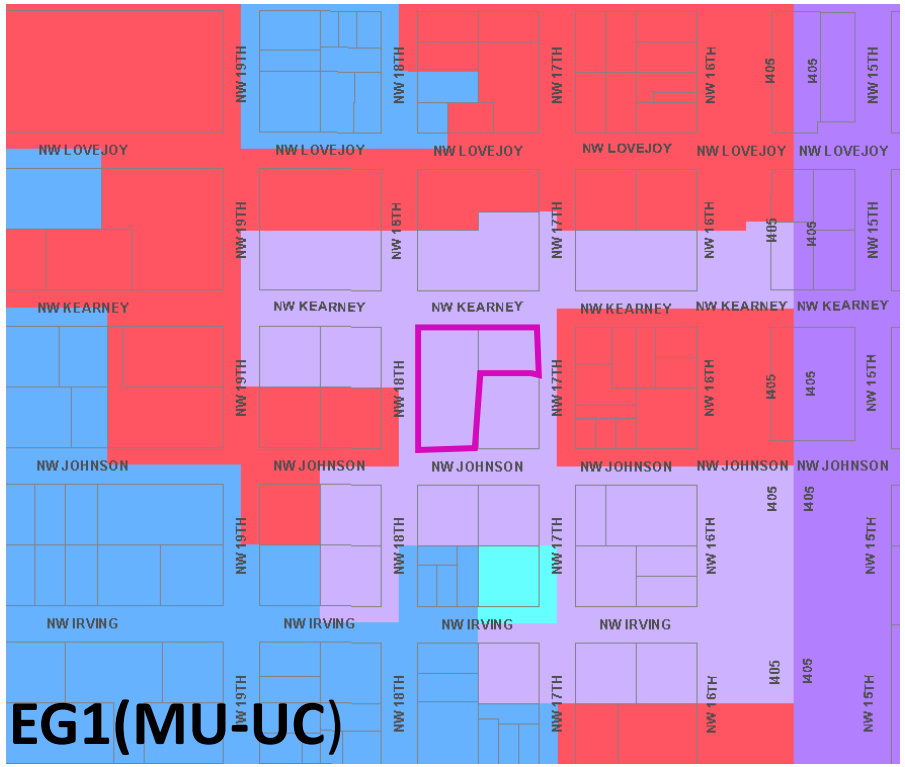
Group A, 3a*: 69 NE Hancock



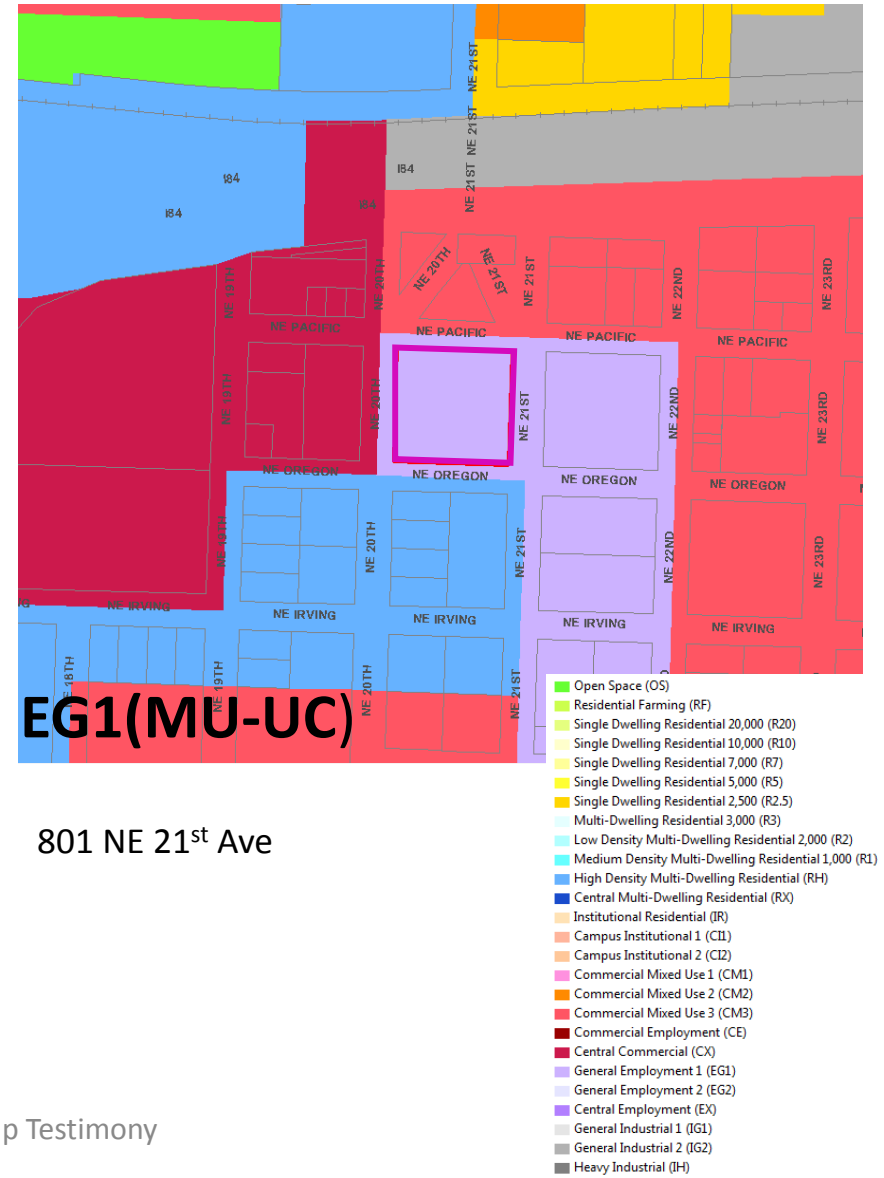
Ord. 188177, Vol. 2.5, page 12343

Group B:
Testimony requesting a change to an Employment, Industrial or Campus Zone

Group B, 1a*: 820-830 NW 18th Ave; 801 NE 21st Ave (Sunshine Dairy)



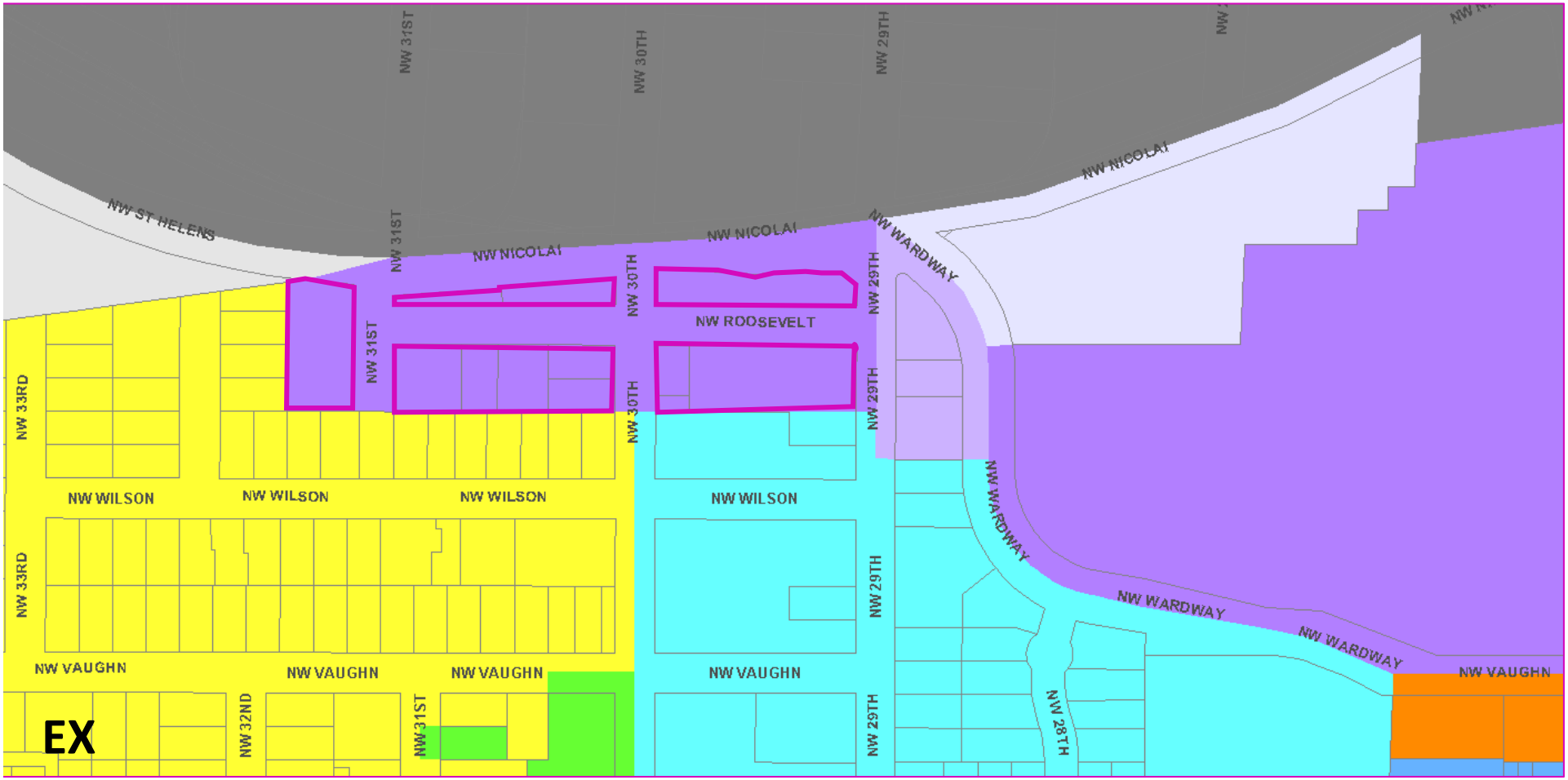
820-830 NW 18th Ave



801 NE 21st Ave

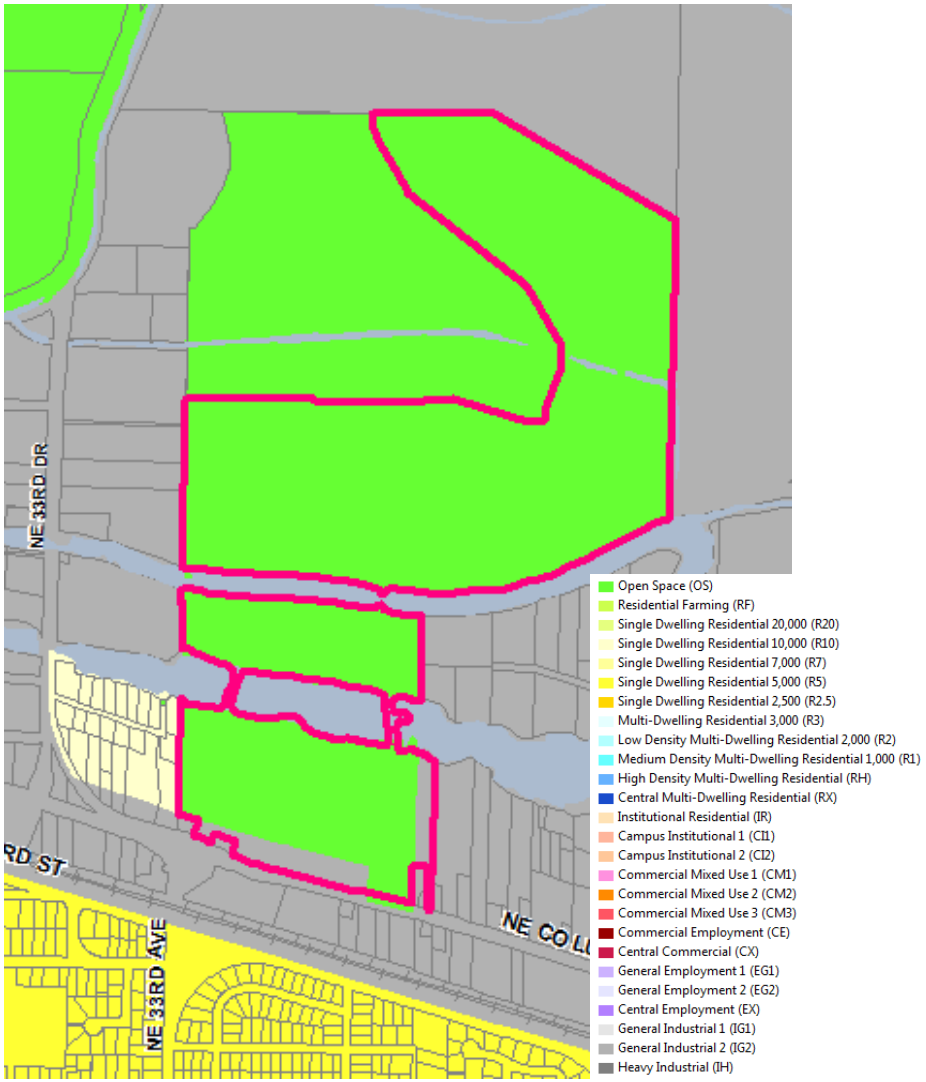
Ord. 188177, Vol. 2.5, page 12345

Group B, 2a*: NW 29th & Roosevelt

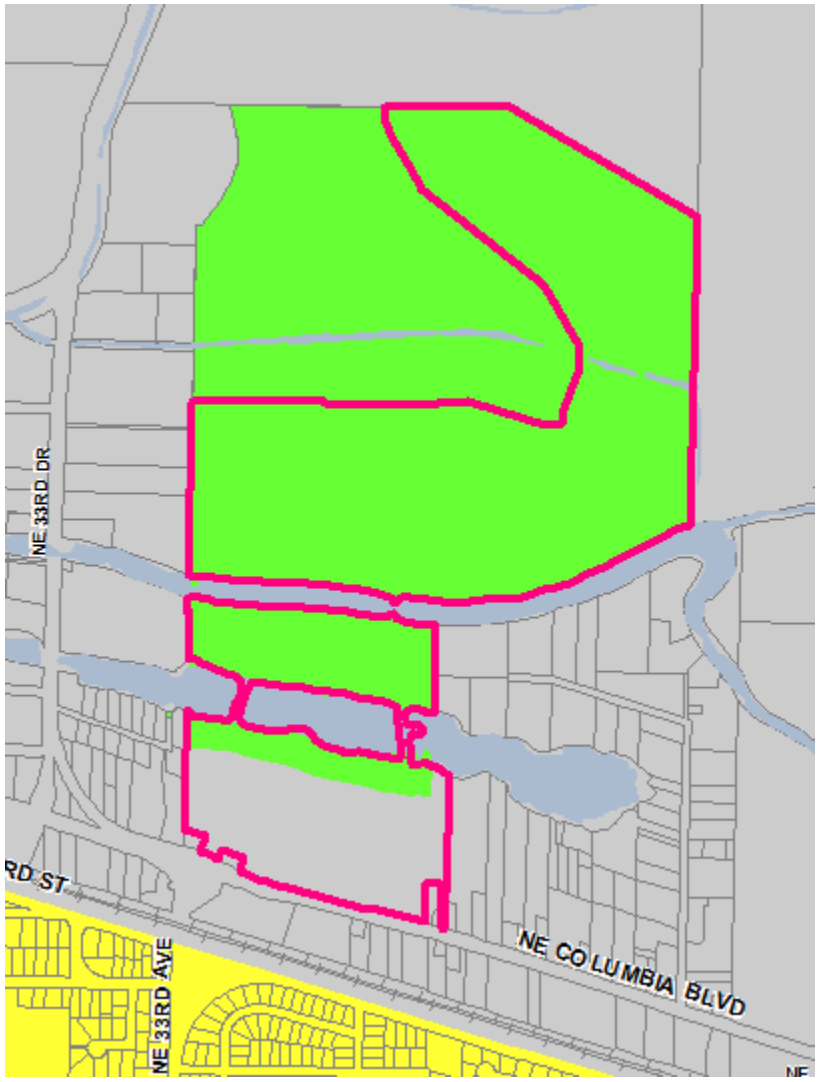


Ord. 188177, Vol. 2.5, page 12346

Group B, 2b*: Broadmoor Golf Course



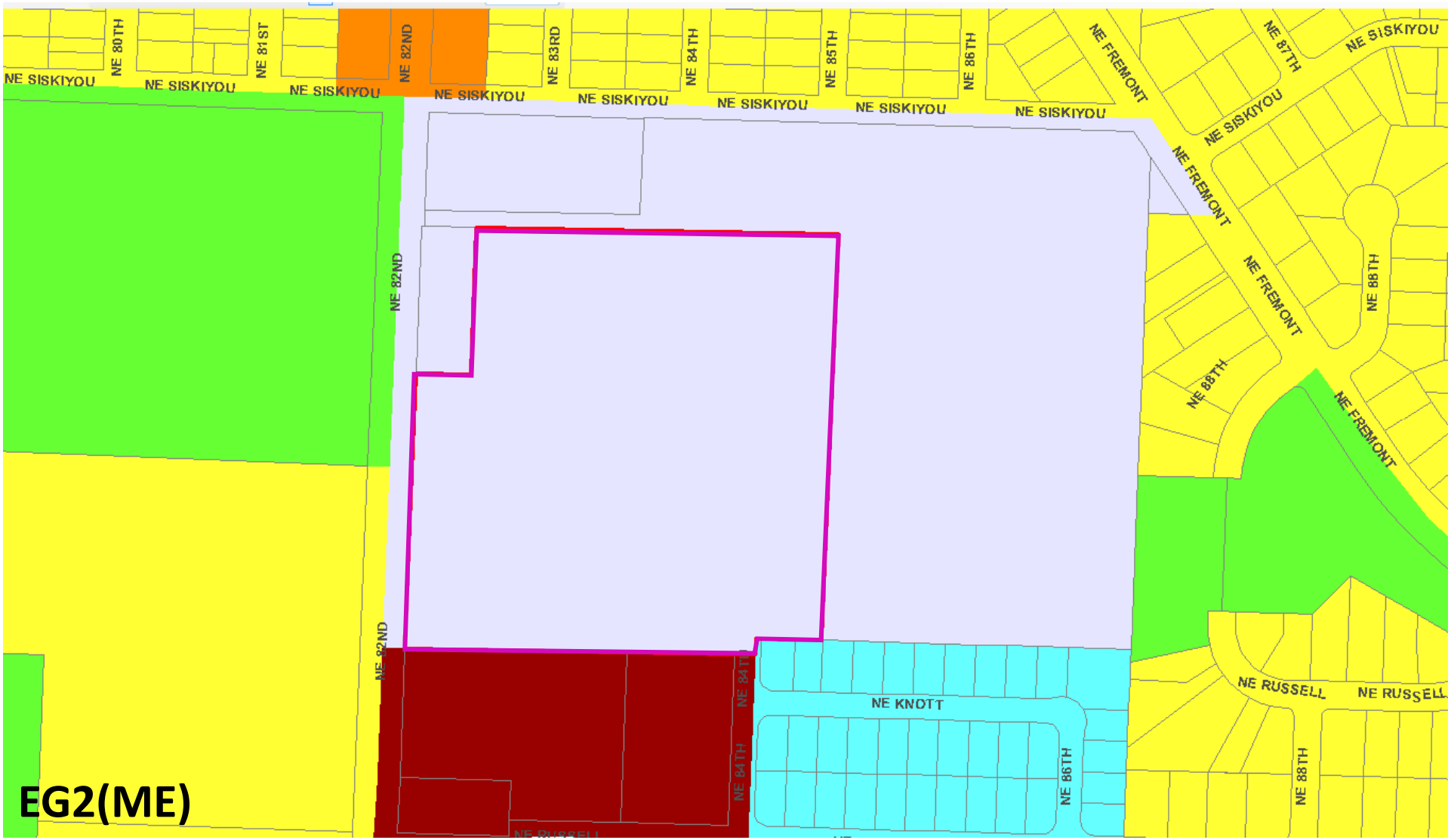
Composite Map Zoning



Adopted Comprehensive Plan Map

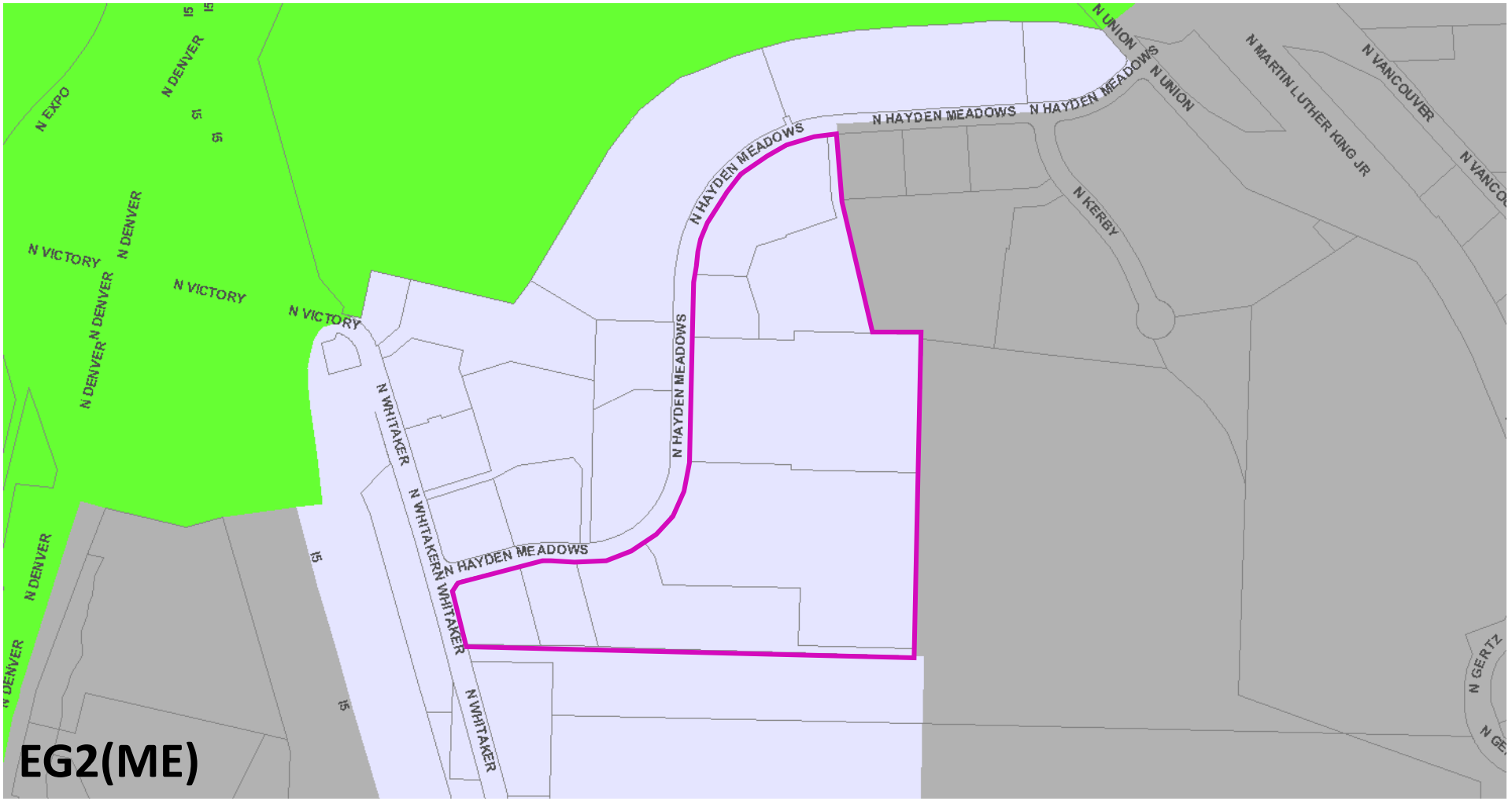
Ord. 188177, Vol. 2.5, page 12347

Group B, 3a*: 2800 NE 82nd Ave



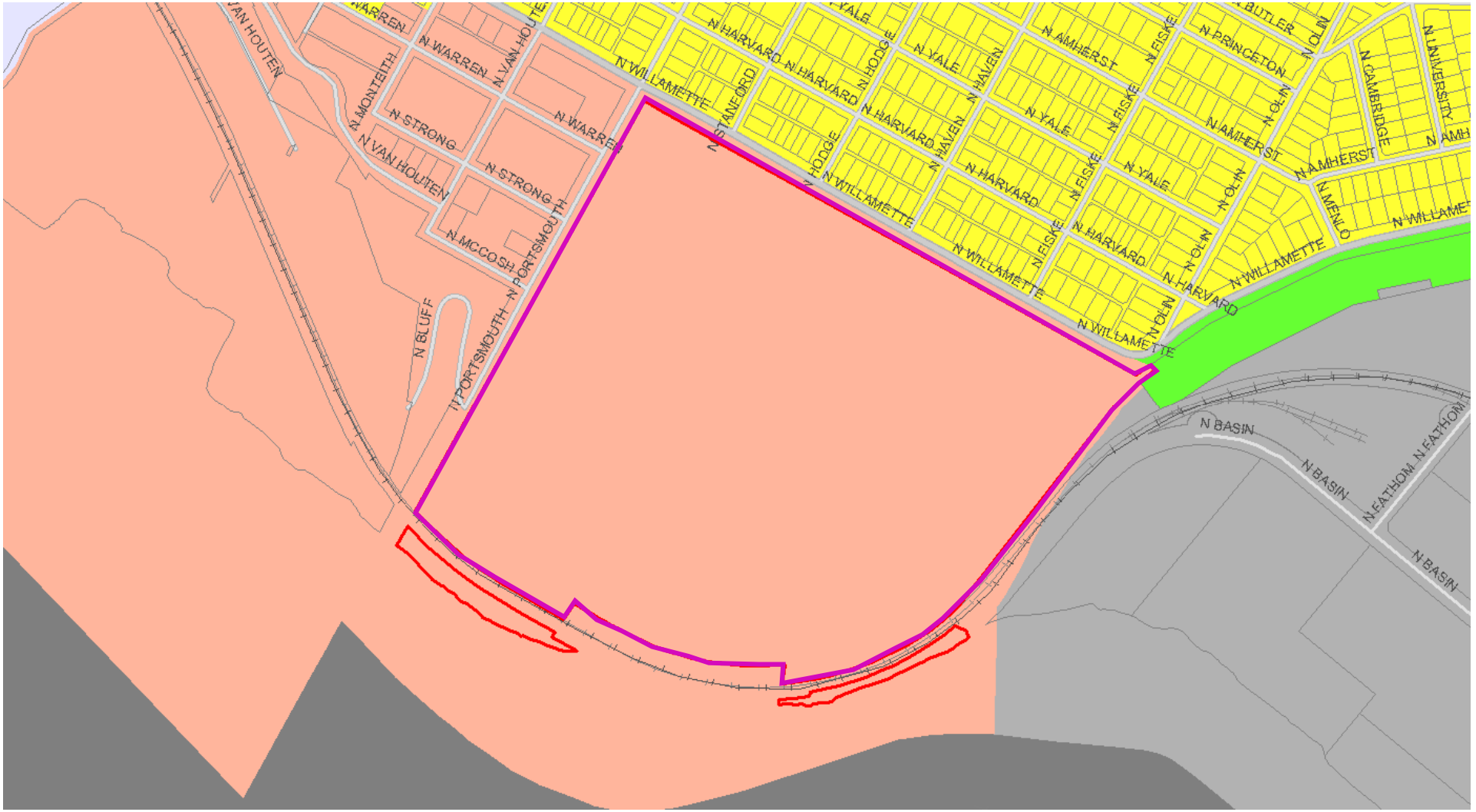
Ord. 188177, Vol. 2.5, page 12348

Group B, 3b*: Hayden Meadows Shopping Center



Ord. 188177, Vol. 2.5, page 12349

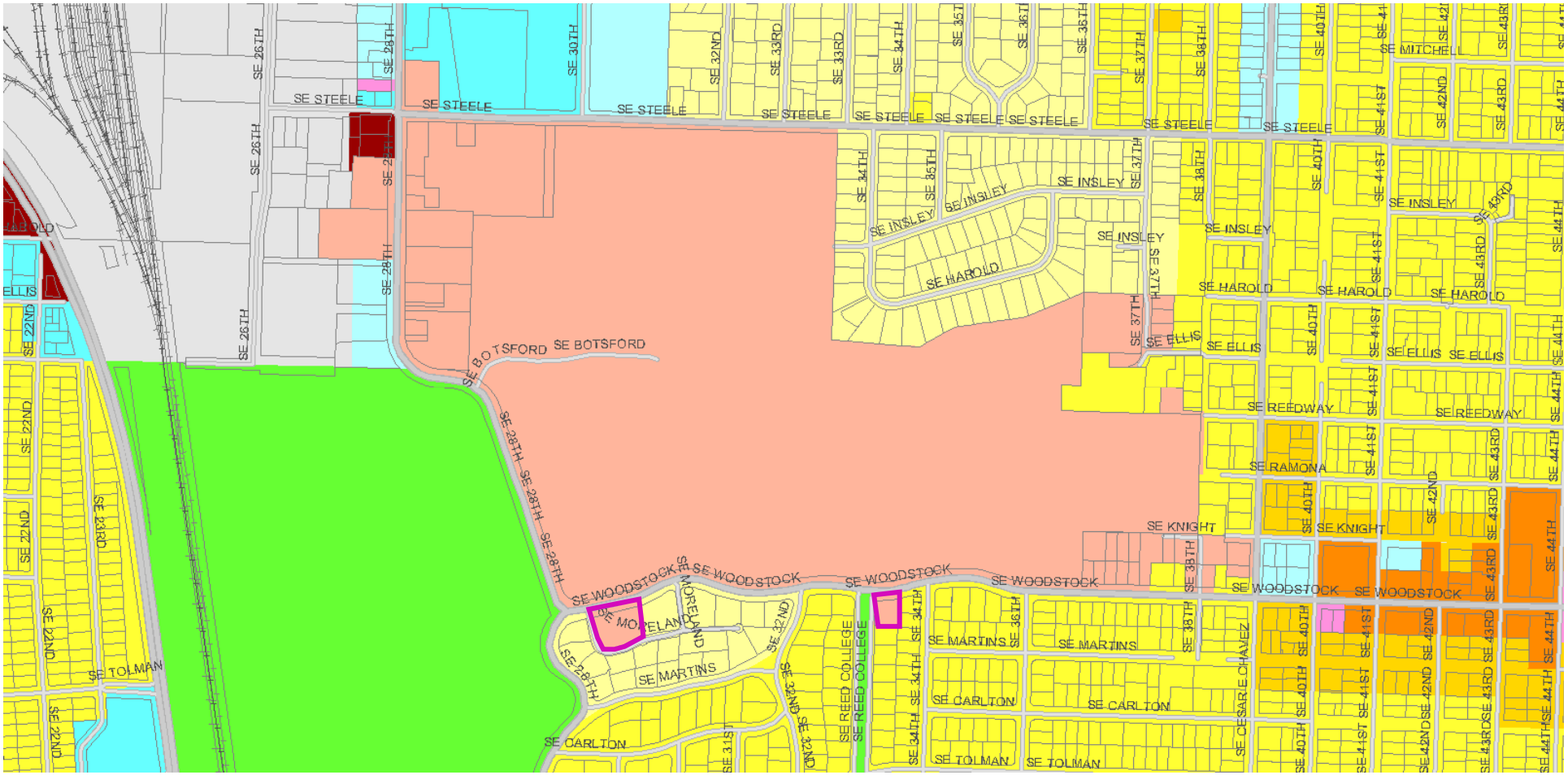
Group B, 4a: University of Portland



CI1(IC)

Ord. 188177, Vol. 2.5, page 12350

Group B, 4b: Reed College properties south of SE Woodstock

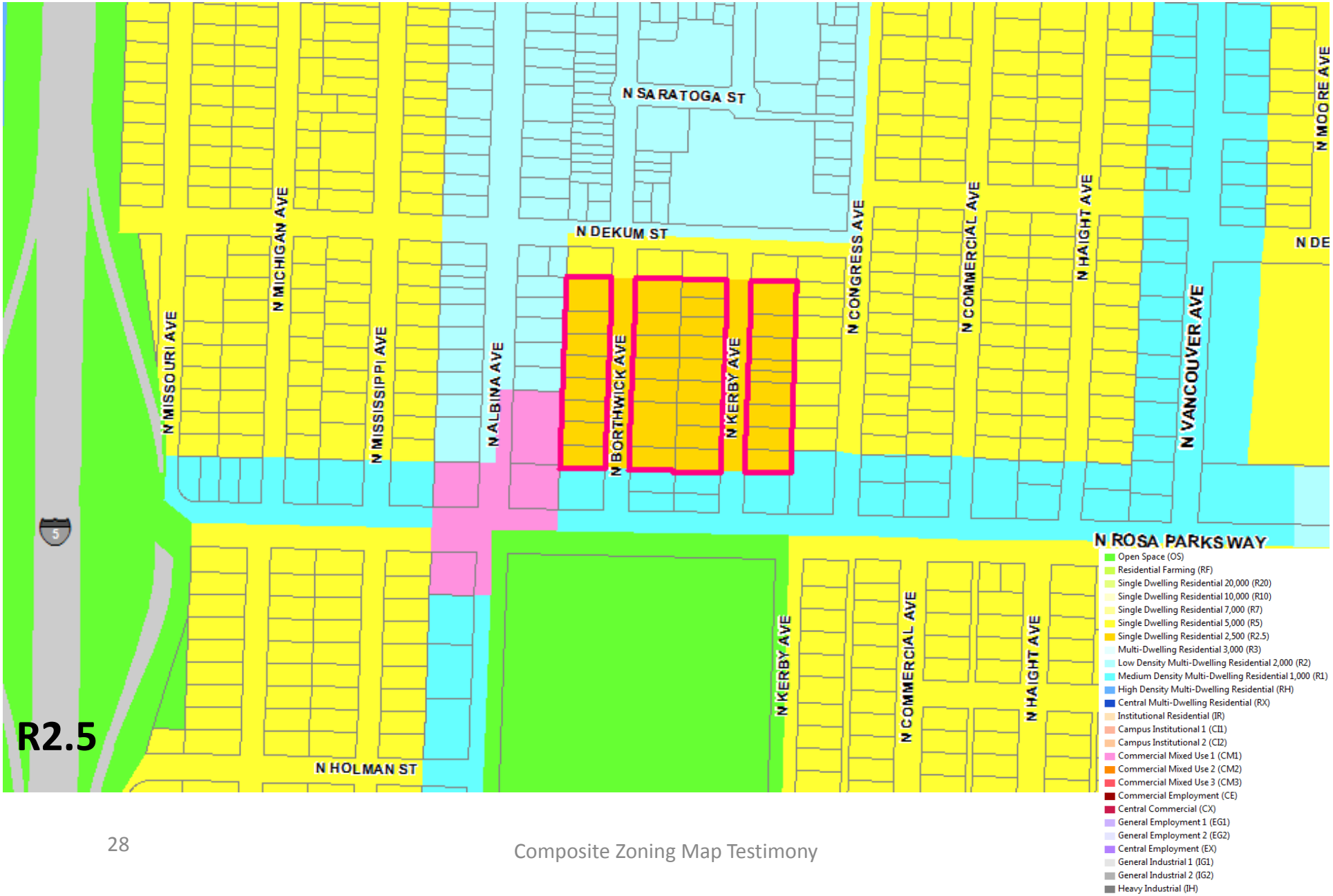


CI1(IC)

Ord. 188177, Vol. 2.5, page 12351

Group C:
Residential Zoning Map Changes

Group C, 1a: Piedmont Zoning Review Area



Ord. 188177, Vol. 2.5, page 12353

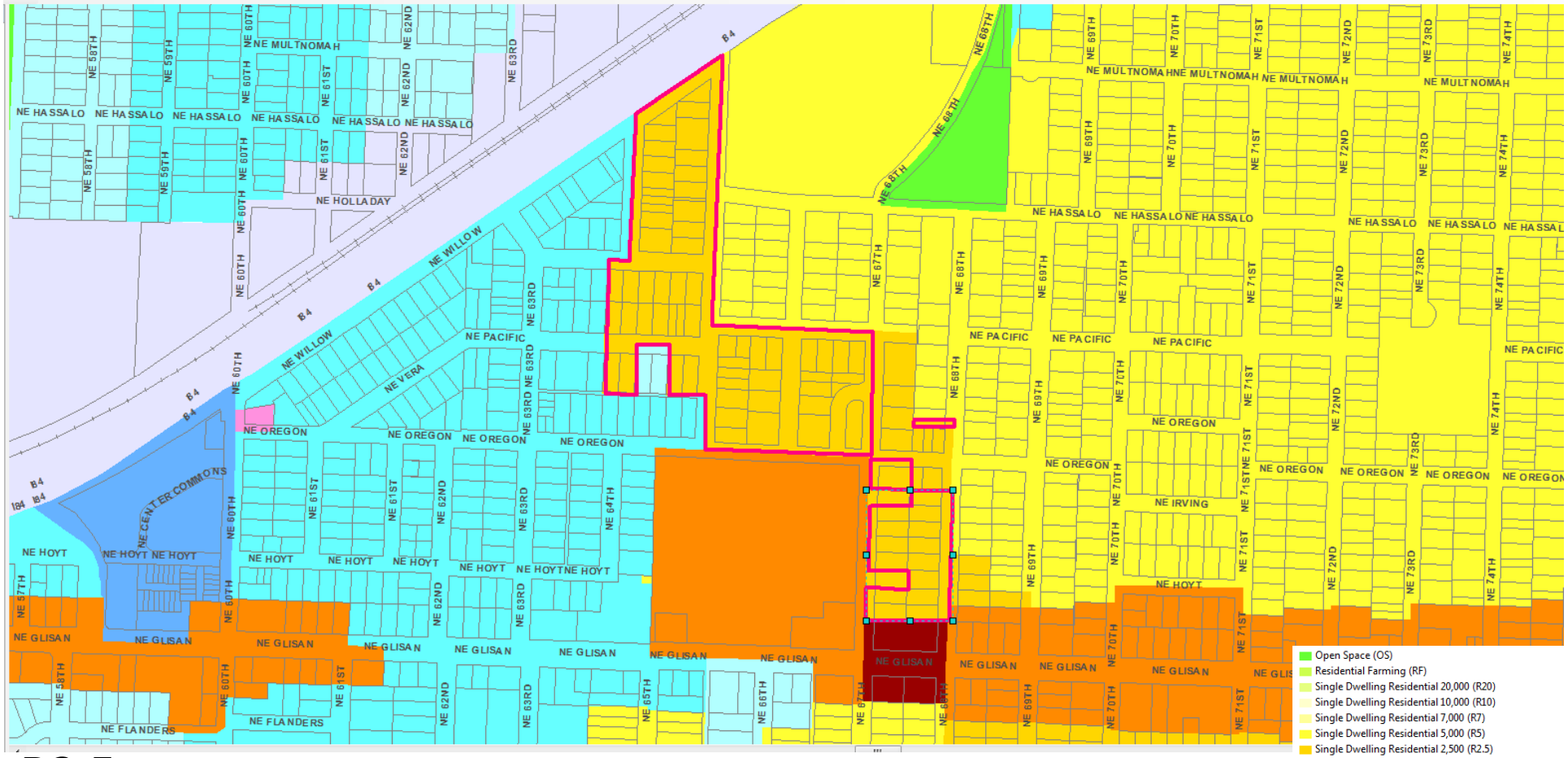
Group C, 1b: Richmond Zoning Review Area



R2.5

Ord. 188177, Vol. 2.5, page 12354

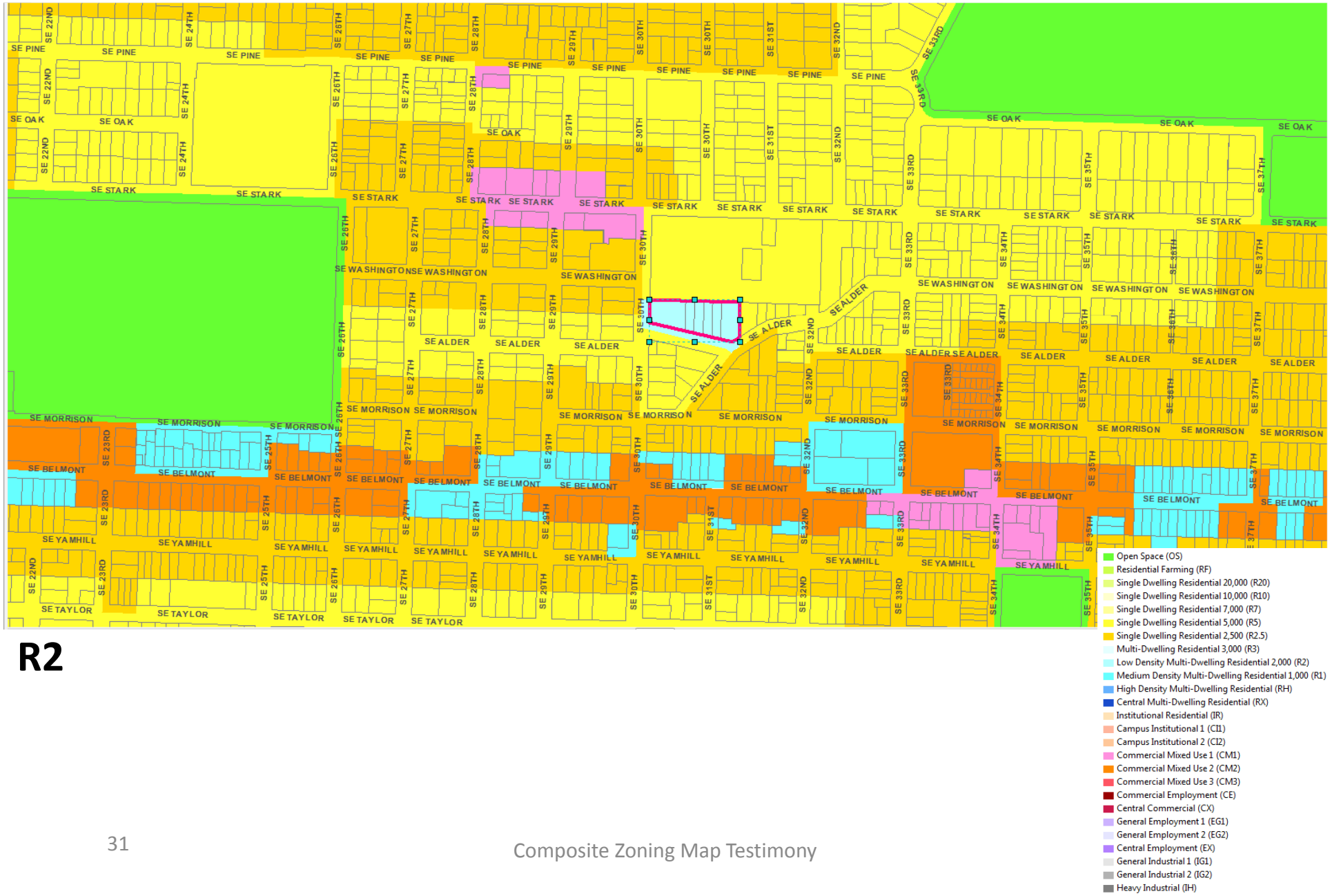
Group C, 1c*: North Tabor Zoning Review Area R5(R2.5)



R2.5

Ord. 188177, Vol. 2.5, page 12355

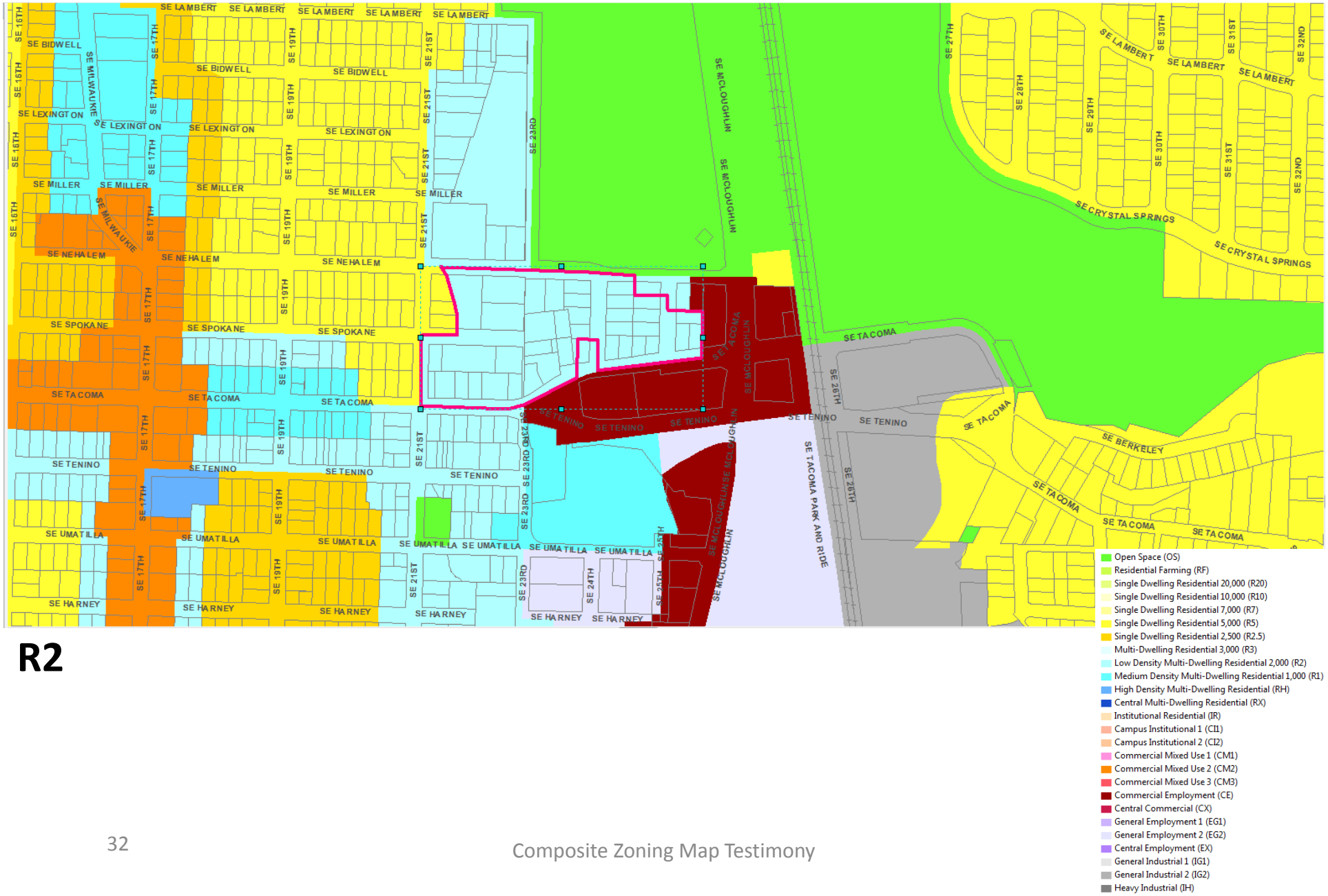
Group C, 2a*: 3120 SE Stark, and 3027, 3033, 3039, 3051, 3059 SE Alder



R2

Ord. 188177, Vol. 2.5, page 12356

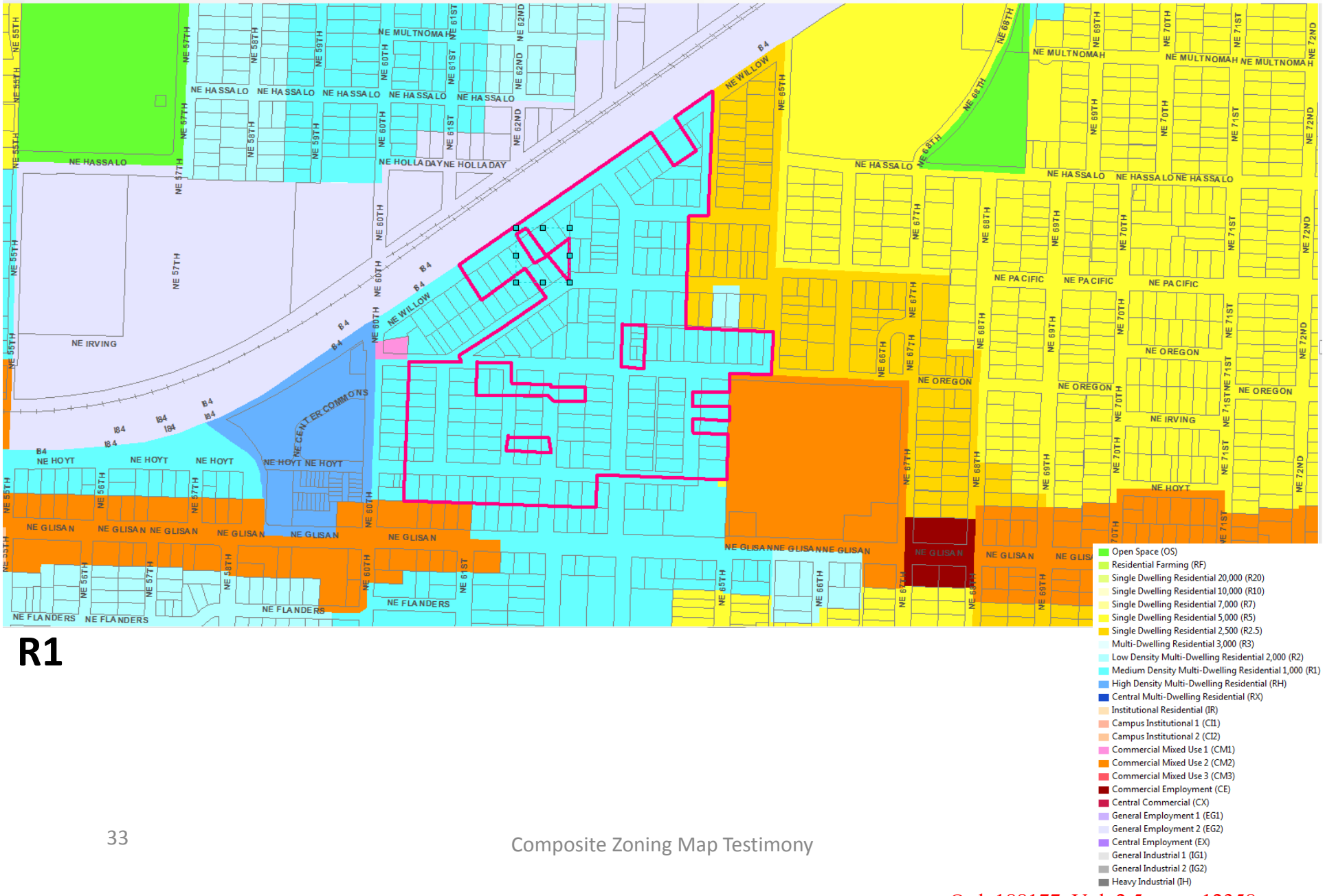
Group C, 2b: Sellwood-Moreland, north of Tacoma, east of 21st



R2

Ord. 188177, Vol. 2.5, page 12357

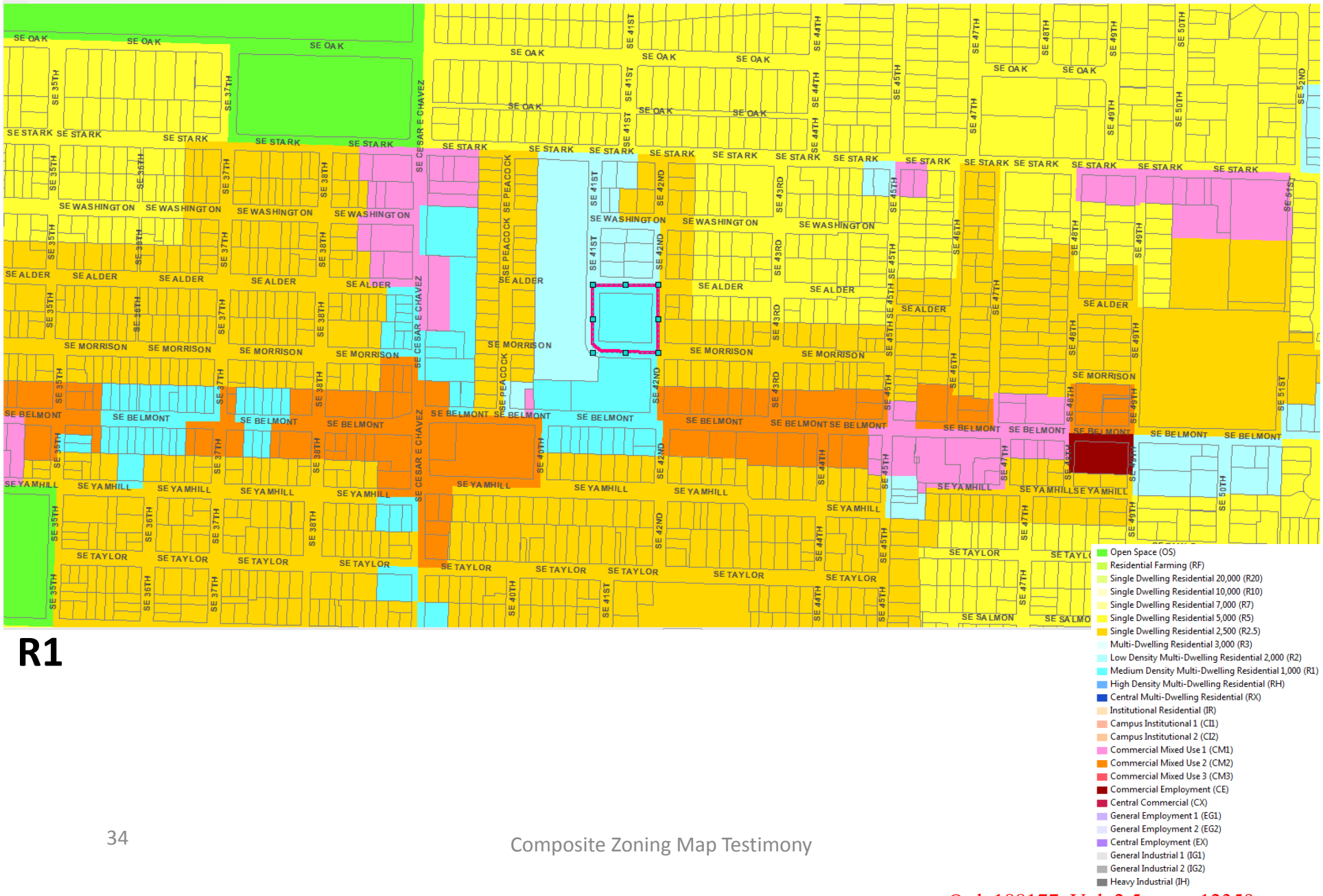
Group C, 3a*: North Tabor Zoning Review Area R5(R1)



R1

Ord. 188177, Vol. 2.5, page 12358

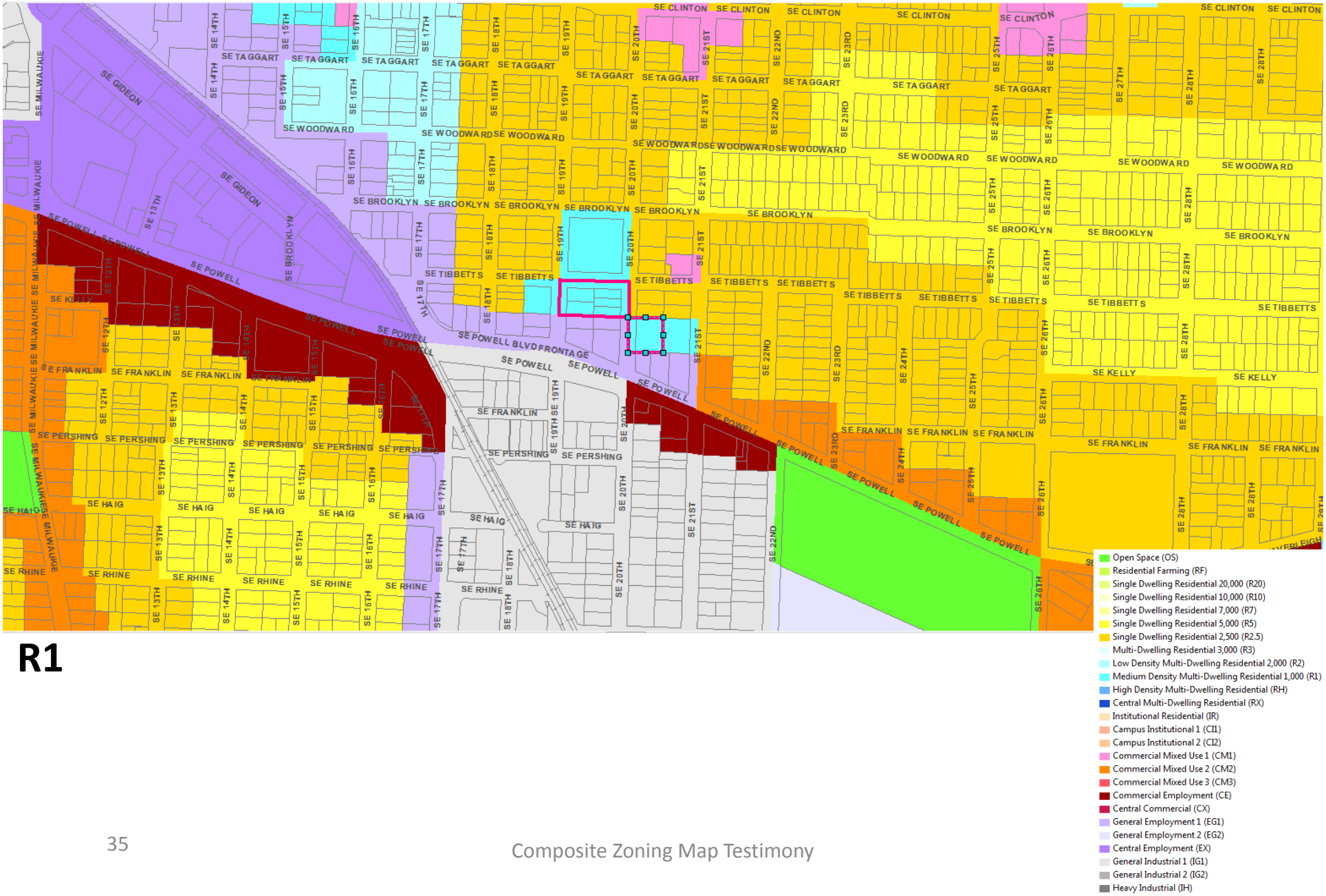
Group C, 4a*: 4109-4119 SE Morrison



R1

Ord. 188177, Vol. 2.5, page 12359

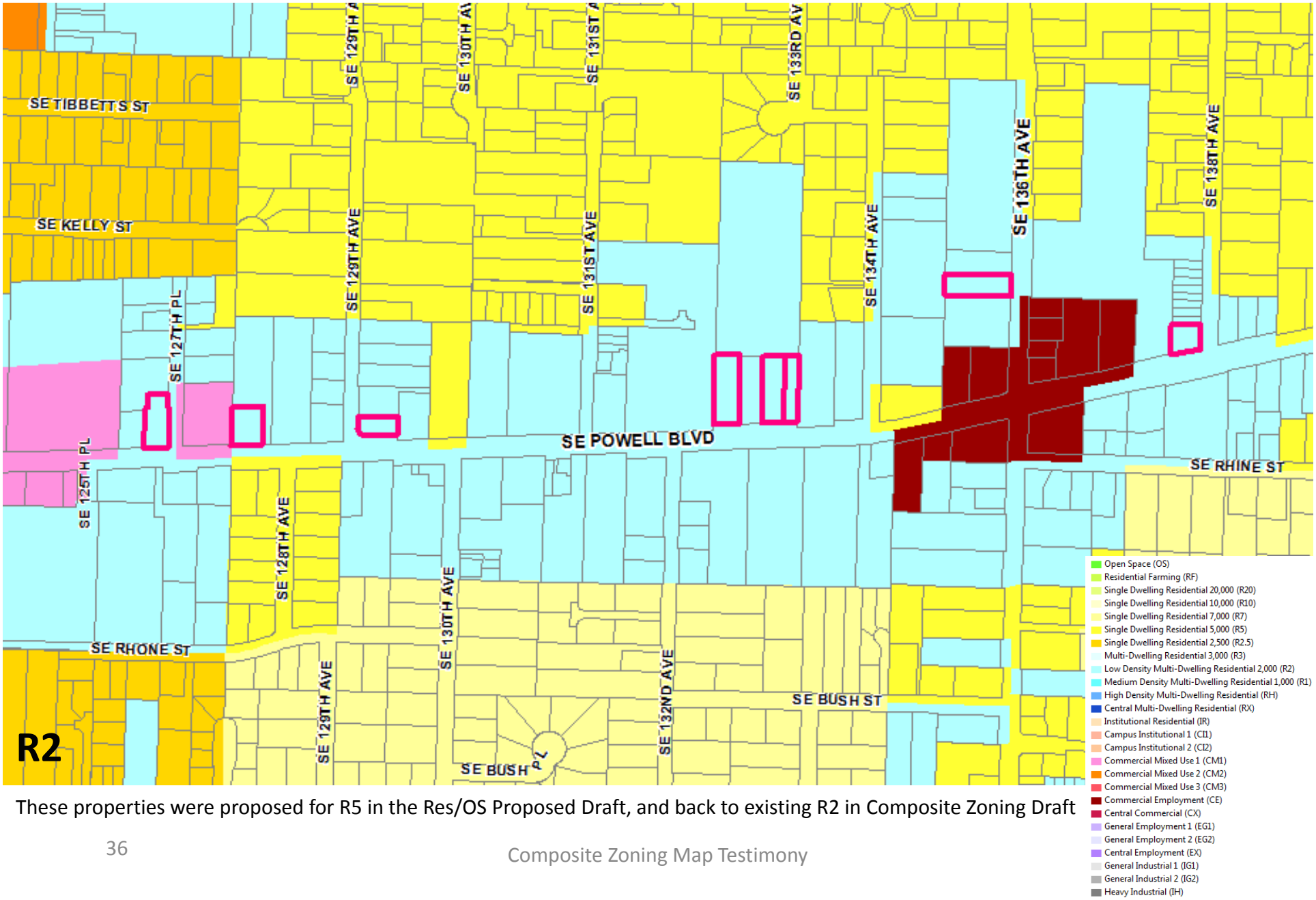
Group C, 4b: Hosford-Abernethy Zoning Review Area



R1

Ord. 188177, Vol. 2.5, page 12360

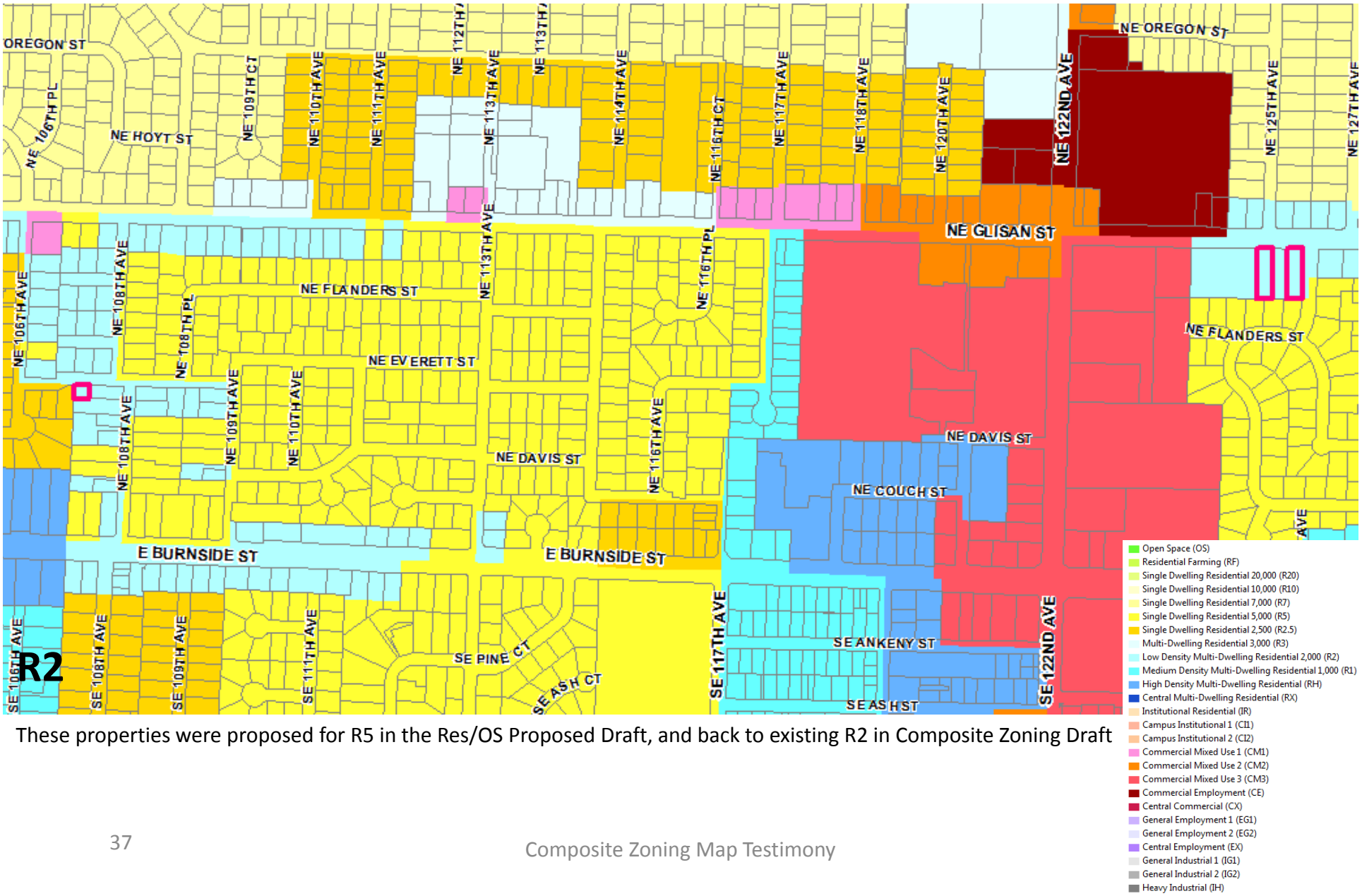
Group C, 5a*: David Douglas School District Downzones (along SE Powell)—*pg 1 of 2*



These properties were proposed for R5 in the Res/OS Proposed Draft, and back to existing R2 in Composite Zoning Draft

Ord. 188177, Vol. 2.5, page 12361

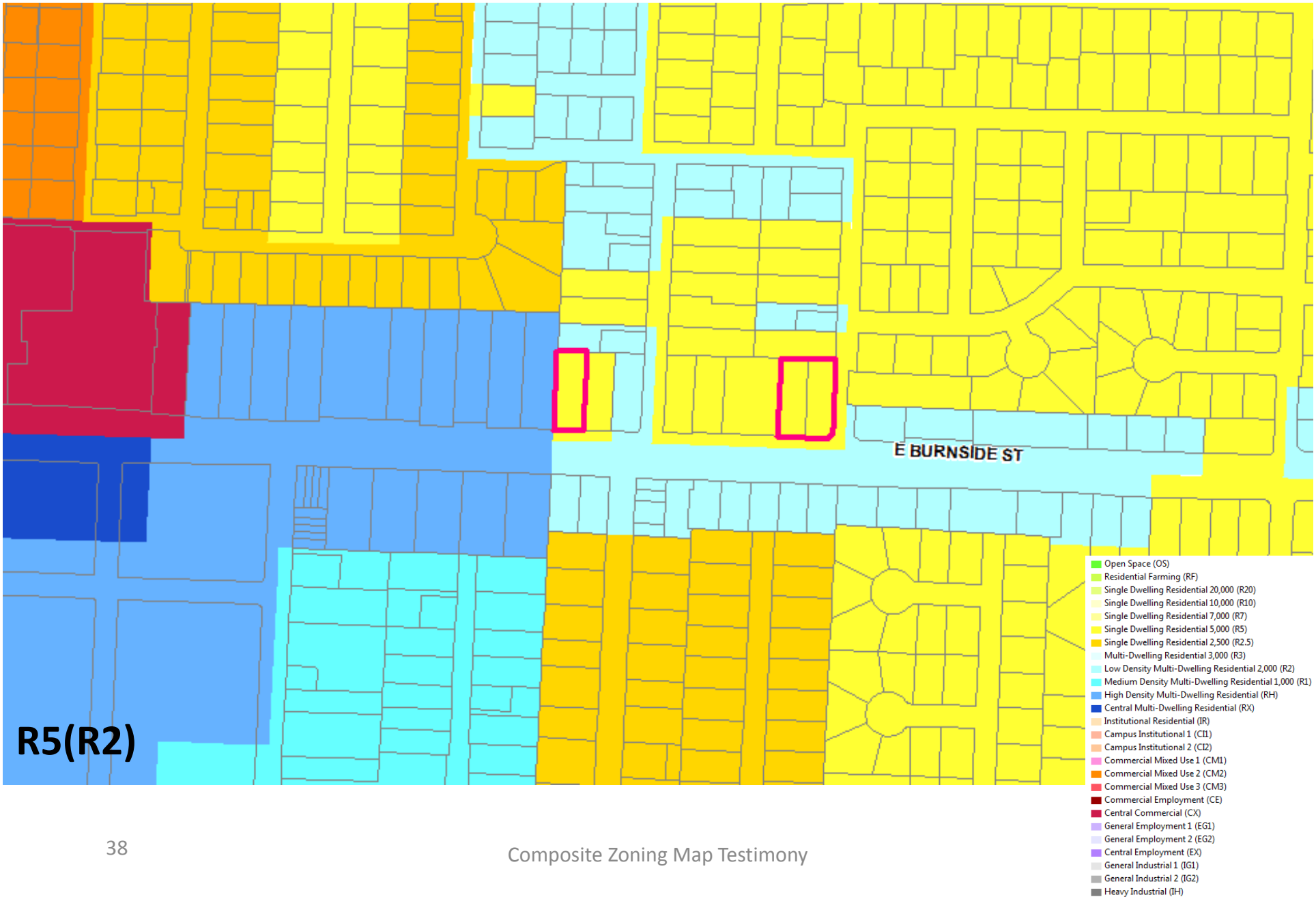
Group C, 5a*: David Douglas School District Downzones (near NE Glisan)—*pg 2 of 2*



These properties were proposed for R5 in the Res/OS Proposed Draft, and back to existing R2 in Composite Zoning Draft

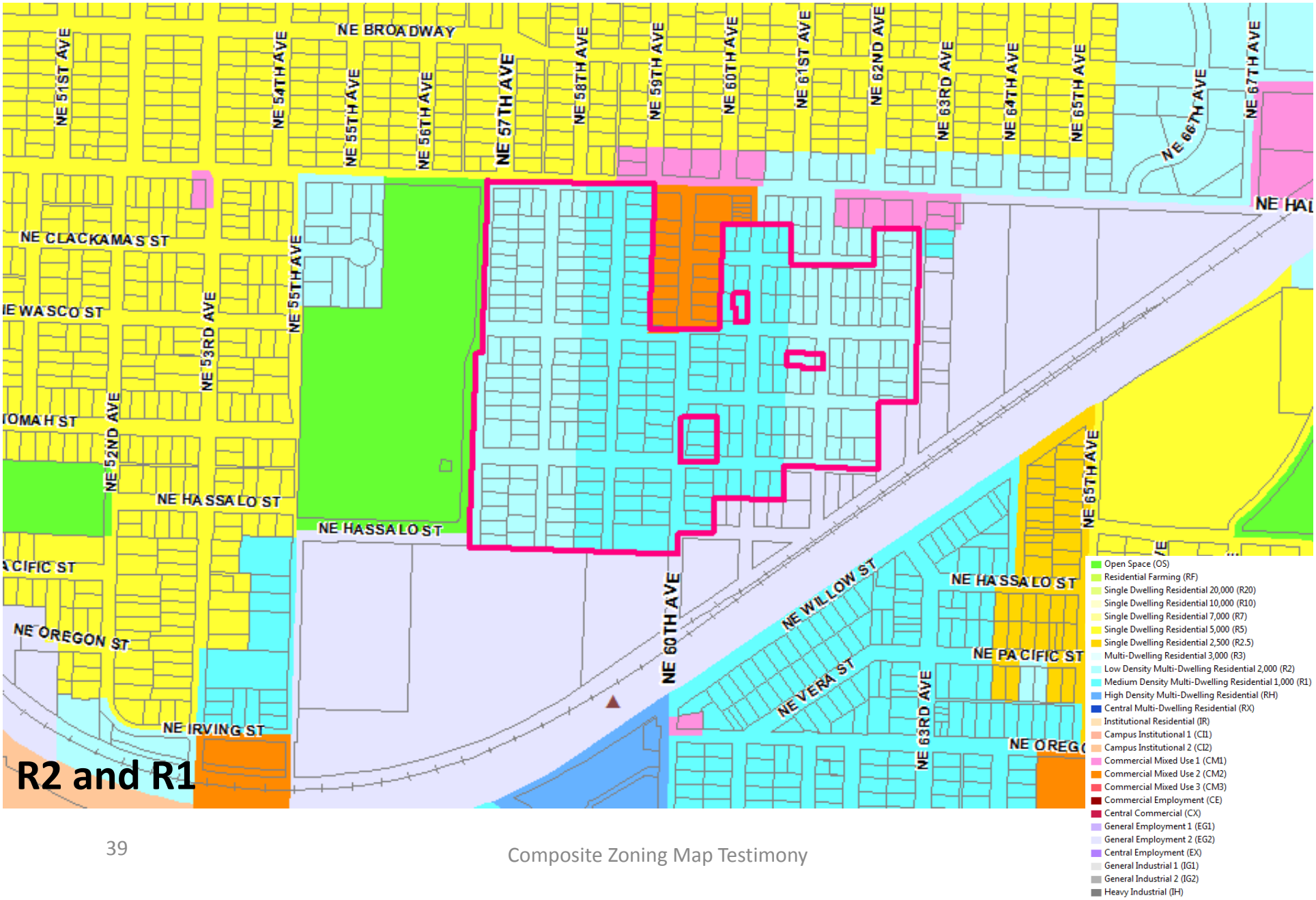
Ord. 188177, Vol. 2.5, page 12362

Group C, 5b: 10703 & 10861 E Burnside, and 9 NE 109th



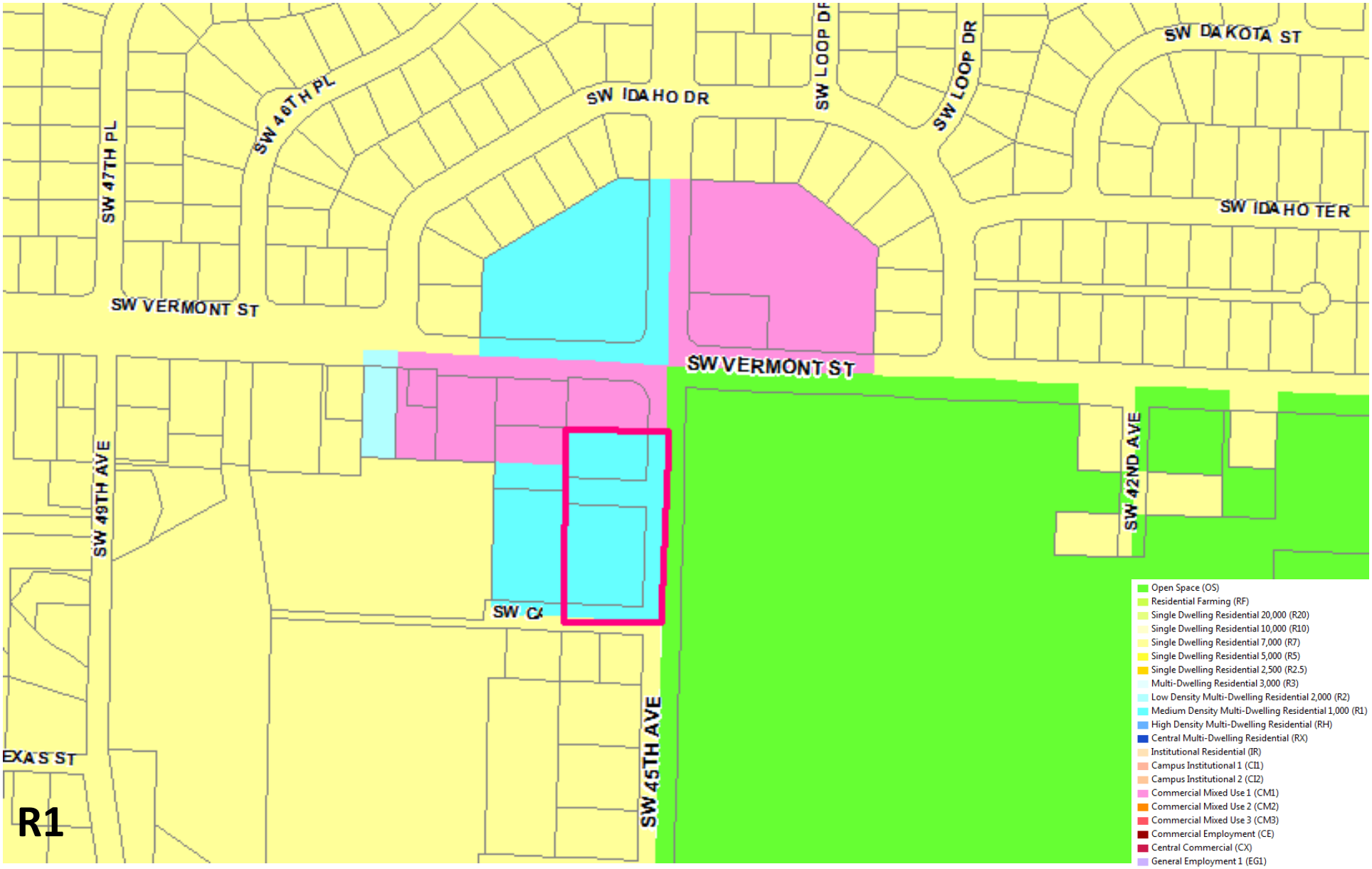
Ord. 188177, Vol. 2.5, page 12363

Group C, 6a: Rose City Park 60th Ave Zoning Review Area



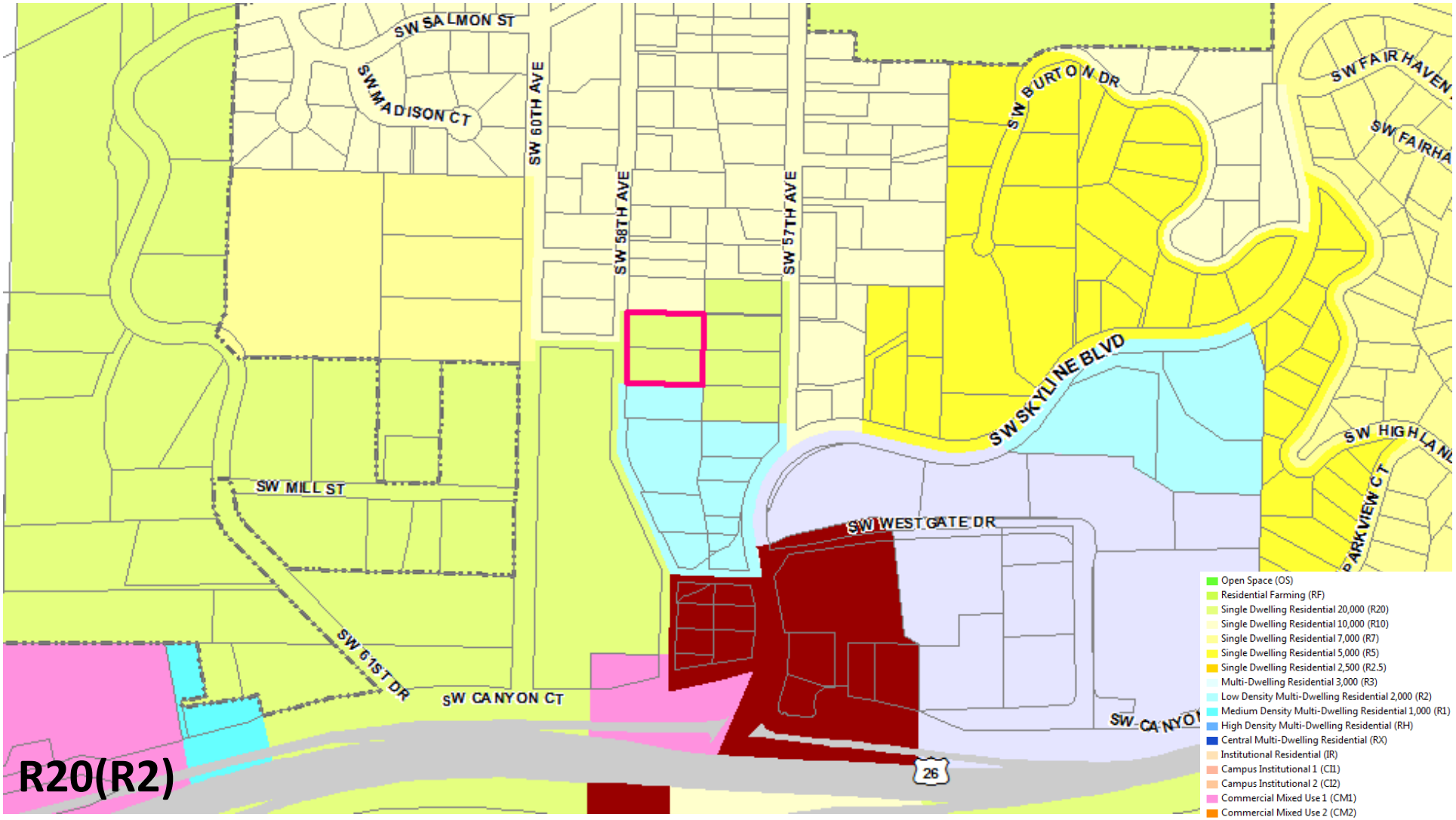
Ord. 188177, Vol. 2.5, page 12364

Group C, 7a: 6737 & 6825 SW 45th Ave



Ord. 188177, Vol. 2.5, page 12365

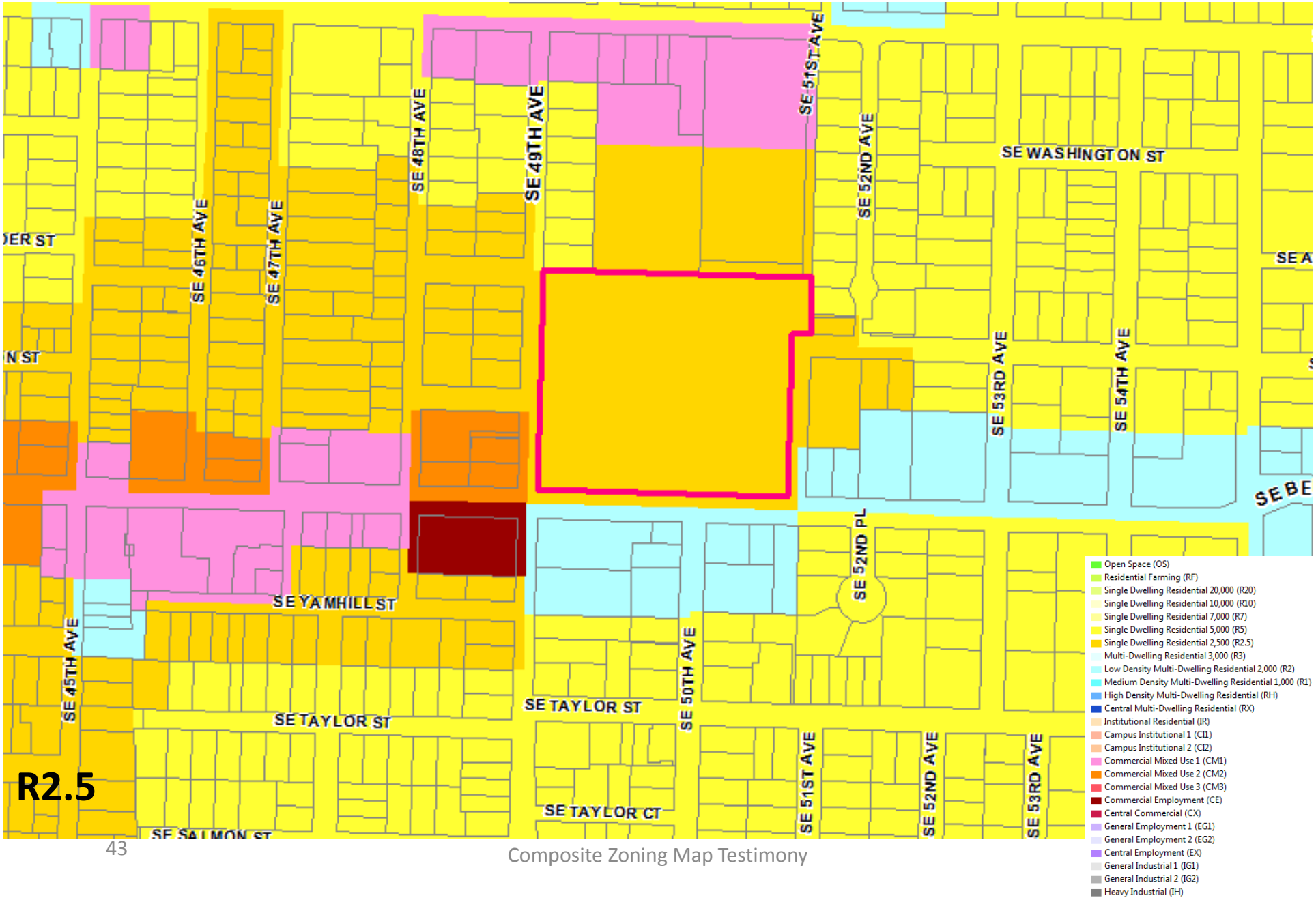
Group C, 7b: 1434 & 1512 SW 58th Ave



Ord. 188177, Vol. 2.5, page 12366

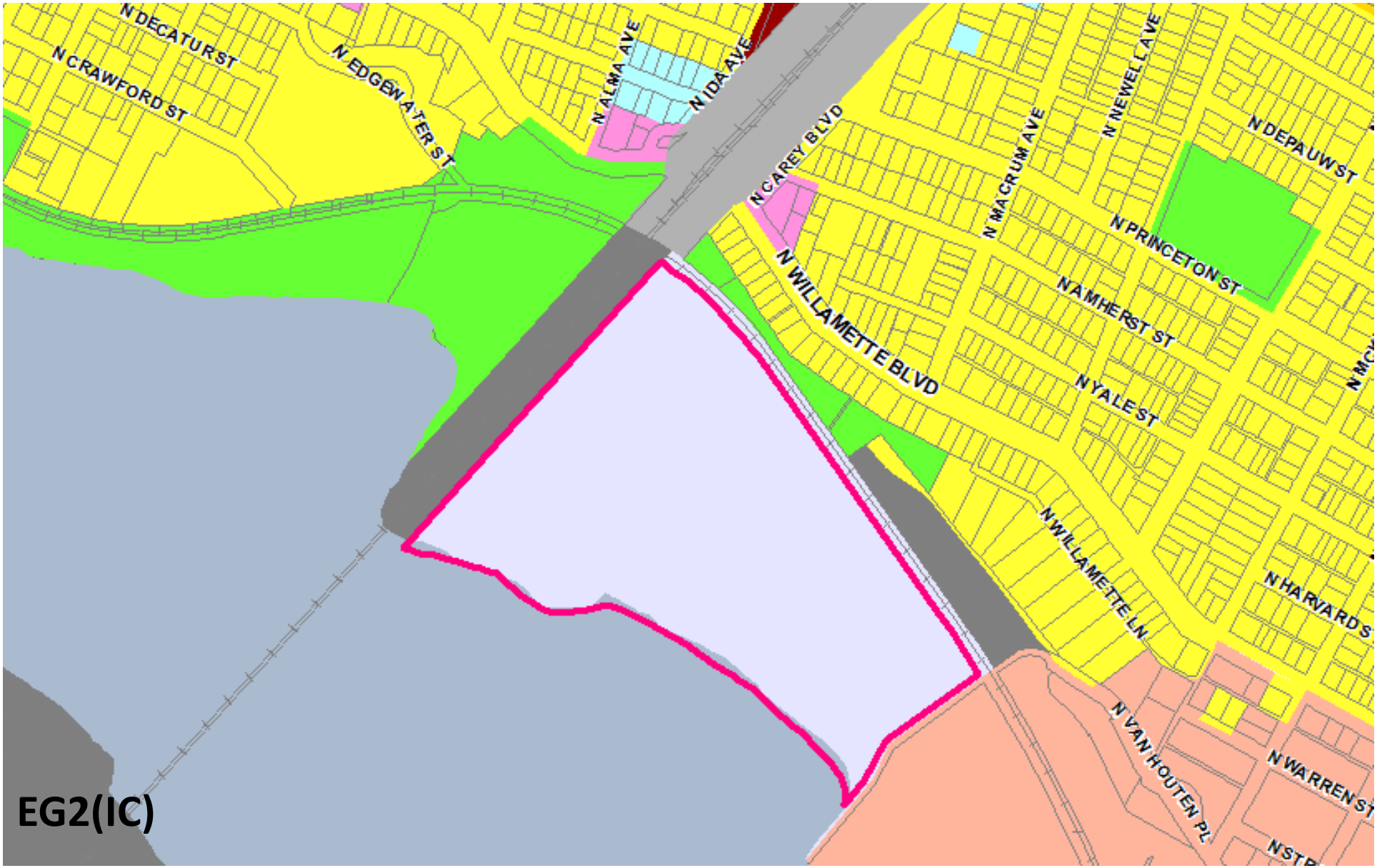
Group D:
Testimony requesting a change to an Open Space Zone

Group D, 1a*: Glencoe Elementary



Ord. 188177, Vol. 2.5, page 12368

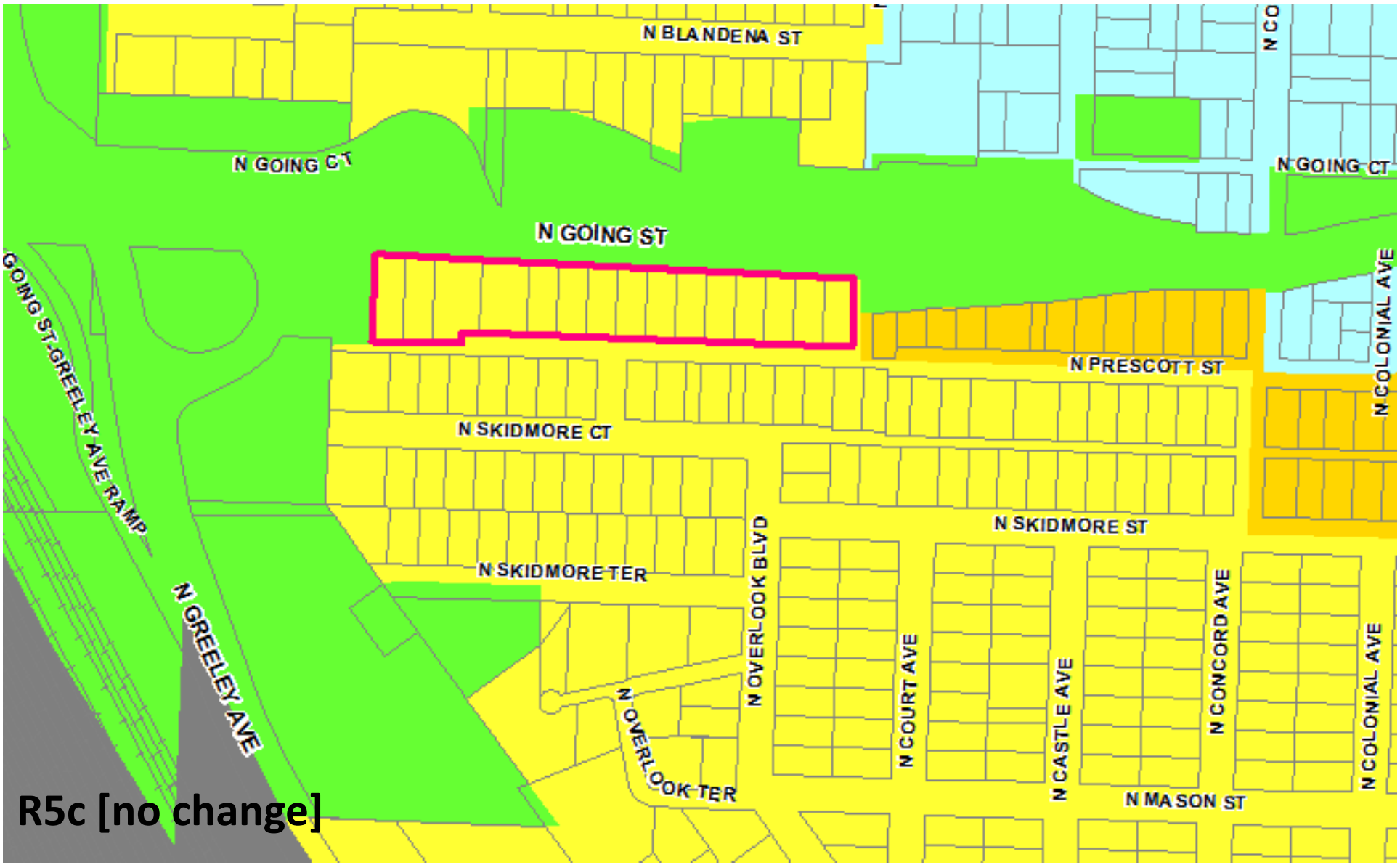
Group D, 1b*: McCormick & Baxter site



Ord. 188177, Vol. 2.5, page 12369

Group E:
Miscellaneous Overlay Requests

Group E, 1a*: N Going & N Skidmore



Ord. 188177, Vol. 2.5, page 12371

Campus Institutional TDM Proposal













Planning and Sustainability Commission briefing
August 2, 2016

TSP Update
Stage 2

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Presentation Outline

- Background
  - Proposed new CI zones
  - Related changes in land use review requirements

- Changes in Proposed TDM Policy

Proposed New CI Zone

BPS has developed two new base zones

- Campus Institutional 1 & 2
- Grant land use entitlements
- Eliminate the CUMP/IMP requirement

Overall development requirements are simplified or removed

- Eliminates required Type 3 Review process
- Allowable FAR in base zone equals or exceeds current approvals
- Approved height and setback allowances are included in base zone
- In many cases, eliminates Design Review
- Simplifies small improvements/modernizations with minimal added trips

Ord. 188177, Vol. 2.5, page 12374

Proposed New CI Zone

By comparison, transportation requirements are only marginally changed.

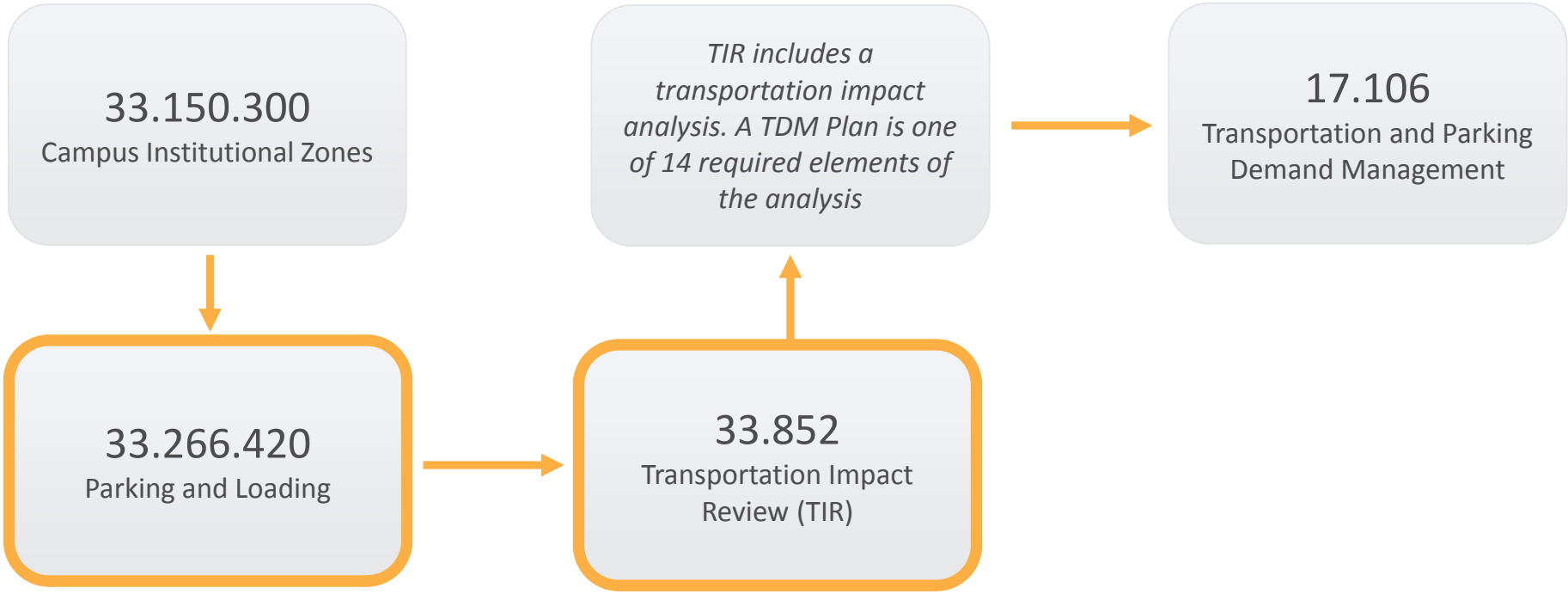
Transportation Impact Review (TIR) required

- 3- to 10-year transportation impact analysis & TDM Plan
- Outcome is tied to Performance Targets in the TSP

Primary Changes for Transportation

- Type II approval, rather than Type III
- Provides option of TDM / multimodal strategies as mitigations
- Specific tie to Performance Targets

Related Code Sections



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Trigger for TDM Plan

33.266.420 – Colleges and Medical Centers in CI zones must have an approved Transportation Impact Review for any development that:

- Increases net building area by more than 20,000 square feet

OR

- Increases the number of parking spaces by more than 4

Current regulations: 1,500 sf or 5 parking spaces triggers a CUMP amendment

Transportation Impact Review

33.852.105 – TIR consists of a transportation impact analysis, of which mitigation measures and TDM elements are part.

- A TIR application must include potential development for 3 years, and may include development for 10 years
- An approved TIR is in effect until all anticipated development has been completed, to a maximum of 10 years
- TDM elements may be used as mitigation in addition to or in lieu of physical improvements

Other stakeholder issues

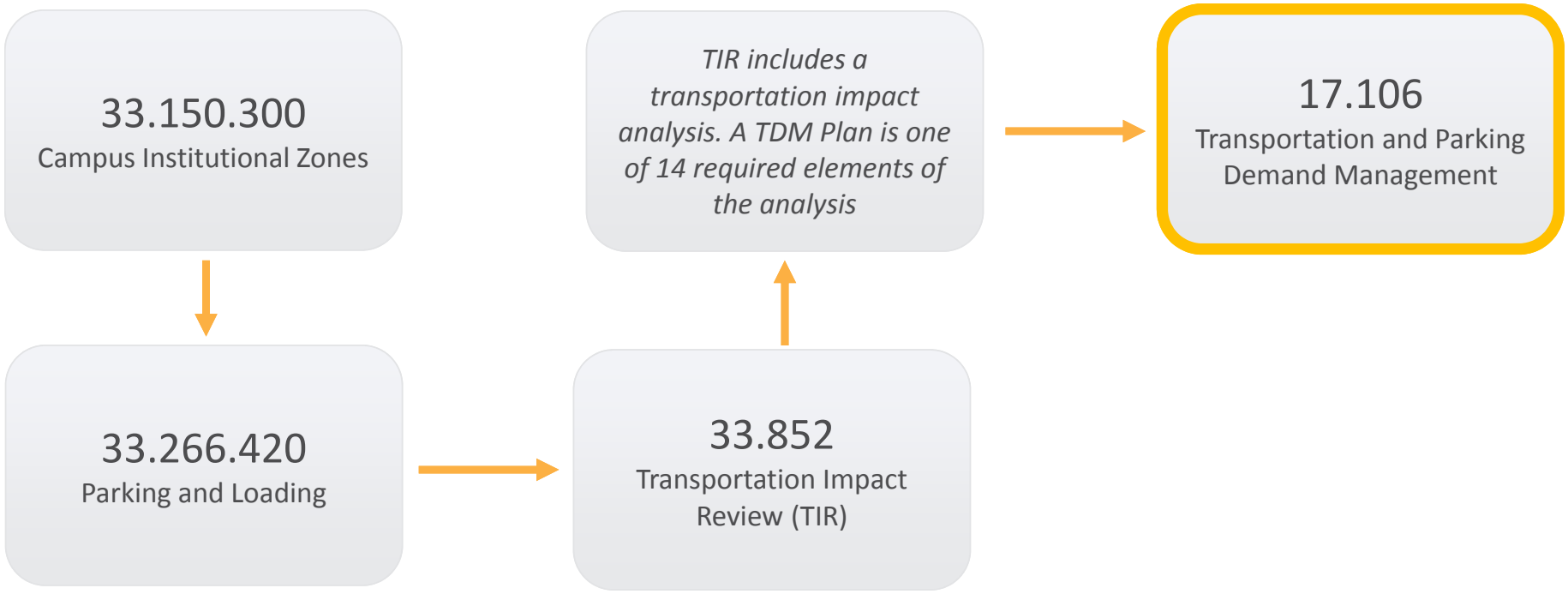
Trigger for TDM Plan Review is in Title 33:

- Not intended for each 20,000 sf or 4 spaces
- Once triggered, the TIR is for 3 to 10 years of development

Patient Parking at Hospitals

- Hospitals TDM plans are aimed at employees and people doing business with hospitals; not patients and their visitors

Changes in Title 17



Stakeholder & Community Engagement

Group Meetings

- February 4
- February 24
- March 18
- June 7
- July 7
- July 27

Plus meetings & calls with specific neighborhood or stakeholder reps

Common Themes

Issues & Concerns

- Evaluation of TDM plans should be “clear and objective”
- Existing (successful) TDM plans should be the starting point for any updates
- Performance targets should reflect unique needs and circumstances
- TDM requirements should allow flexibility in how the goals are reached
- Specific strategies (i.e., parking pricing) should not be mandated

Objectives

- Clarify the requirements in Code
- Improve predictability and objectivity of TDM plan evaluation
- Improve effectiveness of TDM to help accommodate growth

Changes to Proposed TDM Policy

Title 17 structure

- Combined MUZ and CIZ TDM requirements into 17.106

Correction

- Approval authority: Remove language referencing PBOT approval; PBOT recommends to the Bureau of Development Services (~~17.106.030~~)

Clarifications

- Performance Targets: Adopted by the City Council in the Transportation System Plan
- Interim Performance Targets: Calculated using a straight-line method
- Enforcement: Failure to achieve the mode split targets is not subject to enforcement
- Baseline Plan: Clarify that approved TDM Plans are the baseline for plan updates & evaluation

Changes to Proposed TDM Policy

Additions Title 17.106

- Alternate Performance Targets: Provides option for "individualized" targets (17.106.020)
  - Availability / viability of optional modes
  - Current TDM strategies
  - Unique travel characteristics and needs
  - Best / current practice in Portland or elsewhere

- TDM Plan Evaluation: provide guidance for technical review (17.106.020)
  - Compliance with neighborhood engagement requirements
  - Compliance with Commute Mode Survey reporting requirements
  - Mode split trend relative to Performance Targets
  - Overall TDM plan includes a combination of most effective TDM strategies

Questions
&
Discussion

PBOT
PORTLAND BUREAU OF TRANSPORTATION

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MEMO

DATE: August 1, 2016

TO: Planning and Sustainability Commission

FROM: Barry Manning, Project Manager

CC: Susan Anderson, Joe Zehnder, Eric Engstrom, Bill Cunningham, BPS

SUBJECT: Mixed Use Zones Project — PSC Work Session #5

At the Planning and Sustainability Commission meeting on August 2, 2016 the Commission will hold a fifth work session on the Mixed Use Zones Project (MUZ). Note that we will discuss Topic 9: Zoning Map Amendments Requests on August 9.

Topics for the August 2 work session:

- **Topic 6.2: CE zoning building orientation and development standards (2).**

- **Topic 7: Code Issues – Additional issues raised in testimony and/or identified by PSC, Design Commission, Historic Landmarks Commission, BDS, and BPS.** Staff intends to develop code language and return to PSC with proposed approaches to each of the listed items per the staff recommendation, unless items are identified by PSC for further discussion or consideration. Staff asks that Commissioners identify any other items in Topic 7 they would like to discuss further. Note that staff has updated recommendations on items 7.1.E, 7.1.F, 7.1.G, and 7.5.A – see pages 5, 6, and 9.

- **Topic 10: Design Overlay Zone – Recap the proposal for design overlay zone expansion, and consider the requests to apply the Design Overlay zone in Sellwood.**

The following pages outline the specific topics for PSC consideration.

Topic 6.2 Development Standards Discussion
The standards for the CE zone are intended to result in both auto-accommodating and pedestrian friendly development. They allow for generous parking areas, drive thru facilities and uses that are auto-oriented. They also call for buildings to be oriented to the street and provide ground floor windows and entrances.

To better accommodate some large-scale retail uses, the threshold for use of alternative maximum building setbacks was reduced from 100,000 SF to 60,000 SF. This standard allows primary buildings to be set behind parking when smaller, secondary buildings are located in front of the parking along public sidewalks.

Many retailers testified that these standards are still too difficult and/or costly to meet for many tenants such as large-format grocers, national retailers, or national restaurant chains. They also may create nonconformity for users which adds cost and uncertainty in the development process.

6.2 Development Standards — Staff Recommendations

	Recommendation	Comment
A	Retain building orientation standards in CE zones.	The proposed development standards continue to promote buildings that are near the sidewalk so that they are easily accessible by transit users and pedestrians. They also allow parking areas to the side and rear of buildings. For large sites, the proposed standards increase flexibility by allowing parking in front of buildings. Also in the proposed CE zone, building orientation is less rigorous than in the existing CG zone when sites are located at two transit streets. Recent national retail developments such as Wal-Mart, Safeway, and Walgreens, as well as local retailers such as New Seasons demonstrate that it is possible for national firms and large format retailers to conform closely to Portland building orientation standards. **Staff recommends:** Retain the proposed building orientation standards in CE zones.
B	Retain proposed alternative setback size threshold of 60,000.	Large scale uses that are unable to or choose not to conform to the base zone development standards may pursue adjustments or the alternative setback approach. To add flexibility, the threshold for use of alternative setbacks has been reduced by 40% from 100,000 SF to 60,000 SF. **Staff recommends:** Retain proposed alternative setback size threshold of 60,000.

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6.2 Development Standards — Alternatives/Options

	Option	Comment
C	Change setback allowances in the CE zone.	PSC received testimony requesting that maximum setbacks in the CE zone be dropped and that no maximum setback standard be applied so parking areas can more easily be allowed in front of buildings. **Staff recommends: Do not change the proposed code.**
D	Reduce ground floor window requirements in the CE zone.	PSC received testimony requesting an exemption to the requirement for retail uses to have ground floor windows where the interior is used for truck loading, storage, refrigeration or mechanical equipment. The proposed code provides sufficient flexibility to accommodate these needs. The code requires less window coverage on secondary street frontages. It also allows display windows or public art to substitute for views into interior spaces. Finally, it does not require windows for building walls more than 20' from street frontages (accommodating truck loading areas). **Staff recommends: Do not change the proposed code.**
E	Eliminate transit street main entrance requirements in the CE zone.	PSC received testimony requesting that main entrances to building not be required along transit streets. **Staff recommends: Do not change the proposed code.**
F	Revise alternative setback size threshold for large retailers to 40,000 or 45,000 SF.	PSC received testimony requesting a reduced threshold for utilization of the Alternative maximum building setback for large retailers (33.130.215.E). Buildings in the 40,000+ SF size range have proven an ability to meet or adapt to the current setback standards and may not need this alternative. **Staff recommends: Do not change the proposed code.**

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Topic 7: Code Issues — Additional issues raised in testimony and/or identified by PSC, Design Commission, Historic Landmarks Commission, BDS, and BPS:

Topic 7 includes issues raised in testimony or raised by Design Commission, Landmarks Commission, Planning and Sustainability Commission, and BDS that have not been addressed elsewhere.

The following table summarizes all the parts of Topics 7.1 through 7.5. These were identified for discussion at the PSC work session on July 12, however they were not discussed due to lack of time.

Staff believes Topics 7.1.E, 7.1.F, and 7.5 warrant PSC discussion, so they will be on the upcoming PSC agenda. Staff asks that PSC Commissioners identify any other items in Topic 7 they would like to discuss further.

7.1 PSC and Public Testimony Issues

	Issue	Comment and Staff Recommendation
A	Required residential open area size.	Staff proposed 48 SF per unit. Research on other jurisdictions show a range of size requirements from zero to 100 SF per unit. For example, Chicago and San Francisco require 36 SF in higher density zones. Tacoma and Santa Monica require 100 SF. **Staff Recommends: Retain 48 SF requirement.**
B	10' setback on outer Civic Corridors.	Staff proposed a 10 foot building setback on Civic Corridors in Eastern and Western pattern areas. This is to address impacts of wide, high traffic volume streets, allow for enhanced pedestrian space and provide opportunity for a "green" edge. **Staff Recommends: Retain proposed 10-foot setback.**
C	LEED requirement in PD Bonus.	Staff recommended using an energy efficiency standard similar to LEED Gold for buildings using the Planned Development bonus. A specific standard or certification is not spelled out or required due to the fact that certification comes after construction. BPS will develop administrative rules for implementing this feature. **Staff Recommends: Retain the requirement for energy efficient buildings in the Planned Development bonus. Ask BPS to return to PSC with administrative rules for review when drafted.**
D	Sandy Boulevard step-down transitions.	The MUZ project proposes to create three plan districts to replace a main street overlay zone, because the standards that apply to affected areas vary, which is not the way overlay zones are applied. The step-down/transition standard was developed as part of a specific Hollywood and Sandy area planning effort. **Staff Recommends: Retain current standard.**

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E	Operating Hours in CM1; change threshold size (15,000 sf) and broaden surrounding R zones to MFR.	**SCHEDULED FOR ADDITIONAL DISCUSSION WITH PSC** PSC received testimony from Irvington neighborhood requesting that limitation on hours of operation for small CM1 zoned sites be extended to sites of 15,000 SF. Others requested the limitation be extended to all Residential zones. BDS expressed concern about code enforcement issues regarding hours of operation. **Staff Recommends: Staff will develop a new Commercial-Residential (CR) zone that can be applied to isolated commercial sites with small retail and office in the context of residentially zoned areas. This would be applied on sites that are currently zoned residential with nonconforming commercial uses; it could also be applied on other isolated commercial sites rather than CM1. The zone would allow small commercial uses, limit hours of operation for commercial uses, and limit the amount of residential that could be developed on site unless there is a commercial use on site. The height limit would be 30'; FAR of 1:1; no bonuses. If no commercial uses are present, maximum residential density would be 1 unit per 2500 SF of site area.**
F	Require Commercial uses in the CM1 zone.	**SCHEDULED FOR ADDITIONAL DISCUSSION WITH PSC** PSC received testimony from community groups and members requesting that specific sites in CM1 and nonconforming uses being rezoned to CM1 be required to have commercial uses (and limit residential). This approach would also support Comp Plan Policy 6.66 that calls for small commercial nodes in areas between centers to expand local access to goods and services. **Staff Recommends: Staff will develop a new Commercial-Residential (CR) zone that can be applied to isolated commercial sites with small retail and office in the context of residentially zoned areas. This would be applied on sites that are currently zoned residential with nonconforming commercial uses; it could also be applied on other isolated commercial sites rather than CM1. The zone would allow small commercial uses, limit hours of operation for commercial uses, and limit the amount of residential that could be developed on site unless there is a commercial use on site. The height limit would be 30'; FAR of 1:1; no bonuses. If no commercial uses are present, maximum residential density would be 1 unit per 2500 SF of site area.**

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G	Ground floor window height issue.	PSC received testimony from community members concerned about the placement, height and measurement of ground floor windows. **Staff Recommends: Revise code to address issues addressed in testimony, and incorporate changes to ensure windows relate to pedestrian viewing areas.**
H	Rooftop Mechanical and stairwell enclosures allowances	Concern raised that required step backs combined with open space requirements will make meeting the exceptions of 15' setbacks for stair enclosures in 33.130.210.D difficult to achieve. **Staff Recommends: Retain this existing code language pending further discussion with BDS; return to PSC for further discussion and with a revision if this is an issue.**
I	Auto-Accommodating Development (33.910)	There was a suggestion to re-label the section in 33.910 from "Auto-Accommodating Development" to "Auto-Oriented Development," and also amend references to it in other parts of the code. **Staff Recommends: Retain "Auto Accommodating." This term is used in the zoning code to describe uses, situations and developments that are designed for both vehicle and pedestrian access (limited setback from street, entrances close to sidewalk, windows etc.). Using "Auto-Oriented" suggests that pedestrian oriented features are less important.**

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7.2 Design Commission and Historic Landmarks Commission Issues

	Issue	Comment and Staff Recommendation
A	Ground Floor Windows – require 50% overall.	The Portland Design Commission recommended that the standard for Ground Floor Window coverage be increased from 40% to 50%, or an average of 50% for multiple facades. **Staff Recommends: retain the proposed standard.**
B	Limit Ground Floor Residential uses and require separate entrances for each ground-level residential unit.	The Portland Design Commission recommended that residential uses should not be allowed on a corridor unless they are live/work units, and that all ground floor units have an individual entrance. Portland has many miles of CM zoning. It may be difficult to require active uses or live/work in all situations. Although providing individual residential entries is an option for development, requiring individual entries may not be appropriate in all cases. **Staff Recommends: Retain the proposed standard.**
C	TDR radius – apply a two-mile radius standard.	The Portland Historic Landmarks Commission recommended that the radius for TDR be extended to two miles. **Staff Recommends: Revise the standard to two miles.**
D	Apply minimum FARs to all Commercial/Mixed Use Zones.	The Portland Design Commission recommended that minimum FARs be established for all Commercial/Mixed-Use zones. The MUZ project proposed minimum FAR in the Centers Main Street Overlay zone, where intense activity and development is desired. Because Commercial/Mixed-Use zones are applied citywide and in a number of development contexts, staff does not support applying minimum FARs more broadly. **Staff Recommends: Retain the proposed standard.**

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7.3 Urban Forestry Commission Issues

	Issue	Comment and Staff Recommendation
A.	Relationship between MUZ and Title 11, Trees.	The Urban Forestry Commission Chair expressed concerns about whether the Mixed Use Zones project goals for trees align with proposed future amendments to Title 11. **Staff Recommends: Staff will meet with the Urban Forestry Commission and staff to review and discuss the MUZ, and future proposed changes to Title 11.**

7.4 BDS Issues

Substantive issues raised by BDS that are not addressed in other topics are outlined in the table below.

	Issue	Comment and Staff Recommendation
A	Height measurement standards for Commercial/Mixed-Use zones.	BDS expressed concern about applying a new height measurement standard to C/MU zones, and different height measurement standards for other zones, including new standards that may be developed for the Residential Infill Project. **Staff Recommends: Staff will work with BDS and BPS staff to determine if a singular new approach may be used. Alternatively, retain the proposed approach, but relocate the standard to Chapter 33.930.**
B	Setback requirements for residential windows.	The building code currently requires windows to setback a minimum of 3-feet from property lines. Staff proposed a minimum setback of 5 feet as a way to address livability and access to light and air. **Staff Recommends: Retain the proposed 5-foot setback.**
C	Ground floor windows: clarify qualifying areas; add minimum 24" depth of display area; clarify parking structures; application on sloped sites.	PSC received testimony from BDS concerned about the measurement of ground floor windows in situations with sloped lots as well as other aspects of ground floor window requirements. **Staff Recommends: Staff will work with BDS to clarify code, including qualifying areas and depth of display. Some sites, such as sloped sites may require an adjustment.**

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D	Consider eliminating specific plan districts, or incorporate plan district provisions into base zone. Drop specific references to allowed and prohibited materials in plan districts.	The Sandy, Division, and Lombard Plan Districts were formerly part of a Main Street overlay zone. They were the result of specific area planning efforts. The overlay zone was broken into separate plan districts in keeping with current code practice. Where redundant with base zone, standards were dropped from plan districts; what remains is unique to the area. **Staff Recommends: Retain the plan districts. Staff will work with BDS to clarify the regulations of plan districts and make changes where appropriate to incorporate in or reference other codes.**

7.5 Bureau of Planning and Sustainability Issues

Substantive issues identified by BPS that are not addressed in other topics are outlined below.

	Issue	Comment and Staff Recommendation
A.	Agriculture uses.	**SCHEDULED FOR ADDITIONAL DISCUSSION WITH PSC** Agriculture is currently a CU in Commercial/Mixed Use zones. Agriculture is Allowed/Limited use in E/I zones. New state law allows marijuana grow operations; these are currently being permitted in the EX zone. Allowing/Limiting Agriculture use in CM3 will be consistent with existing EX code. Allowing Agriculture uses in CE with size with limits will relieve pressure on E/I zones to accommodate these facilities. **Staff Recommends: Revise code to allow Limited Agriculture use in CM3 and CE zone up to the size limits allowed for industrial uses: CM3: 1:1 FAR; CE: 40,000 SF.**

Topic 10: Design Overlay Zone — Recap the proposal for design overlay zone expansion, and consider the requests to apply the Design Overlay zone in Sellwood.

PSC received testimony from the Sellwood-Moreland Improvement League (SMILE) and many community members requesting the design overlay zone in the Sellwood neighborhood.

As part of MUZ, staff considered where design overlay zones were appropriate to apply. In Portland, design review has traditionally been required for areas where a special design character is specified and for zones which allow intense or large scale development. The Mixed Use Zones proposal continues this approach by extending the design overlay zone to areas designated as "Mixed Use – Urban Center" on the Comprehensive Plan map. This designation includes Town Centers and the most urban Neighborhood Centers and Corridors

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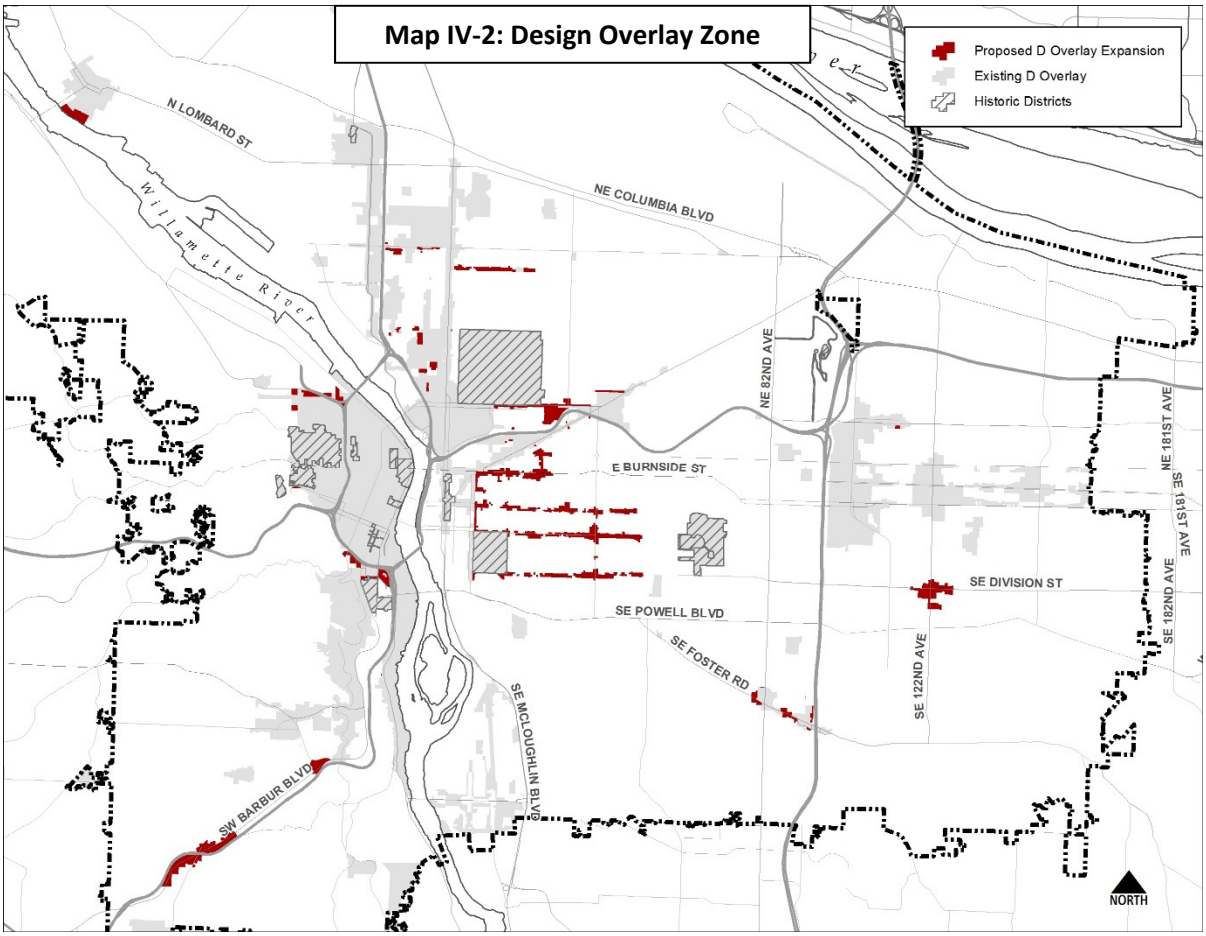
surrounding the Central City. These areas are expected to see the greatest amount of development and change, and warrant additional design oversight.

The Design Overlay Zone is currently applied to most of the area designated as Mixed Use - Urban Center. The zone will be retained where it is currently applied, and will be extended to areas where is currently not applied, including areas in inner Southeast Portland and other locations. Areas where the design overlay zone will be added are shown on Map IV-2: Design Overlay Zone (shown below, from the Proposed Draft). In addition, in keeping with current practice of applying the design overlay to zones that allow large scale or tall buildings, the design overlay zone will be applied to all sites zoned CM3, which replaces the CX and EX zones outside of central Portland.



Except where it is already applied as a result of previous studies and plans, the Design overlay zone was not applied in Neighborhood Centers or in other lower intensity locations within Portland, as they are not locations where larger-scale (5+ story; 55+ feet) buildings are anticipated or allowed. Sellwood is designated a Neighborhood Center in the Comprehensive

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Plan, and is not a place where the larger-scale development allowed in the Town Centers and other Mixed Use-Urban Center areas is expected.

The Sellwood neighborhood is experiencing new mixed use and multi dwelling development in Commercial/Mixed Use zone areas and does have a stock of older buildings of unique character that might benefit from aspects of design review. However, it is inconsistent to apply the design overlay in Sellwood at this time without a broader review of the need for design review tools in other neighborhood centers. Further, the Design Overlay Zone Assessment (DOZA) project, currently underway, may identify new tools and methods for improving design quality; it may be appropriate to consider design overlays for Sellwood and other Neighborhood Centers at the conclusion of that effort.

Staff Recommends: Do not expand the Design overlay zone beyond the areas identified in the Proposed Draft at this time. Reconsider applying the Design overlay zone to Sellwood and other Neighborhood Centers at conclusion of the DOZA project.

Topic 11: Employment-focused uses: EX and CM3 zoning.

The MUZ project developed a new array of Commercial/Mixed Use zones to replace the existing Commercial Zones and the EX (Central Employment) zones, as applied outside of the Central City. The CM3 zone was developed to replace the existing EX zone as well as the CX zone.

The EX zone is an Employment zone that allows a very broad array of uses, including residential uses by right. The development standards of EX allow 65 feet of height and 3:1 FAR, which includes residential uses. The EX zone always includes the Design overlay zone. The EX zone has traditionally been applied to areas that contain a mix of urban employment uses (with high degrees of building coverage at a variety of heights), as well as commercial uses and residential uses. These are areas such as NW Portland west of I-405, and along N Williams. In recent years, many of these areas have developed with multistory mixed use developments rather than employment-focused developments. The CX zone allows 75-feet of height and has an FAR of 4:1, with a narrower array of uses, but also allows residential and some industrial.

The CM3 zone was developed to replace both EX and CX zones. The development standards and use allowances in CM3 are very similar to EX, but industrial uses are limited to 1:1 FAR rather than the 3:1 FAR allowed in EX. A comparison of the key use allowances and development standards is attached.

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Summary comparison of key standards and allowances: CM3, EX, and CX Zones			
	CM3	**EX**	**CX**
Maximum FAR	3 to 1* (5 to 1 with bonus)	3 to 1*	4 to 1*
Base Height	65 ft.* (75 ft. with bonus)	65 ft.*	75 ft.*
Residential Categories			
Household Living	Y	Y	Y
Group Living	L/CU	L/CU	L/CU
Commercial Categories			
Retail Sales And Service	Y	Y	Y
Office	Y	Y	Y
Quick Vehicle Servicing	N	N	N
Vehicle Repair	Y	Y	L
Commercial Parking	L	CU	CU
Self-Service Storage	L	L	L
Commercial Outdoor Recreation	Y	Y	Y
Major Event Entertainment	CU	CU	Y
Industrial Categories			
Manufacturing and Production	L/CU	Y	L/CU
Warehouse and Freight Movement	L	Y	N
Wholesale Sales	L	Y	L
Industrial Service	CU	Y	CU
Railroad Yards	N	N	N
Waste-Related	N	N	N
Institutional Categories			
Basic Utilities	Y/CU	Y/CU	Y/CU
Community Service	L/CU	L	L/CU
Parks and Open Areas	Y	Y	Y
Schools	Y	Y	Y
Colleges	Y	Y	Y
Medical Centers	Y	Y	Y
Religious Institutions	Y	Y	Y
Daycare	Y	Y	Y
Other Categories			
Agriculture	L/CU	L	L/CU
Aviation and Surface Passenger Terminals	N	CU	CU
Detention Facilities	CU	CU	CU
Mining	N	N	N
Radio Frequency Transmission Facilities	L/CU	L/CU	L/CU
Rail Lines and Utility Corridors	CU	Y	CU

Y = Yes, Allowed; CU = Conditional Use Review Required; L = Allowed, But Special Limitations; N = No, Prohibited

* Additional height and FAR may be gained through plan district provisions. Residential use is not counted in FAR in CX.

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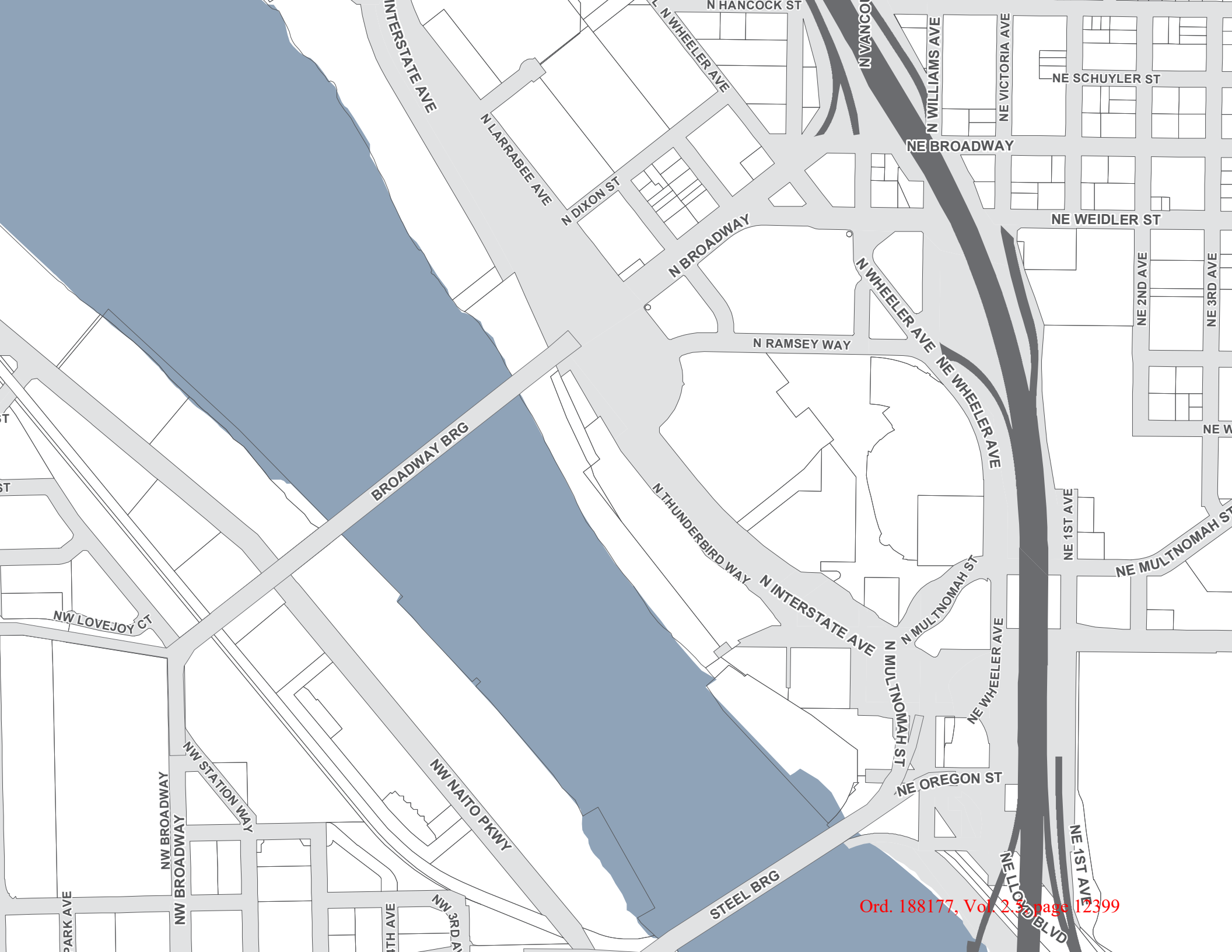
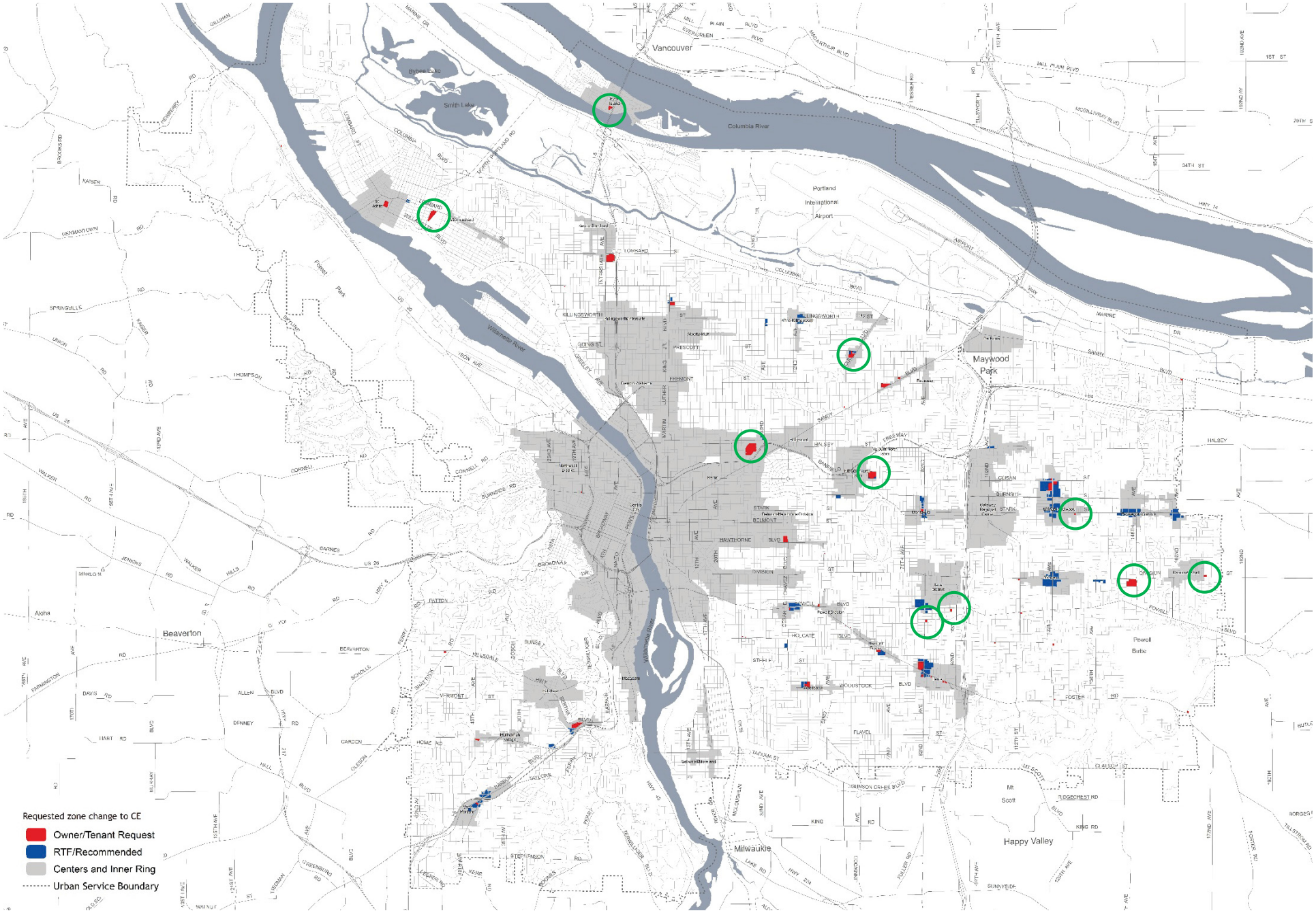
PSC 7/26/16 Work Session
CE Zone Map Requests Discussion Guide

	Amount of Additional CE Zoning	Approach
1	**None**	None – do not expand amount of CE Zoning
2	**Some** **<u>Staff Recommendation</u>** **(Map 6.1.A and 6.1.B)**	Limited changes in response to testimony: accept a number of CE requests outside of centers, at the edge of centers, or in special circumstances, on collector streets and only where existing uses match CE character. This includes a combination of Owner/User requests (6.1.A) and Retail Task Force recommendations (6.1.B).
3	**More** **Not Recommended** **(Option/Map 6.1.C)**	All of the above, plus additional sites that the Retail Task Force recommended shown on map 6.1.C. Some of these nodes, although within designated centers, are auto oriented today. The Retail Task Force suggests interim use of CE is appropriate to accommodate existing development and enable near-term investment in these nodes. Due to property values and achievable rents, staff believes that for some nodes conversion to a more urban mixed use development pattern is likely more than 10 years in the future. If the PSC chooses to consider this option, the nodes that may be most appropriate for interim CE application are: • 82nd/Foster • 82nd/Powell • Division/122nd
4	**Most** **Not Recommended** **(Option/Map 6.1.D-CM1 and Map 6.1.D-CM2)**	All of the above, plus broaden application of CE zoning in response to Policy 4.24 by remapping as follows: • Additional conversion of auto-oriented CM1 areas to CE, outside of centers, outside of the inner ring neighborhoods, on collector streets. • Additional conversion of auto-oriented CM2 areas to CE, outside of centers, outside of the inner ring neighborhoods, on collector streets.

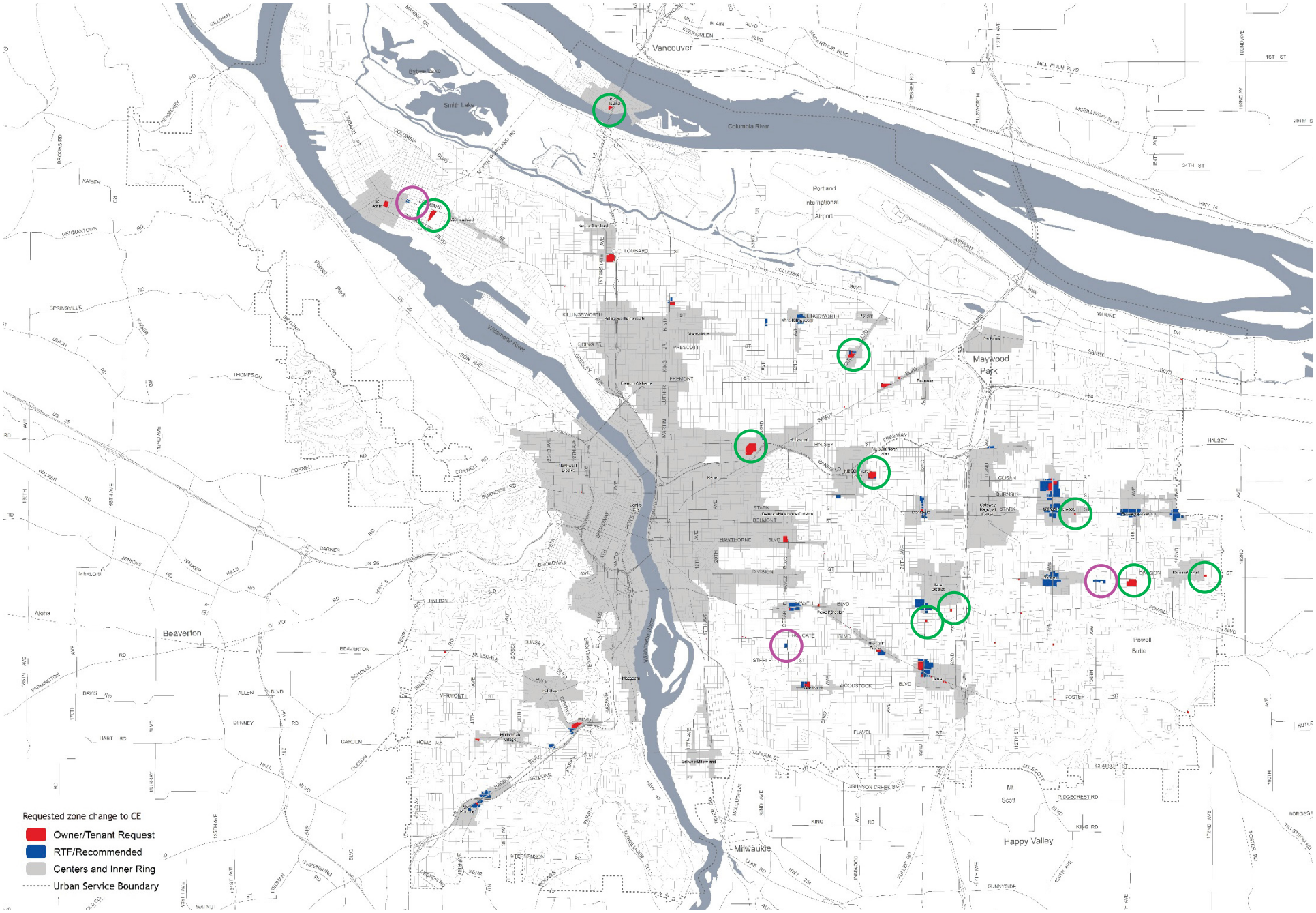


Ord. 188177, Vol. 2.3, page 12399

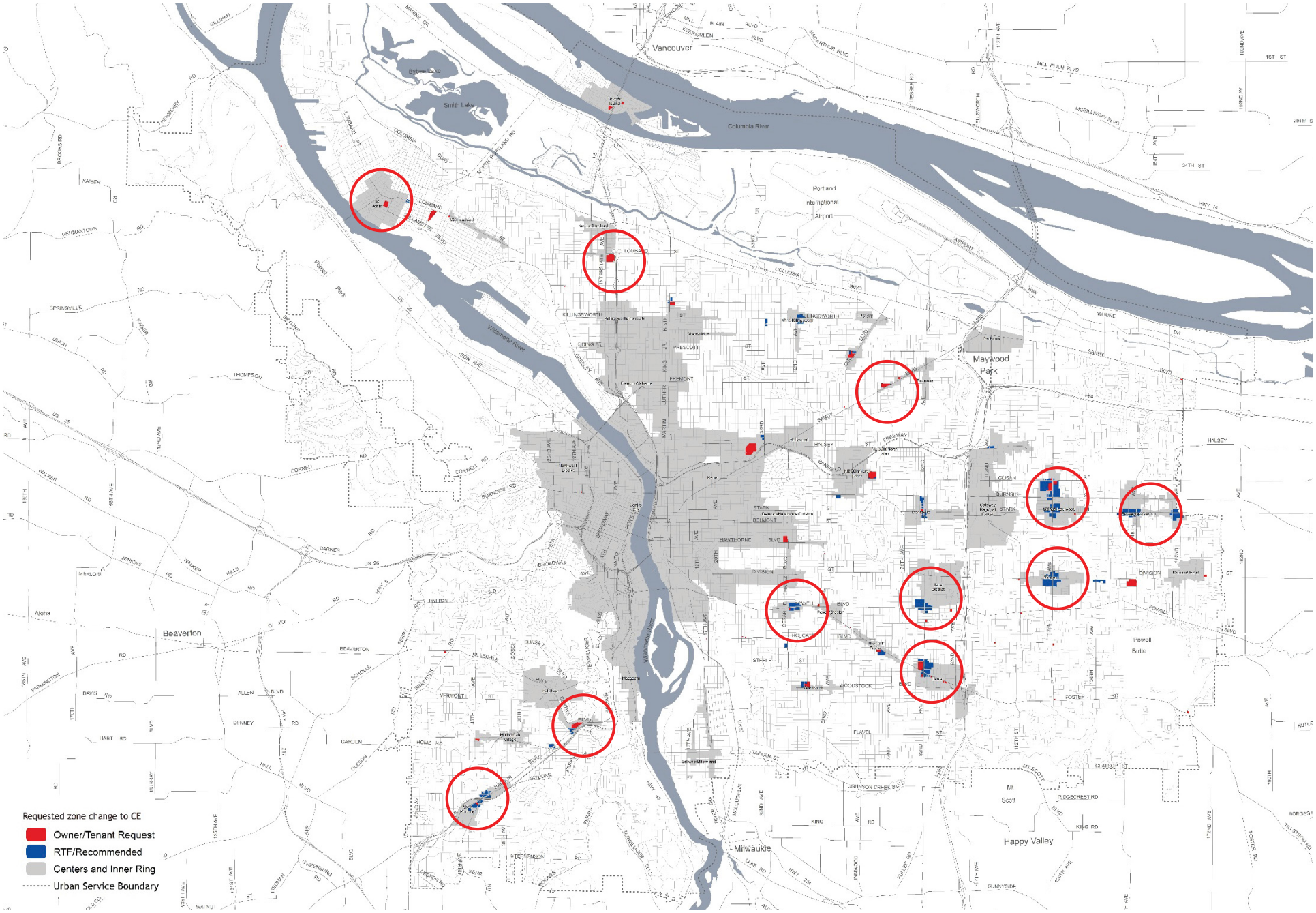
Map 6.1.A: CE Requests - staff recommendations



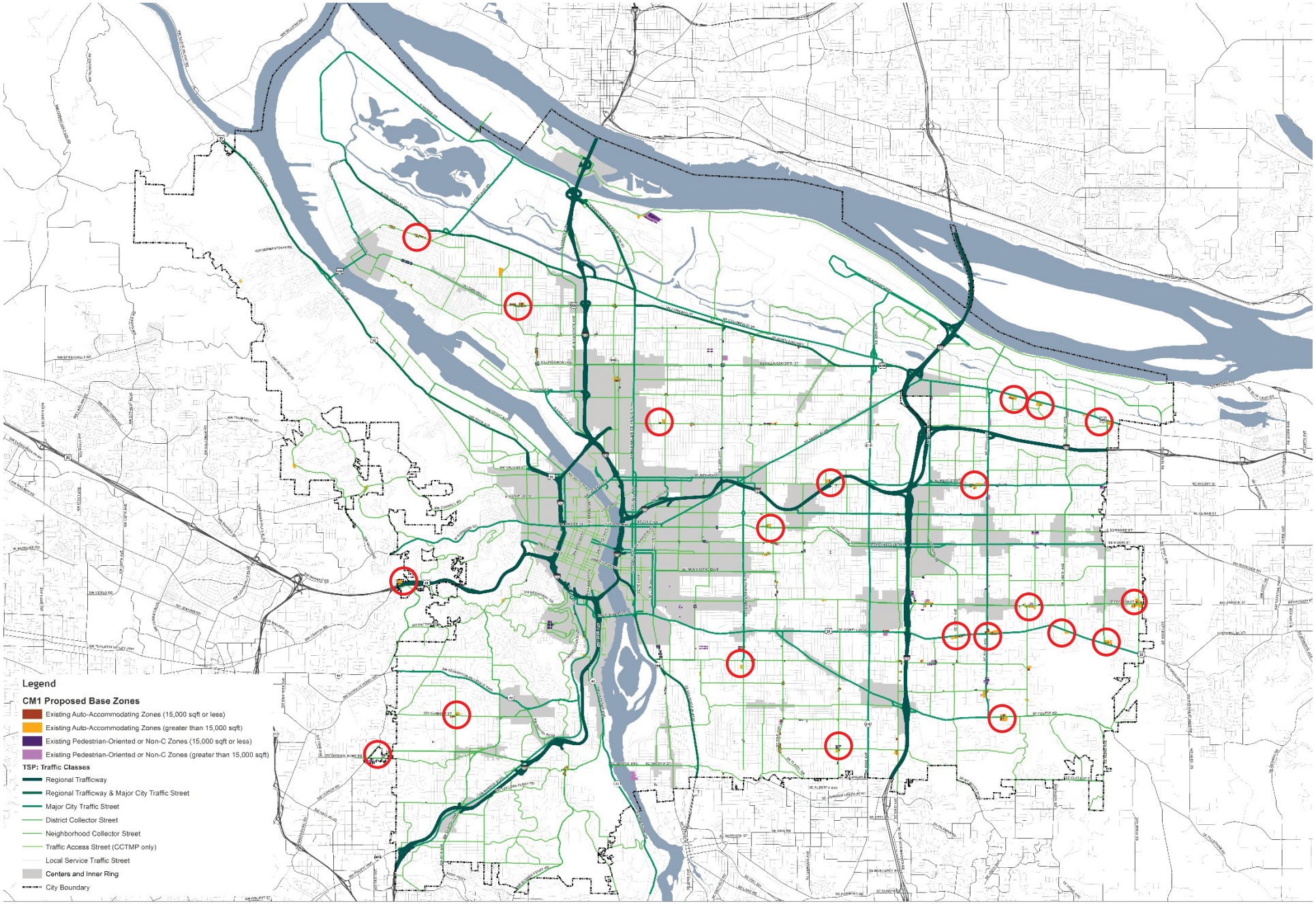
Map 6.1.B: CE Requests + RTF - staff recommendations



Map 6.1.C: CE Requests + RTF - not recommended



Map 6.1.D: Drive Thru Policy (CM1) - not recommended



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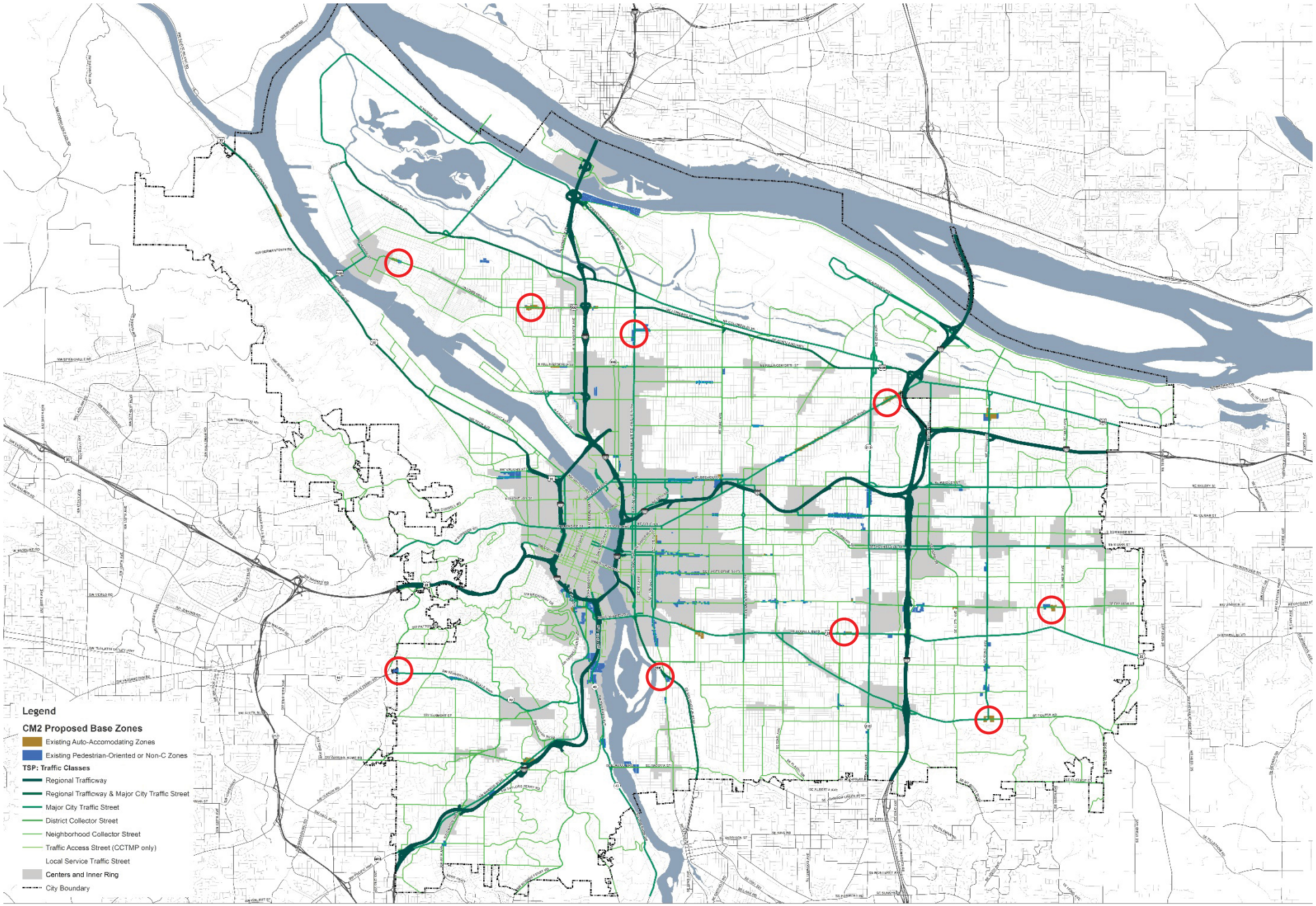
Map 6.1.D: Drive Thru Policy (CM2) - not recommended





Mixed Use Zones Project

PSC Work Session – July 26, 2016

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

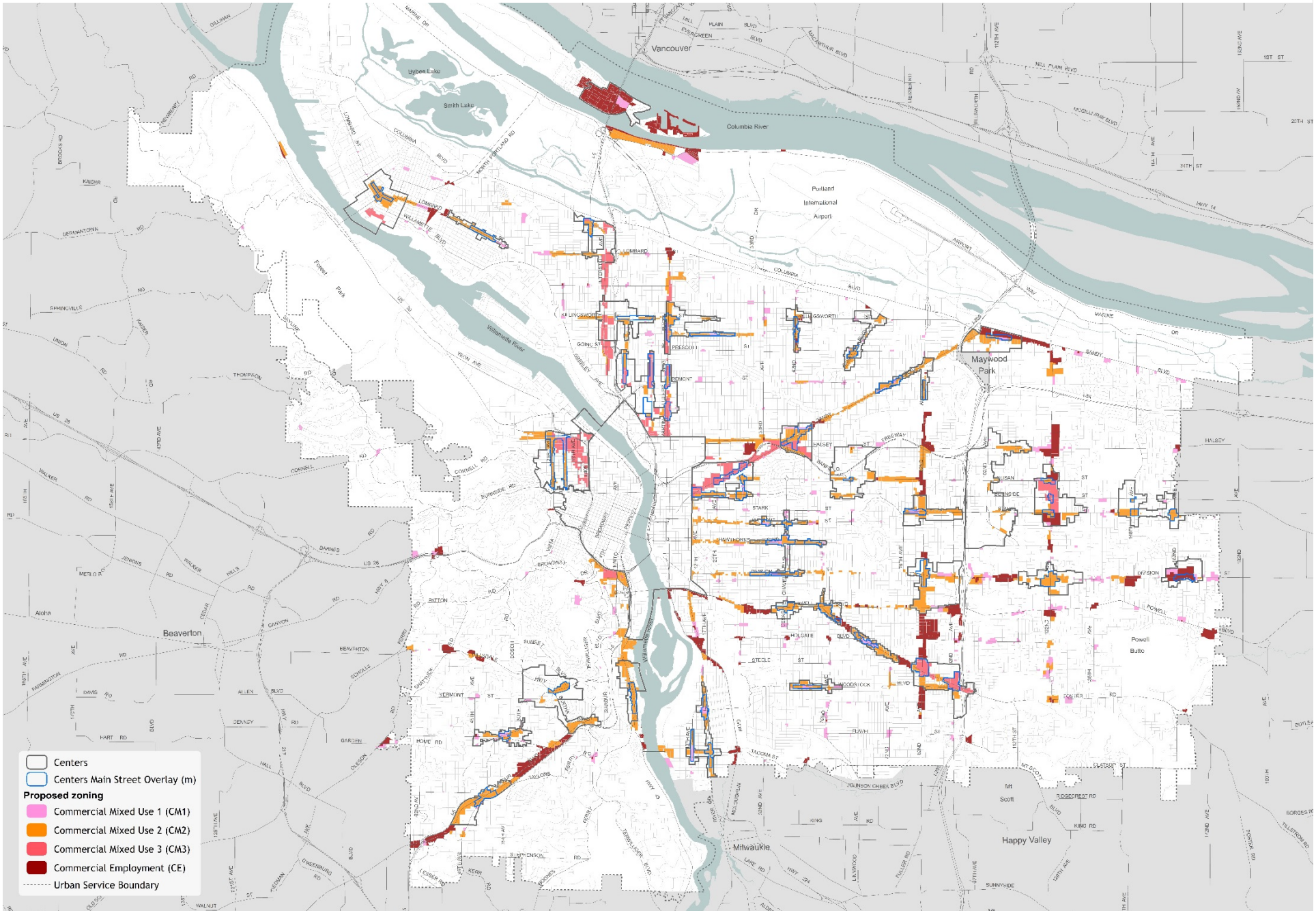
Topic 6.1: CE Zoning - grocery, etc.

Staff Recommendation:

- Apply CE zoning on a limited number of sites primarily outside of Inner Ring and town centers in response to testimony from property owners and the RTF. (Map 6.1.A and 6.1.B)
- Do not use CE zoning more broadly in centers (Map 6.1.C).
- Do not apply CE zoning more broadly based on Policy 4.24 (Map 6.1.D):

  "Prohibit drive-through facilities in the Central City and limit development of new ones in the Inner Ring Districts and centers in order to support a pedestrian-oriented environment."

Proposed Zoning Map



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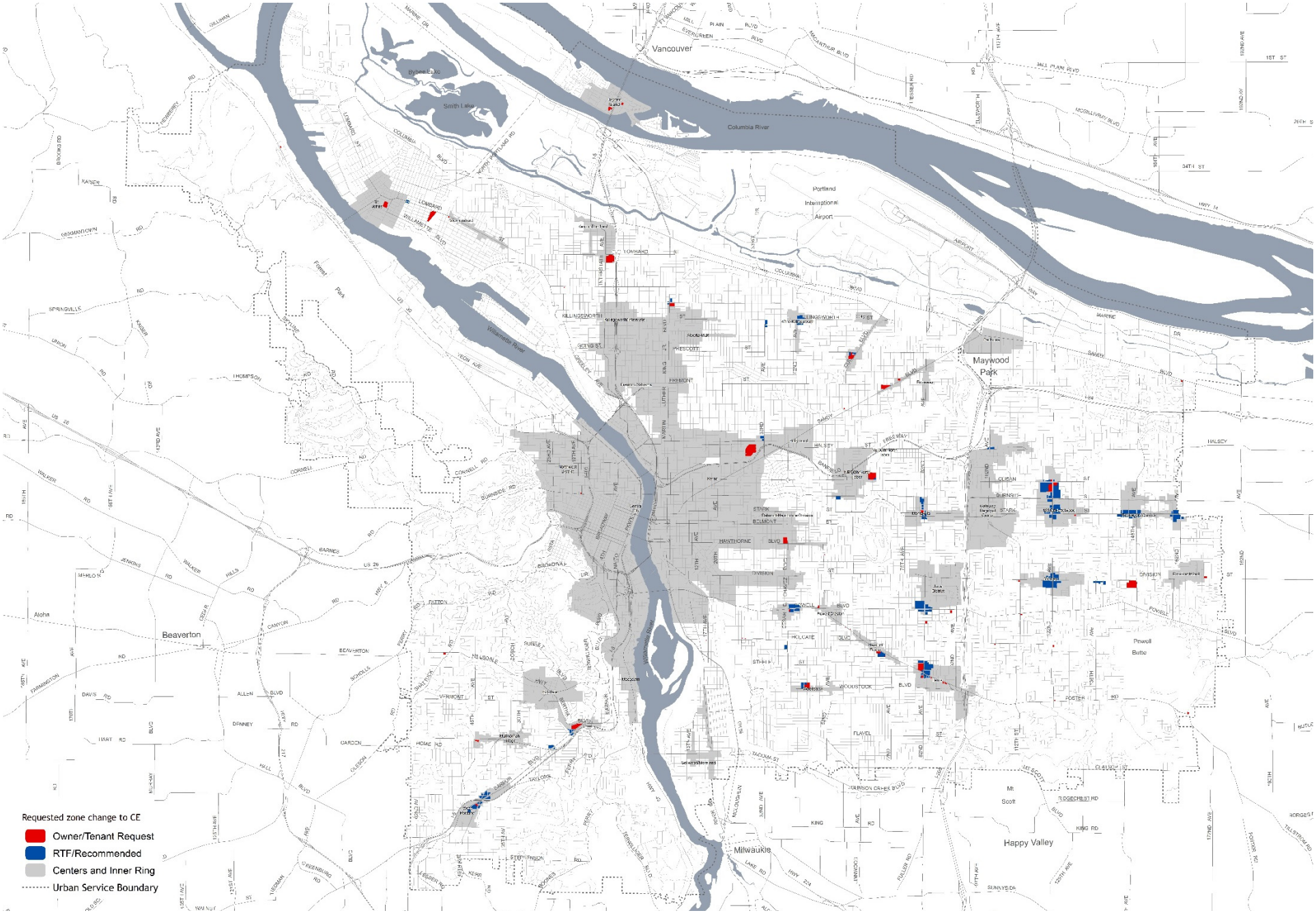
CE Requests + RTF Recommendations



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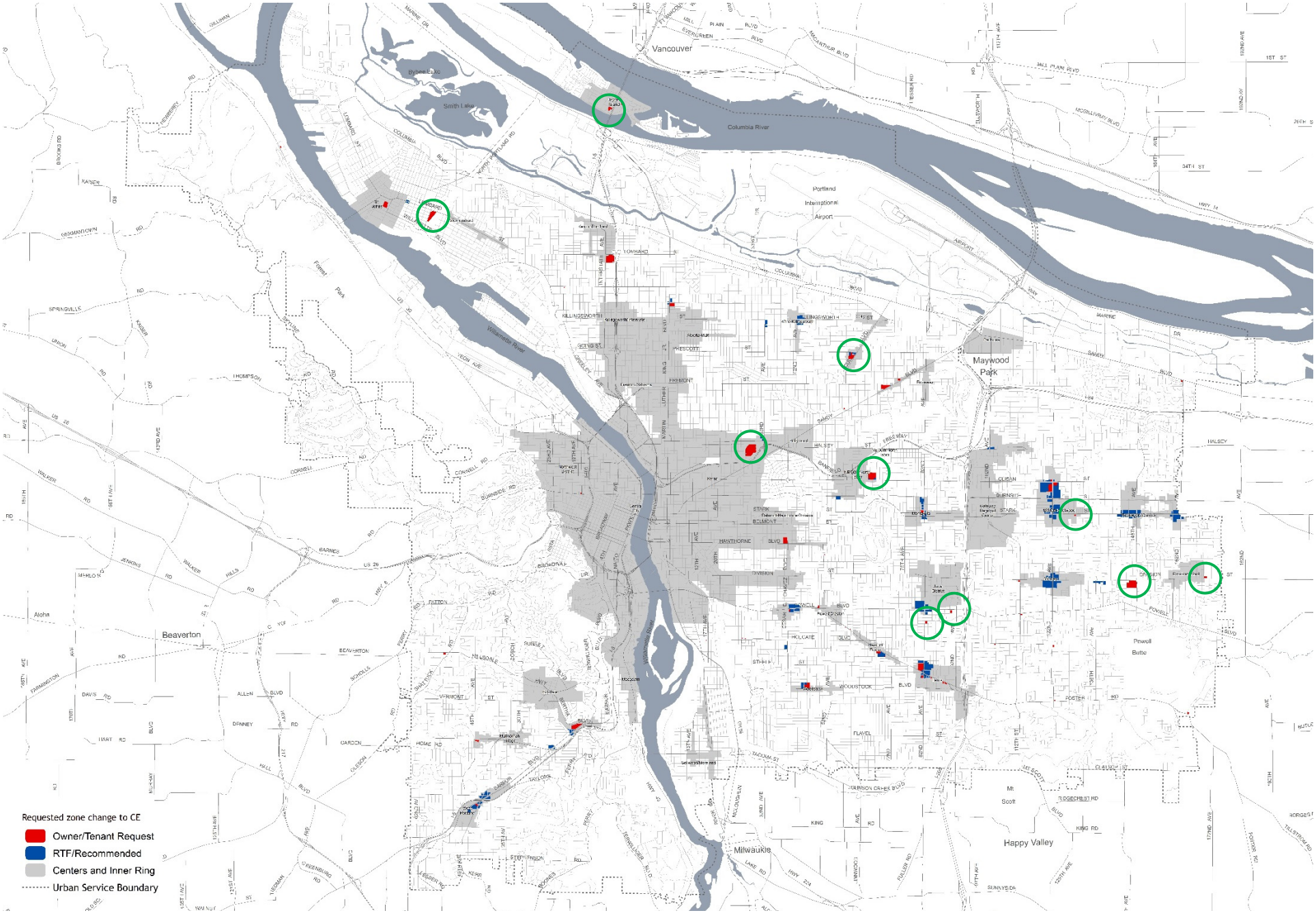
Map 6.1.A: CE Requests - staff recommendations



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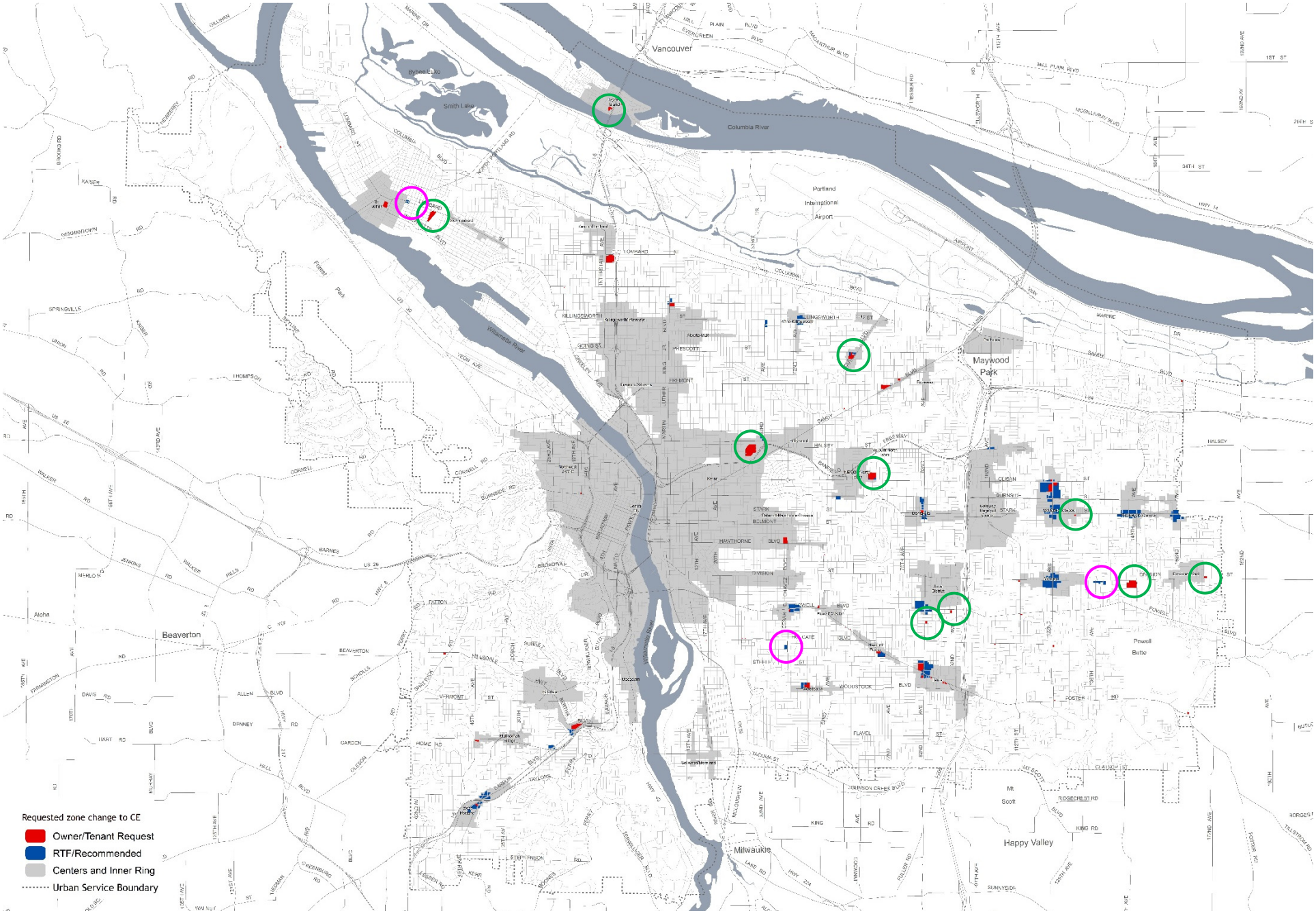
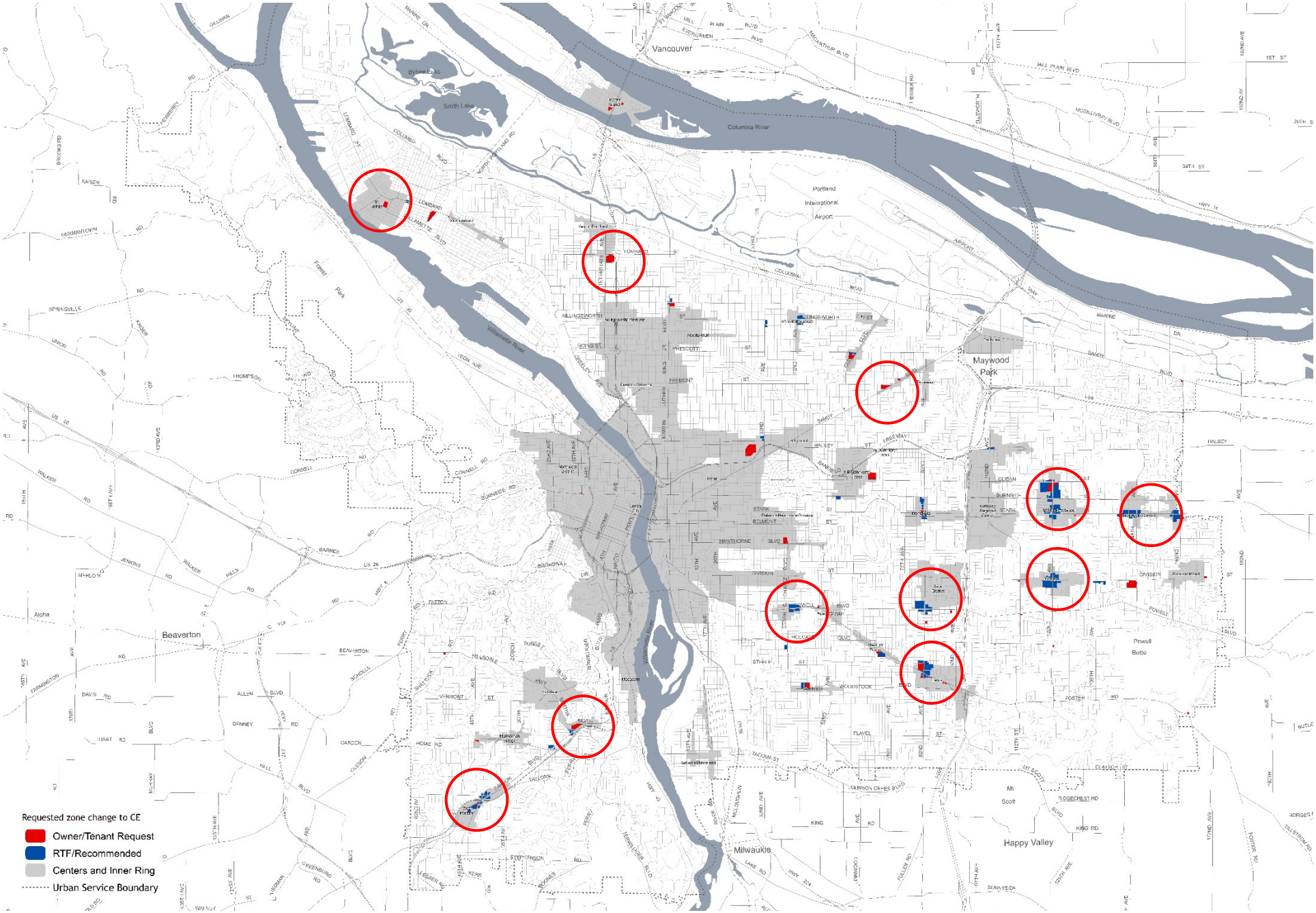
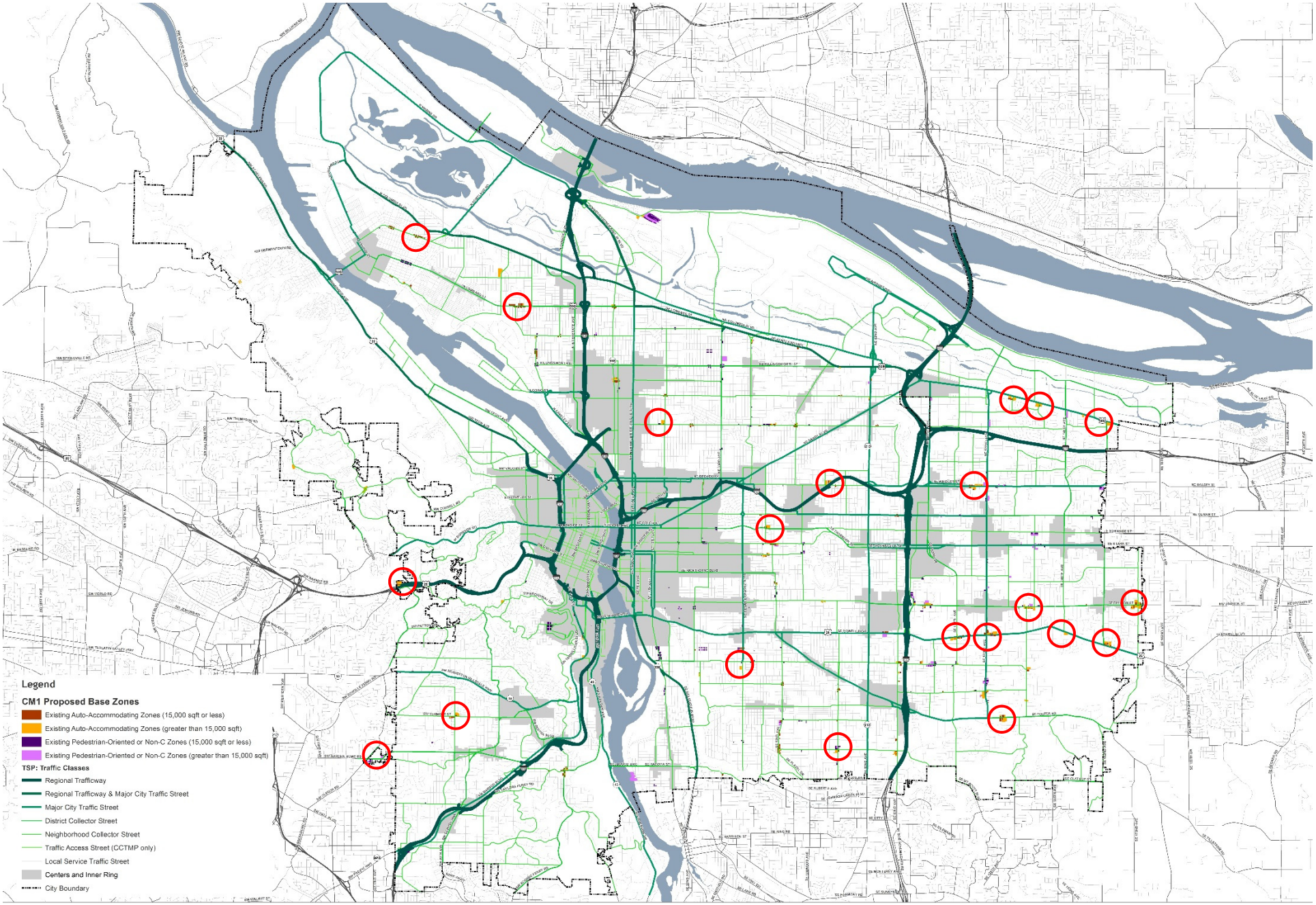
Map 6.1.B: CE Requests + RTF - staff recommendations



Map 6.1.C: CE Requests + RTF - not recommended



Map 6.1.D: Drive Thru Policy (CM1) - not recommended



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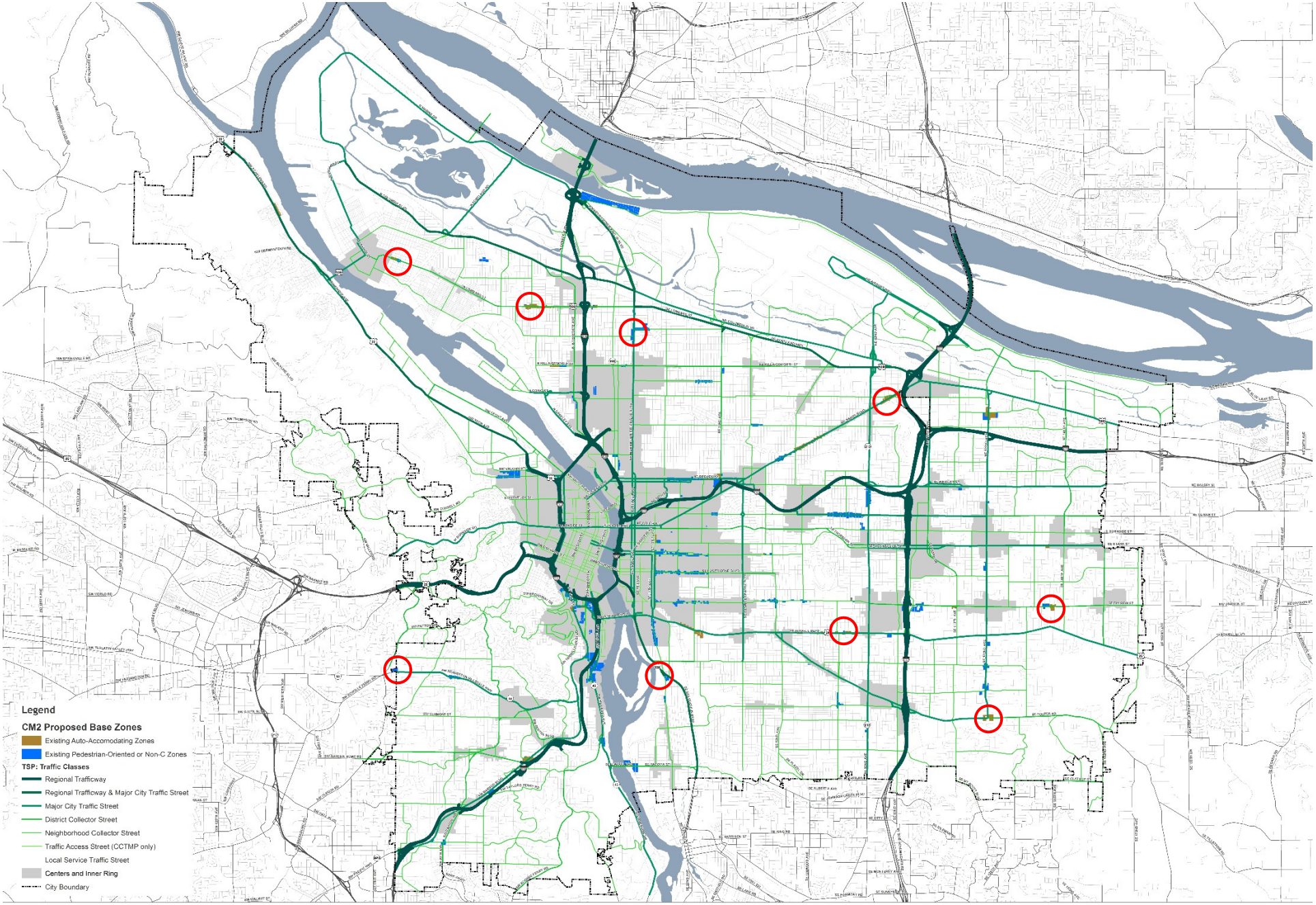
Map 6.1.D: Drive Thru Policy (CM2) - not recommended



Topic 6.2: CE Zoning Development standards

Staff Recommendation:

- Retain proposed development standards.

Development Standards



Development Standards



Development Standards



Development Standards



Development Standards



Miscellaneous Zoning Amendments

EARLY IMPLEMENTATION OF THE 2035 COMPREHENSIVE PLAN

PROPOSED DRAFT - JUNE 2016



Planning and Sustainability Commission
Public Hearing July 26, 2016

DD → PD → REC → A

Discussion Draft → Proposed Draft → Recommended Draft → Adopted Plan

June 2016
www.portlandoregon.gov/bps

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Charlie Hales, Mayor • Susan Anderson, Director

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Miscellaneous Zoning Project

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

How can I provide feedback to decision-makers?

You may testify about proposed changes to the Planning and Sustainability Commission (PSC) in the following ways:

Testify in person at the PSC public hearing.
You may speak for 2 minutes to the Commission, and your testimony will be added to the public record.

> **PSC Miscellaneous Zoning Project Public Hearing**
> Tuesday, July 26, 2016 at 4PM
> Portland Building, Room C, 1120 SW 5th Ave., Portland, OR
> To confirm the time and date, check the PSC calendar at
> *www.portlandoregon.gov/bps/35452*

Testify in writing between now and July 26th, 2016.
Written testimony must be received by 4 pm on July 26, 2016. Please provide your full name and mailing address.

- Email: *psc@portlandoregon.gov* with subject line "PSC MISC. Zoning Update Testimony"
- U.S. Mail: Portland Planning and Sustainability Commission, MISC. Zoning Update Testimony, 1900 SW 4th Ave., Suite 7100, Portland OR 97201
- Map App: *www.portlandmaps.com/bps/mapapp*, click on the "comments" form and provide your testimony

For more information please contact:

John Cole, Senior City Planner
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Portland, Oregon 97201-5380
Phone: 503-823-3475 **Email:** john.cole@portlandoregon.gov

A digital copy of this report and additional project background information can be found at www.portlandoregon.gov/bps/70647

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Zoning code changes 13
Zoning map changes 132
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Acknowledgments

This report was written by staff from the City of Portland Bureau of Planning and Sustainability with input from the Portland Bureaus of Transportation, Development Services and Parks and Recreation.

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1. Introduction and overview

What is the Miscellaneous Zoning Project?

The Miscellaneous Zoning Project (MZP) is one of the Task 5 Implementation projects of the 2035 Comprehensive Plan Update. It includes a package of eight amendments to the zoning code and zoning map that implement new goals and policies of the 2035 Comprehensive Plan. This project does not have one overall theme like other Task 5 packages such as the Employment Zoning Project or the Mixed-Use Zoning Project. Rather, it includes a variety of amendments that are necessary to resolve an apparent conflict between the 2035 Comprehensive Plan policies and existing code or otherwise implement Council direction. The following is a summary list of the zoning code and zoning map amendments proposed as part of this project:

Proposed zoning code and zoning map amendments:

1. Allow retail plant nurseries as a conditional use in residential zones.
2. Preserve rights to one house on lots that were buildable prior to down-zoning as part of the City's natural hazard mitigation strategy.
3. Amend the multi-dwelling residential zone maximum FAR map series to reflect changes made by City Council to designations on the 2035 Comprehensive Plan Map and subsequent zoning map scheduled for PSC Review on July 12, 2016.
4. Allow established office uses in historic buildings to continue in the R5 zone as an incentive to preserve historic resources.
5. Amend the Guild's Lake Industrial Sanctuary plan district to limit office uses and expand the area where these limits apply.
6. Address school district enrollment capacity during zoning map amendments, land divisions, and planned developments in a district that has a school facility plan.
7. Delete requirement for addressing "no-net-loss of housing" policies for quasi-judicial comprehensive plan map amendments and zoning map changes.
8. Update the trail alignments designation on the zoning map to correspond to the Major Public Trail alignment adopted in the 2035 Comprehensive Plan.

What is in this report?

This report consists of four parts. Section 1 introduces the project. Section 2 describes the general policy directions leading to the proposed code and map changes, including the relationship between specific code or map amendments and Comprehensive Plan policies, as well as public involvement activities related to the proposed amendments. Section 3 includes the proposed zoning code amendments, along with code commentary pages that describe and help clarify rationale for the proposed changes and expected implementation actions. Section 4 describes proposed zoning map changes including Appendix A that shows the proposed trail alignment that will be applied on the zoning map. The zoning map amendment proposal can also be found in the **online map app**.

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2. Relationship to Comprehensive Plan

Early implementation project of the Comprehensive Plan

The Miscellaneous Zoning Project is one of the early implementation projects of the Comprehensive Plan Update. It includes a number of specific code and map changes that implement, conform to, or otherwise support 2035 Comprehensive Plan policies that are not included in one of the designated Task 5 zoning code amendment projects previously considered by the Planning and Sustainability Commission.

Guiding principles of the Comprehensive Plan

The Comprehensive Plan establishes five Guiding Principles, which encourage balanced, integrated multi-disciplinary approaches in plans and investments that implement the Plan.

Economic prosperity

Guiding Principle: Support a low-carbon economy and foster employment growth, quality education and training, competitiveness, and equitably-distributed household prosperity.

Human health

Guiding Principle: Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

Environmental health

Guiding Principle: Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water and land.

Equity

Guiding Principle: Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

Resilience

Guiding Principle: Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

The amendments in the Miscellaneous Zoning Project are generally consistent with the Guiding Principles in that they either directly promote a specific principle (or principles) or they contribute to a larger code amendment project that supports the Guiding Principles. More specifically, the proposed amendments support the following Comprehensive Plan goals and policies.

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Goals and policies specifically implemented in this project

1) Allow retail plant nurseries as a conditional use in residential zones

The proposed code language allowing retail plant nurseries in residential zones as conditional uses supports Economic Development Goals and Policies directed at promoting and retaining local, neighborhood serving businesses. Specific goals and policies supported by the proposed code amendment include:

> **Goal 6.A: Prosperity**
> Portland has vigorous economic growth and a healthy, diverse economy that supports prosperity and equitable access to employment opportunities for an increasingly diverse population. A strong economy that is keeping up with population growth and attracting resources and talent can:
>
> - Create opportunity for people to achieve their full potential.
> - Improve public health.
> - Support a healthy environment.
> - Support the fiscal well-being of the city.
>
> **Goal 6.B: Development**
> Portland supports an attractive environment for industrial, commercial, and institutional job growth and development by 1) maintaining an adequate land supply; 2) a local development review system that is nimble, predictable, and fair; and 3) high-quality public facilities and services.
>
> **Policy 6.62** **Neighborhood business districts**. Provide for the growth, economic equity, and vitality of neighborhood business districts. S*ee Figure 6-3 – Neighborhood Business Districts*.
>
> **Policy 6.64** **Small, independent businesses.** Facilitate the retention and growth of small and locally-owned businesses.

2) Preserve right to one dwelling on lots that were buildable prior to the adoption of the 2035 Comprehensive Plan (with restrictions)

This proposed code amendment is intended to address property owner hardship that may be created through residential downzoning (R10 to R20) intended to address natural hazards that were proposed as part of the Residential Mapping Project. To this extent the proposed text amendment primarily supports the following Environmental Goal and Policies:

> **Goal 7.B: Healthy watersheds and environment**
> Ecosystem services and ecosystem functions are maintained and watershed conditions have improved over time, supporting public health and safety, environmental quality, fish and wildlife, cultural values, economic prosperity, and the intrinsic value of nature.

Policy 7.6 **Hydrology.** Through plans and investments, improve or support efforts to improve watershed hydrology to achieve more natural flow and enhance conveyance and storage capacity in rivers, streams, floodplains, wetlands, and aquifers. Minimize impacts from development and associated impervious surfaces, especially in areas with poorly-infiltrating soils and limited public stormwater discharge points, and encourage restoration of degraded hydrologic functions.

Policy 7.14 **Natural hazards.** Prevent development-related degradation of natural systems and associated increases in landslide, wildfire, flooding, and earthquake risks.

3) Amend the Multi-dwelling residential zone map series to conform with Comprehensive Plan Map Series and Zone Map Changes

A number of Comprehensive Plan Map changes were approved by City Council in their adoption of the 2035 Comp Plan Policy Document and Map (6/15/16). In some instances the Comp Plan Map change dictates a corresponding change of zoning. Some of those subsequent zone changes will revise the location of RH High Density Residential zones which in turn requires that the Zoning Code Map series 120-1 through 120-20 pertaining to Maximum FAR in RH Zones be revised to reflect Council direction. Towards this end, changes to the Zoning Code Chapter 120 Map Series are supportive of the following Comprehensive Plan Goal and Policies:

Goal 1.D: Implementation tools
Portland's Comprehensive Plan is executed through a variety of implementation tools, both regulatory and non-regulatory. Implementation tools comply with the Comprehensive Plan and are carried out in a coordinated and efficient manner. They protect the public's current and future interests and balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation.

Policy 1.3 **Implementation tools subject to the Comprehensive Plan. Maintain** Comprehensive Plan implementation tools that are derived from, and comply with, the Comprehensive Plan. *Implementation tools include those identified in policies 1.4 through 1.9.*

Policy 1.4 **Zoning Code.** Maintain a Zoning Code that establishes the regulations that apply to various zones, districts, uses, and development types.

Policy 1.5 **Zoning Map.** Maintain a Zoning Map that identifies the boundaries of various zones, districts, and other special features.

4) Allow established office uses in historic buildings in the R5 Zone to continue as a historic preservation incentive

This proposed code change is targeted at preserving existing historic single family residential structures that have been used as offices to continue as an allowed use with a Historic Preservation Incentive Review. As such these code amendments are supportive of the following Design Development Goal and Policies:

Goal 4.B: Historic and cultural resources
Historic and cultural resources are identified, protected, and rehabilitated as integral parts of an urban environment that continues to evolve.

Policy 4.46 **Historic and cultural resource protection.** Within statutory, requirements for owner consent, identify, protect and encourage the use and rehabilitation of historic buildings, places, and districts that contribute to the distinctive character and history of Portland's evolving urban environment.

Policy 4.50 **Demolition.** Protect historic resources from demolition. When demolition is necessary or appropriate, provide opportunities for public comment and encourage pursuit of alternatives to demolition or other actions that mitigate for the loss.

5) Amend Guild's Lake Industrial Sanctuary Plan District to limit office uses and expand the area where these limits apply

The code changes presented here are geographically targeted to the Guild's Lake Industrial Sanctuary Plan District. The proposed changes expand the area where both Floor Area Ratio limits for office uses and traffic mitigation strategies apply. These changes support Comprehensive Plan Industrial and Employment District policies including**:**

Policy 6.36 **Industrial land**. Provide industrial land that encourages industrial business retention, growth, and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing, and a widely-accessible base of family-wage jobs, particularly for under-served and under-represented people.

Policy 6.37 **Industrial sanctuaries**. Protect industrial land as industrial sanctuaries identified on the Comprehensive Plan Map primarily for manufacturing and distribution uses and to encourage the growth of industrial activities in the city.

Policy 9.31 **Economic development and industrial lands.** Ensure that the transportation system supports traded sector economic development plans and full utilization of prime industrial land, including brownfield redevelopment.

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6) Address David Douglas School District capacity shortfalls as part of land divisions, planned developments, Comprehensive Plan map amendments and zoning map change applications

These proposed text amendments directly implement the following Public Facilities policy:

> **Policy 8.113** **School district capacity**. Consider the overall enrollment capacity of a school district – as defined in an adopted school facility plan that meets the requirements of Oregon Revised Statute 195 – as a factor in land use decisions that increase capacity for residential development.

This amendment is part of a broader response to David Douglas School District capacity shortfalls that includes; down zoning of residentially zoned properties within the DDSD boundary, assistance in locating elementary school sites and expressed interest in shared school facilities with Portland Parks.

7) Delete the code requirements for addressing no net loss of housing policies not included in the 2035 Comprehensive Plan

In this instance the proposed zoning code changes are not a response to *new* goals and policies but rather the elimination of an existing Comprehensive Plan policy and it's supporting objectives (shown below)

> **4.2 Maintain Housing Potential**
> Retain housing potential by requiring no net loss of land reserved for, or committed to, residential, or mixed-use. When considering requests for amendments to the Comprehensive Plan map, require that any loss of potential housing units be replaced.
>
> **Objectives:**
> **A.** Allow the replacement of housing potential to be accomplished by such means as: 1) rezoning (and redesignating) existing commercial, employment, or industrial land to residential; 2) rezoning (and redesignating) lower density residential land to higher density residential land; and 3) rezoning to the CM zone; or 4) building residential units on the site or in a commercial or employment zone if there is a long term guarantee that housing will remain on the site.
> **B.** Allow for the mitigation of the loss of potential housing units with a housing pool credit system.

Changes have been made to applicable State Statutes and Rules since the adoption of the existing Comprehensive Plan that now allow the City to consider housing potential in its commercial and mixed use zones towards meeting its regional housing share obligations. This together with documentation that the city's historic housing construction rates are exceeding its regional housing share allow the City to remove this policy and related objectives from its updated Comprehensive Plan. Zoning code changes presented in this report remove the outdated implementing text from the Zoning code.

The 2035 Comprehensive Plan continues to address housing issues, especially housing affordability, most notably in Chapter 5 Housing.

8. Update the Major Public Trail stars on the zoning map to correspond to the trail alignment adopted in the 2035 Comprehensive Plan.

New Major Public Trail alignments have been identified in the 2035 Comprehensive Plan (see figure 8-2 page 65) necessitating the need to amend the zoning map designation that corresponds to these trail alignments. These changes directly implement the following 2035 Comprehensive Plan Goal and Policies.

Goal 8.H: Parks, natural areas, and recreation
All Portlanders have safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities in their daily lives, which contribute to their health and well-being. The City manages its natural areas and urban forest to protect unique urban habitats and offer Portlanders an opportunity to connect with nature.

Policy 8.53 **Public trails.** Establish, improve, and maintain a citywide system of public trails that provide transportation and/or recreation options and are a component of larger network of facilities for bicyclists, pedestrians, and recreational users.

Policy 8.54 **Trail system connectivity.** Plan, improve, and maintain the citywide trail system so that it connects and improves access to Portland's neighborhoods, commercial areas, employment centers, schools, parks, natural areas, recreational facilities, regional destinations, the regional trail the regional trail system, and other key places that Portlanders access in their daily lives.

Policy 8.57 **Public access requirements**. Require public access and improvement of public trails along the future public trail alignments shown in Figure 8-2 Future Public Trail Alignments**.**

Policy 8.96 **Recreational trails.** Establish, improve, and maintain a complete and connected system of public recreational trails, consistent with Portland Parks & Recreation's trail strategy.

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3. Public and stakeholder involvement

The zoning code and zoning map amendments described in this report pertain to a variety of subject areas connected in their shared attribute of amending the zoning code or map so that they support and comply with the 2035 Comprehensive Plan. These policies were developed through an extensive public outreach effort over a number of years.

Portland Plan

The result of more than two years of research, dozens of public workshops and fairs, hundreds of meetings with individual community groups and over 20,000 comments from residents, businesses and nonprofit community organizations, the Portland Plan's three integrated strategies and framework for advancing equity were designed to help realize the vision of prosperous, educated, healthy and equitable city.

Comprehensive Plan Update

In July of 2015 the Portland Planning and Sustainability Commission (PSC) Recommended a New Comprehensive Plan to City Council. This is the most significant update of the Comprehensive Plan since the original plan was adopted in 1980.The PSC made its recommendation after considering a 2014 staff proposal as well as more than 4,000 public comments over the course of a year. The original staff recommendation was based on an earlier 2013 working draft, produced in collaboration with eight advisory committees in 2012 and 2013.

After receiving the PSC recommendation, City Council held five public hearings. City Council members received more than 2,500 comments via email, letters, verbal testimony and an online Map App. In February 2016, Council members each submitted potential amendments in response to public comment and an additional series of public meetings were held to craft final Comprehensive Plan policy language. On June 15, 2016 City Council voted to adopt the 2035 Comprehensive Plan.

Periodic Review and Task 5 Comp Plan Implementation Projects

The projects listed below began in early 2014 and will become effective with State acknowledgement of Portland's 2035 Comprehensive Plan anticipated in 2018. These projects are necessary to either address a state mandate or implement a key component of the new Plan. Each of these Task 5 Implementation projects undertook its own specific public outreach efforts and appeared in front of the Planning and Sustainability Commission following public notice. Following public hearings the Planning and Sustainability Commission forwarded recommended changes to the City Council for their consideration and action. The City Council is tentatively scheduled to hold public hearings and render decisions on these PSC recommendations in the fall of 2016.

- Mixed Use Zones Project
- Residential and Open Space Zoning Map Update
- Community Involvement Program
- Campus Institutional Zoning Project
- Employment Zoning Project
- Transportation System Plan (TSP)

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Miscellaneous Zoning Amendments

The eight areas of code and map amendments included in this package (see pg.4) were identified during the course of the 2035 Comprehensive Plan process and selected because they address conflicts between the updated Comprehensive Plan and the existing Zoning Code or Map that are not otherwise addressed through the Task 5 projects listed above.

These proposed text and map changes were presented initially as an in-house draft to other city bureaus including the Bureau of Development Services, the Bureau of Parks and Recreation, and the Bureau of Environmental Services. Following review and comment from these agencies the proposed code amendment package was published as a Discussion Draft and presented on the Bureau's Website including an interactive "Map App" that graphically presents the proposed major public trail alignment s.

Targeted outreach efforts were undertaken in conjunction with this publication to reach those groups identified as most effected by the proposed amendments. For example, changes to specific geographic locations such as the Guilds Lake Plan District prompted specific notification to the applicable neighborhood and business associations. Broader amendments to the code, such as the inclusion of school districts as "service providers" for the purpose of development review or deletion of the "No Net Loss" policies include notification to the BPS legislative and periodic review notification lists. Letters were also sent to individual property owners whose property was identified: for a new public trail alignment segment

BPS has maintained a project website throughout the duration of this project including draft copies of the report and an interactive "Map App" that portrays the major public trails alignment. Measure 56 and legislative notice(s) will be sent according to applicable rules prior to the Planning and Sustainability Commission's Public Hearing on these proposed amendments that is tentatively scheduled for July 26th.

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4. Proposed Zoning Code Text Amendments with Commentary

Proposed text changes to the Zoning Code are presented on the following pages.
New text is displayed in an underlined format while existing text proposed for deletion is portrayed in a ~~strike-through format~~

Code commentary is provided on facing pages that describes and helps clarify the rationale for the proposed changes and expected implementation actions.

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33.110.100 Primary Uses

This amendment will allow retail nurseries, such as Portland Nursery, to be allowed as a conditional use in single-dwelling residential zones. Currently, retail nurseries are prohibited in residential zones, and the nurseries that are operating in residential zones are nonconforming uses. Existing regulations for expanding a nonconforming use are quite strict—an expansion can be allowed only if it will not have a net increase in overall detrimental impacts on the surrounding neighborhood. One of the factors that must be considered in the assessment of detrimental impacts is "the amount, location, and nature of any outside displays, storage or activities" (33.258.080.B.1). Retail nurseries almost always have outside displays, storage and activities, and it can be very difficult to establish that an expansion of the outdoor uses will not have any increase in detrimental impacts.

Prior to 1991, retail nurseries were a conditional use in residential zones. With the adoption of the 1991 code nurseries were eliminated from the list of conditional uses leaving existing nurseries as nonconforming uses. With the 2035 Comprehensive Plan, the City is making an effort to preserve neighborhood serving businesses that are nonconforming while also ensuring that the impacts from the use are limited (Policy 6.67). As a conditional use, existing retail nurseries will have more flexibility, through a conditional uses land use review with notification to neighbors, to expand operations in a manner that is compatible with the surrounding area. The additional flexibility will make it possible for these neighborhood serving businesses to stay and grow on their current sites. This amendment will also allow additional retail nurseries to be established in single-dwelling residential zones. The approval criteria in 33.815.105, Institutional and Other Uses in Residential Zones will apply to this type of conditional use review.

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33.110 Single-Dwelling Zones

110

Use Regulations

33.110.100 Primary Uses

A. Allowed uses. Uses allowed in the single-dwelling zones are listed in Table 110-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed use will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters.

B. Limited uses. Uses allowed that are subject to limitations are listed in Table 110-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 110-1.

1. – 9. [No change]

10. Retail Sales And Service. This regulation applies to all parts of Table 110-1 that have note [10]. Retail plant nurseries are a conditional use.

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Commentary

Note addition of footnote L[10] to Retail Sales and Service allowing for Retail plant nurseries as conditional uses in the listed Single Dwelling Zones.

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Table 110-1
Single-Dwelling Zone Primary Uses

Use Categories	RF	R20	R10	R7	R5	R2.5
Residential Categories						
Household Living	Y	Y	Y	Y	Y	Y
Group Living	CU	CU	CU	CU	CU	CU
Commercial Categories						
Retail Sales And Service	~~N~~L [10]	~~N~~L [10]	~~N~~L [10]	~~N~~L [10]	~~N~~L [10]	~~N~~L [10]
Office	N	N	N	N	N	N
Quick Vehicle Servicing	N	N	N	N	N	N
Vehicle Repair	N	N	N	N	N	N
Commercial Parking	N	N	N	N	N	N
Self-Service Storage	N	N	N	N	N	N
Commercial Outdoor Recreation	N	N	N	N	N	N
Major Event Entertainment	N	N	N	N	N	N
Industrial Categories						
Manufacturing And Production	CU [6]	N	N	N	N	N
Warehouse And Freight Movement	N	N	N	N	N	N
Wholesale Sales	N	N	N	N	N	N
Industrial Service	N	N	N	N	N	N
Railroad Yards	N	N	N	N	N	N
Waste-Related	N	N	N	N	N	N
Institutional Categories						
Basic Utilities	L/CU [5]	L/CU [5]	L/CU [5]	L/CU [5]	L/CU [5]	L/CU [5]
Community Service	CU [1]	CU [1]	CU [1]	CU [1]	CU [1]	CU [1]
Parks And Open Areas	L/CU [2]	L/CU [2]	L/CU [2]	L/CU [2]	L/CU [2]	L/CU [2]
Schools	CU	CU	CU	CU	CU	CU
Colleges	CU	CU	CU	CU	CU	CU
Medical Centers	CU	CU	CU	CU	CU	CU
Religious Institutions	CU	CU	CU	CU	CU	CU
Daycare	L/CU [3]	L/CU [3]	L/CU [3]	L/CU [3]	L/CU [3]	L/CU [3]
Other Categories						
Agriculture	L [7]	L [7]	L/CU [8]	L/CU [8]	L [9]	L [9]
Aviation And Surface Passenger Terminals	CU	N	N	N	N	N
Detention Facilities	N	N	N	N	N	N
Mining	CU	N	N	N	N	N
Radio Frequency Transmission Facilities	L/CU [4]	L/CU [4]	L/CU [4]	L/CU [4]	L/CU [4]	L/CU [4]
Railroad Lines And Utility Corridors	CU	CU	CU	CU	CU	CU

Y = Yes, Allowed
L = Allowed, But Special Limitations
CU = Conditional Use Review Required
N = No, Prohibited

Notes:

- The use categories are described in Chapter 33.920.
- Regulations that correspond to the bracketed numbers [ ] are stated in 33.110.100.B.
- Specific uses and developments may also be subject to regulations in the 200s series of chapters.

Ord. 188177, Vol. 2.5, page 12436

33.110.212 When Primary Structures are Allowed

As a result of the 2035 Comprehensive Plan down designations for areas prone to natural hazards, legally established lots may be deemed unbuildable due to the increase in minimum lot size established by the down-designation from R10 to R20. In order to address property owner hardship that may be created through this residential downzoning, this zoning code change creates an opportunity for these properties to be developed with one single family dwelling.

Properties subject to downzoning actions intended to address issues of service adequacy or neighborhood compatibility are not eligible for similar mitigation. Claims of reduced property value in these circumstances can be submitted according to procedures and criteria establish by Oregon Measure 47/49 and subsequent implementing state statutes and rules.

Ord. 188177, Vol. 2.5, page 12437

33.110.212 When Primary Structures are Allowed

A. Purpose. The regulations of this section allow for development of primary structures on lots and lots of record, but do not legitimize plots that were divided after subdivision and partitioning regulations were established. The regulations also allow development of primary structures on lots that were large enough in the past, but were reduced by condemnation or required dedications for right-of-way.

B. Adjustments. Adjustments to this section are prohibited.

C. Primary structures allowed. In all areas outside the West Portland Park Subdivision, primary structures are allowed as follows:

1. On lots created on or after July 26, 1979;
2. On lots created through the Planned Development or Planned Unit Development process;
3. On lots, lots of record, lot remnants, or combinations thereof that have not abutted a lot, lot of record, or lot remnant under the same ownership on July 26, 1979 or any time since that date.
4. On lots, lots of record, lot remnants, or combinations thereof created before July 26, 1979 that meet the requirements of Table 110-6.
5. Primary structures are allowed on lots, lots of record, lot remnants, and combinations thereof that did meet the requirements of Table 110-6 in the past but were reduced below those requirements solely because of condemnation or required dedication by a public agency for right-of-way.
6. On lots, lots of record, lot remnants, and combinations thereof zoned R20 that met the requirements of Table 110-6 in the past but no longer meet the requirements solely due to a zone change effective on [insert effective date of CP].

D. Regulations for West Portland Park. [No change]

E. Plots. [No change]

F. Nonconforming situations. [No change]

33.120.100 Primary Uses

This amendment will allow retail nurseries, such as Portland Nursery, to be allowed as a conditional use in the R3, R2 and R1 zones. Commercial uses are already allowed through a conditional use review in the RH and RX zones. Currently, retail nurseries are prohibited in the R3, R2, and R1 zones, and the nurseries that are operating in these zones are nonconforming uses. The regulations for expanding a nonconforming use are quite strict—an expansion can be allowed only if it will have not have a net increase in overall detrimental impacts on the surrounding neighborhood. One of the factors that must be considered in the assessment of detrimental impacts is "the amount, location, and nature of any outside displays, storage or activities" (33.258.080.B.1). Retail nurseries almost always have outside displays, storage and activities, and it can be very difficult to establish that an expansion of the outdoor uses will not have any increase in detrimental impacts.

Prior to 1991, retail nurseries were a conditional use in residential zones. The adoption of the 1991 code made them nonconforming uses. With the 2035 Comprehensive Plan, the City is making an effort to preserve neighborhood serving businesses that are nonconforming while also ensuring that the impacts from the use are limited (Policy 6.67). As a conditional use, existing retail nurseries will have the ability, through a land use review with notification to neighbors, to expand operations in a manner that is compatible with the surrounding area. The additional flexibility will make it possible for these neighborhood serving businesses to stay and grow on their current sites. This amendment will also allow additional retail nurseries in multi-dwelling residential zones. The approval criteria in 33.815.105, Institutional and Other Uses in Residential Zones are the criteria that will apply to this type of conditional use review.

This conceptual zoning code change was recommended by the Planning & Sustainability Commission in July 2015.

Ord. 188177, Vol. 2.5, page 12439

33.120 Multi-Dwelling Zones

120

Use Regulations

33.120.100 Primary Uses

A. Allowed uses. Uses allowed in the multi-dwelling zones are listed in Table 120-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed use will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters.

B. Limited uses. Uses allowed in these zones subject to limitations are listed in Table 120-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 120-1.

1. – 14. [No change]

15. Retail Sales And Service. This regulation applies to all parts of Table 120-1 that have note [15]. Retail plant nurseries are a conditional use.

Ord. 188177, Vol. 2.5, page 12440

Commentary

Note addition of footnote L[15] to Retail Sales and Service allowing for Retail plant nurseries as conditional uses in the listed Multi-Dwelling Zones.

Ord. 188177, Vol. 2.5, page 12441

Table 120-1
Multi-Dwelling Zone Primary Uses

Use Categories	R3	R2	R1	RH	RX	IR
Residential Categories						
Household Living	Y	Y	Y	Y	Y	Y
Group Living	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	Y [1]
Commercial Categories						
Retail Sales And Service	~~N~~L [15]	~~N~~L [15]	~~N~~L [15]	CU[2]	L/CU [3]	L/CU [10]
Office	N	N	N	CU[2]	L/CU [3]	L/CU [10]
Quick Vehicle Servicing	N	N	N	N	N	N
Vehicle Repair	N	N	N	N	N	N
Commercial Parking	N	N	N	N	CU [4]	N
Self-Service Storage	N	N	N	N	N	N
Commercial Outdoor Recreation	N	N	N	N	N	N
Major Event Entertainment	N	N	N	N	N	CU
Industrial Categories						
Manufacturing And Production	N	N	N	N	N	CU
Warehouse And Freight Movement	N	N	N	N	N	N
Wholesale Sales	N	N	N	N	N	N
Industrial Service	N	N	N	N	N	CU
Railroad Yards	N	N	N	N	N	N
Waste-Related	N	N	N	N	N	N
Institutional Categories						
Basic Utilities	L/CU [13]	L/CU [13]	L/CU [13]	L/CU [13]	L/CU[13]	L/CU [13]
Community Service	CU [6]	CU [6]	CU [6]	L/CU [6]	L/CU [5, 6]	CU [6]
Parks And Open Areas	L/CU [7]	L/CU [7]	L/CU [7]	Y	Y	Y
Schools	CU	CU	CU	CU	L/CU [5]	L/CU [11]
Colleges	CU	CU	CU	CU	CU	L/CU [11]
Medical Centers	CU	CU	CU	CU	CU	L/CU [11]
Religious Institutions	CU	CU	CU	CU	CU	CU
Daycare	L/CU [8]	L/CU [8]	L/CU [8]	L/CU [8]	Y	L/CU [12]
Other Categories						
Agriculture	L [14]	L [14]	L [14]	L [14]	L [14]	L [14]
Aviation And Surface Passenger Terminals	N	N	N	N	N	N
Detention Facilities	N	N	N	N	N	N
Mining	N	N	N	N	N	N
Radio Frequency Transmission Facilities	L/CU [9]	L/CU [9]	L/CU [9]	L/CU [9]	L/CU [9]	L/CU [9]
Rail Lines And Utility Corridors	CU	CU	CU	CU	CU	CU

Y = Yes, Allowed
L = Allowed, But Special Limitations
CU = Conditional Use Review Required
N = No, Prohibited

Notes:

- The use categories are described in Chapter 33.920.
- Regulations that correspond to the bracketed numbers [ ] are stated in 33.120.100.B.
- Specific uses and developments may also be subject to regulations in the 200s series of chapters.

Map Series 120-1 through 120-20 RH Areas with Maximum FAR of 4:1

City Council has adopted a number of changes to the Comprehensive Plan Map pertaining to where the *High Density Multi-Dwelling Residential* land use designation is assigned. Subsequent, implementing changes to the zoning map have followed as components of the Composite Zoning Proposal. In a limited number of situations these base zone changes require corresponding revisions to the RH zone FAR Map series 120-1 through 120-20.

These changes are presented on the following pages where:

- existing maps 120-1 through 120-20 are deleted in their entirety (pgs. 25-63), to be replaced by;
- a revised and amended map series 120-1-through 120-17 (pgs. 64-97).

More specific commentary is provided for individual map changes on facing pages.

Note that specific measure 56 notification was sent to property owners whose underlying zoning was changed as a component of the consolidated zoning code changes presented to the PSC on July 12th.

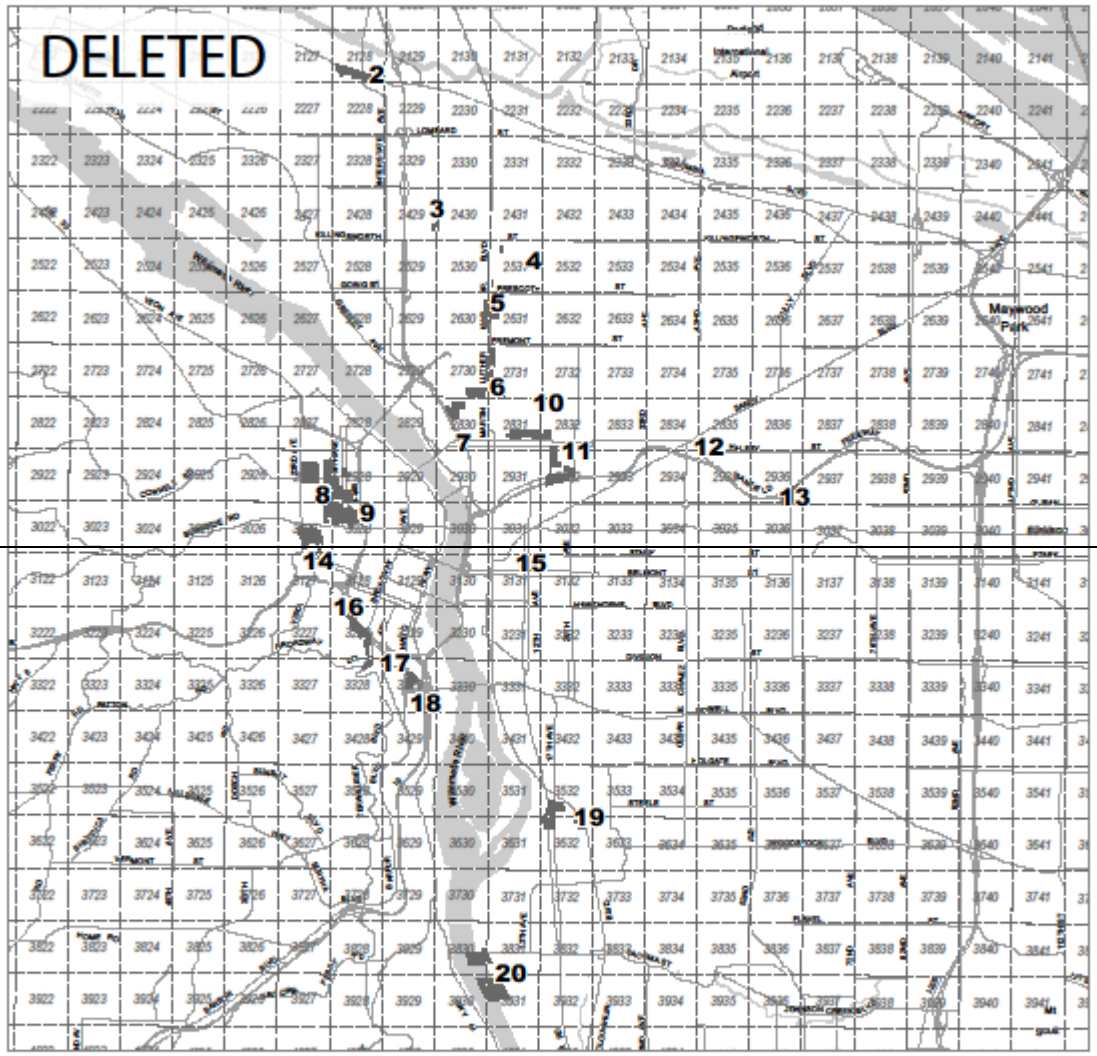
Index Map 120-1 revised to reflect map series changes.
See page 65 of this report for revised map.

Ord. 188177, Vol. 2.5, page 12443

Index Map for RH Areas with Maximum FAR of 4:1

Map 120-1

Map Revised January 1, 2015



Boundary of Existing/Potential RH - Zoned Area

Portland Quarter Section Index

NORTH

0 6,000 12,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12444

Commentary

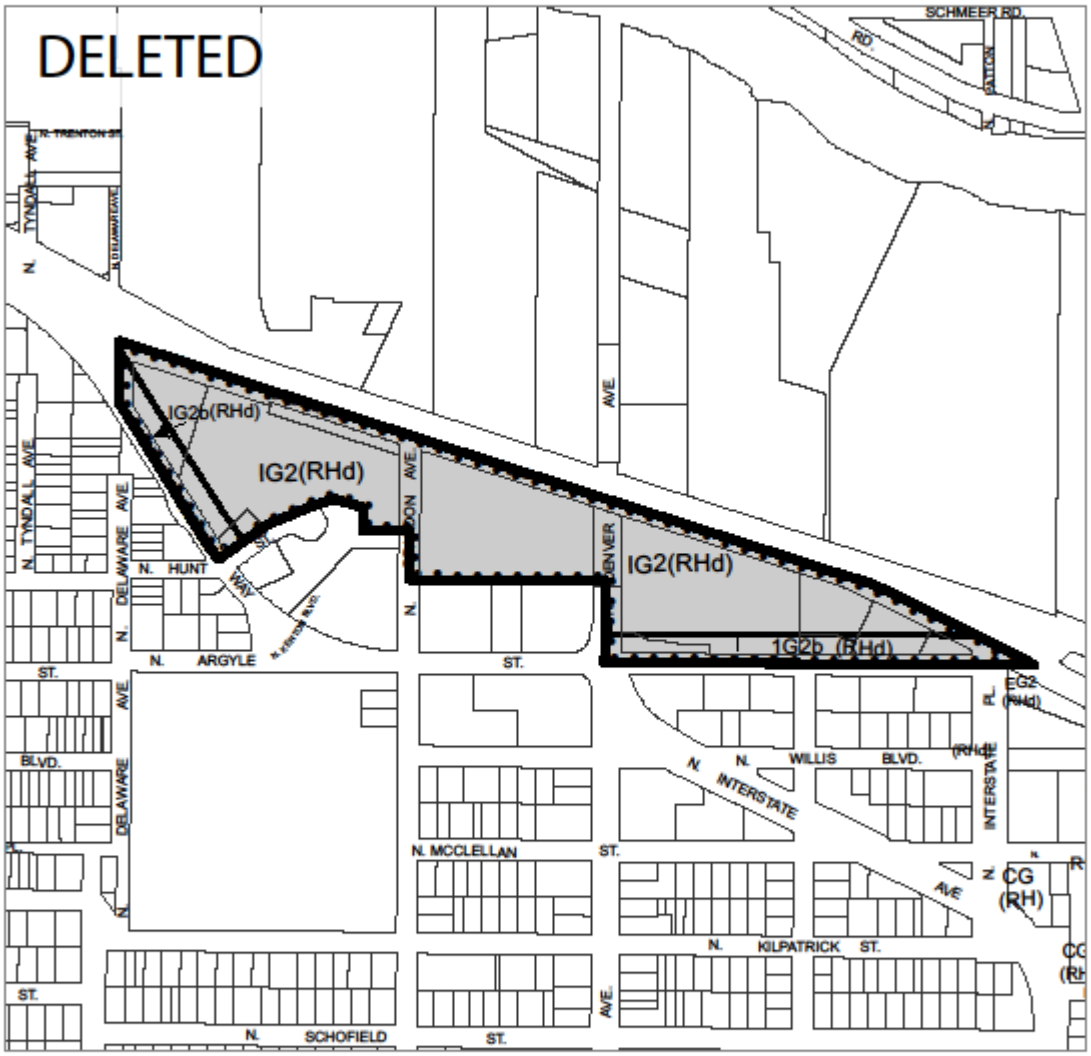
Map 120-2 deleted in its entirety with no replacement
Changes made to the Comprehensive Plan Map and zone designations from IG2 (RH) to EG1(ME) for this geographic area better reflect current and future desired development in this area and lessen potential residential conflicts.

Ord. 188177, Vol. 2.5, page 12445

RH Areas with Maximum FAR of 4:1

Map 120-2

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2128, 2129

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12446

Commentary

Existing Map 120-3 is unchanged in the new map series except it is renumbered to Map 120-2.

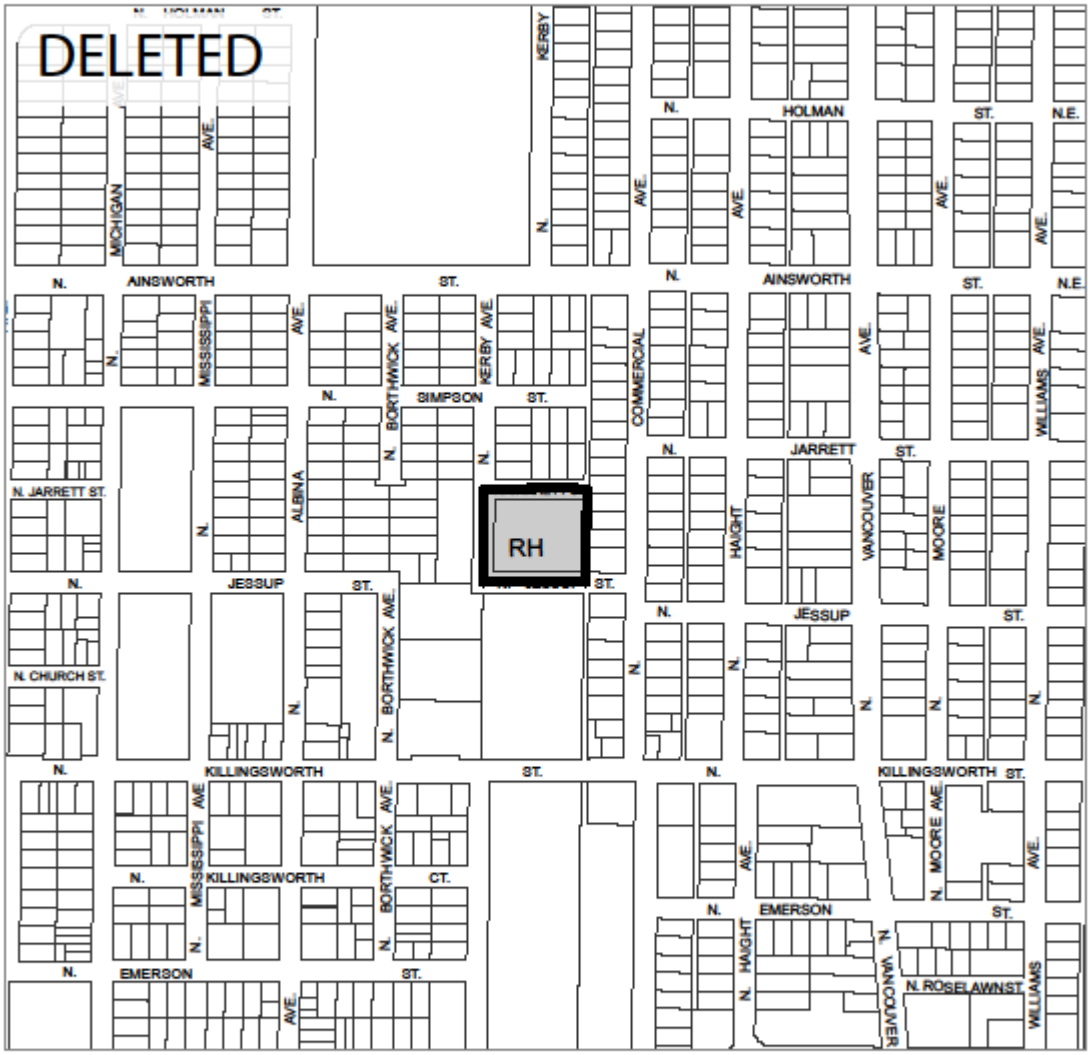
See page 67 of this report for renumbered map.

Ord. 188177, Vol. 2.5, page 12447

RH Areas with Maximum FAR of 4:1

Map 120-3

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2429, 2430

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12448

Commentary

Existing Map 120-4 is unchanged in the new map series except it is renumbered to Map 120-3.

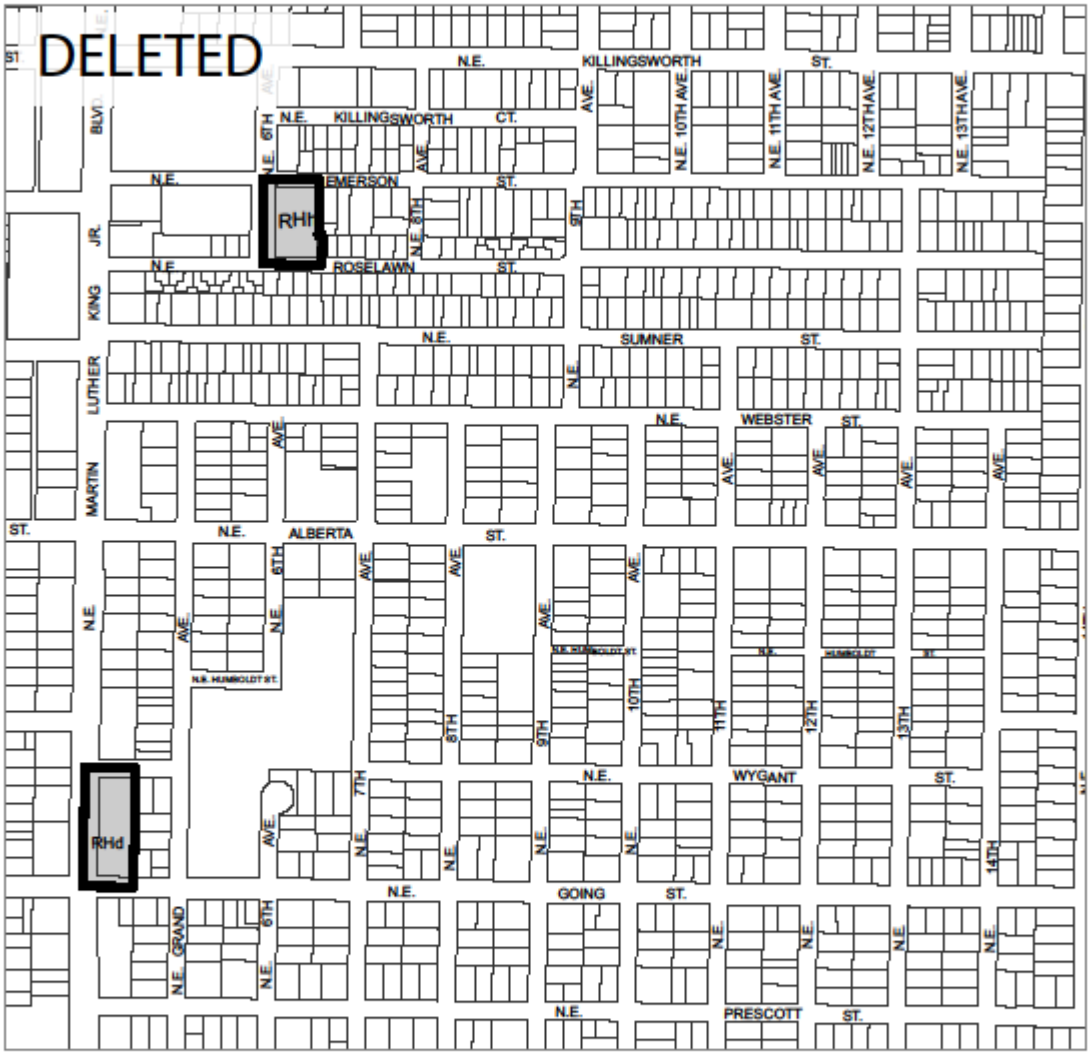
See page 69 of this report for renumbered map.

Ord. 188177, Vol. 2.5, page 12449

RH Areas with Maximum FAR of 4:1

Map 120-4

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2531

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12450

Commentary

Existing Map 120-5 renumbered to 120-4.
The Comprehensive Plan Map designation was changed to Central Employment and zoned (EX) for a number of properties within the original boundary of this FAR bonus area in order to address nonconforming situations i.e., existing commercial buildings and uses in a residential zone.

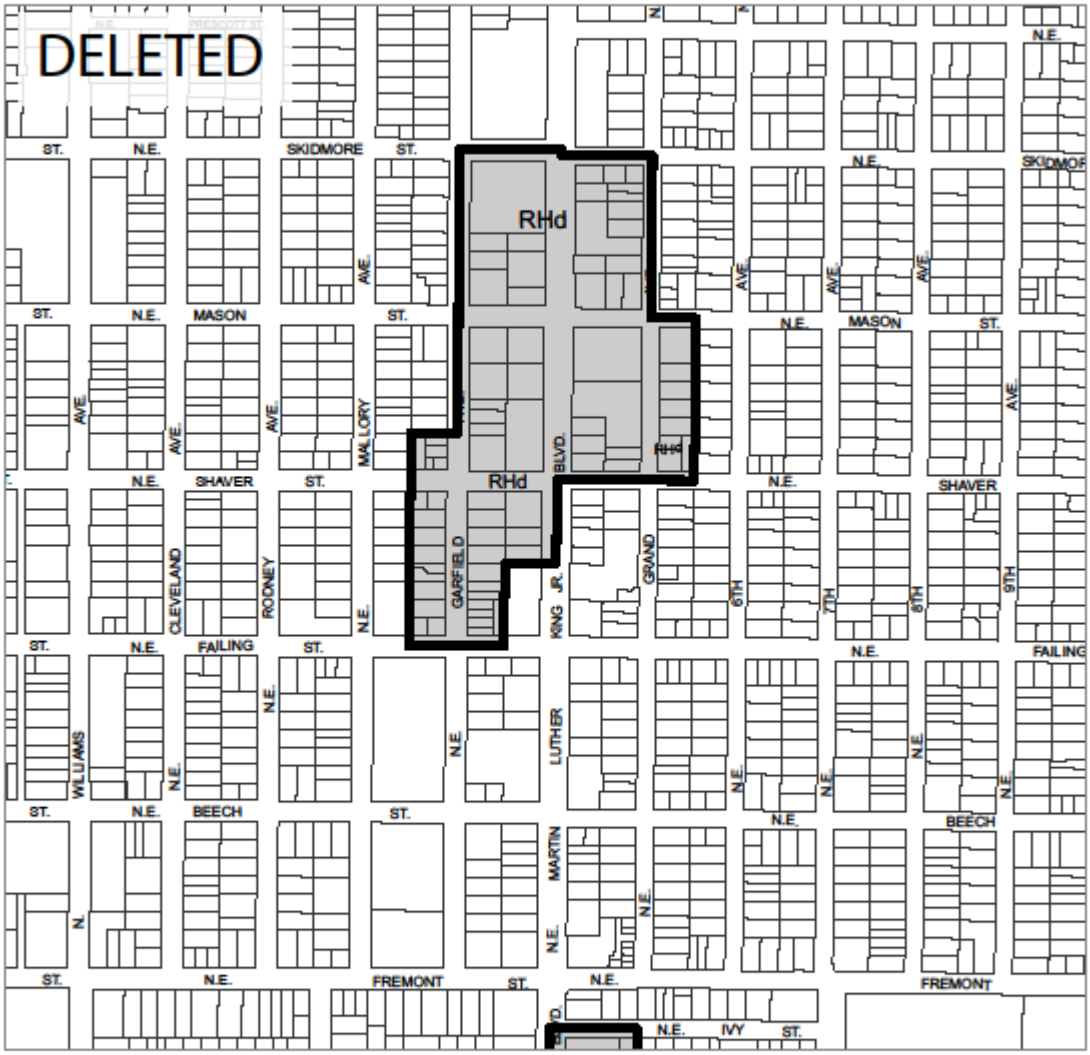
See page 71 of this report for revised map.

Ord. 188177, Vol. 2.5, page 12451

RH Areas with Maximum FAR of 4:1

Map 120-5

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2630, 2631

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12452

Commentary

Existing Map 120-6 renumbered to 120-5.
The Comprehensive Plan Map designation was changed to Mixed Use-Urban Center and zoned (CM3) for a number of properties within the original boundary of this FAR bonus area in order to address nonconforming situations and support a more continuous commercial street frontage.

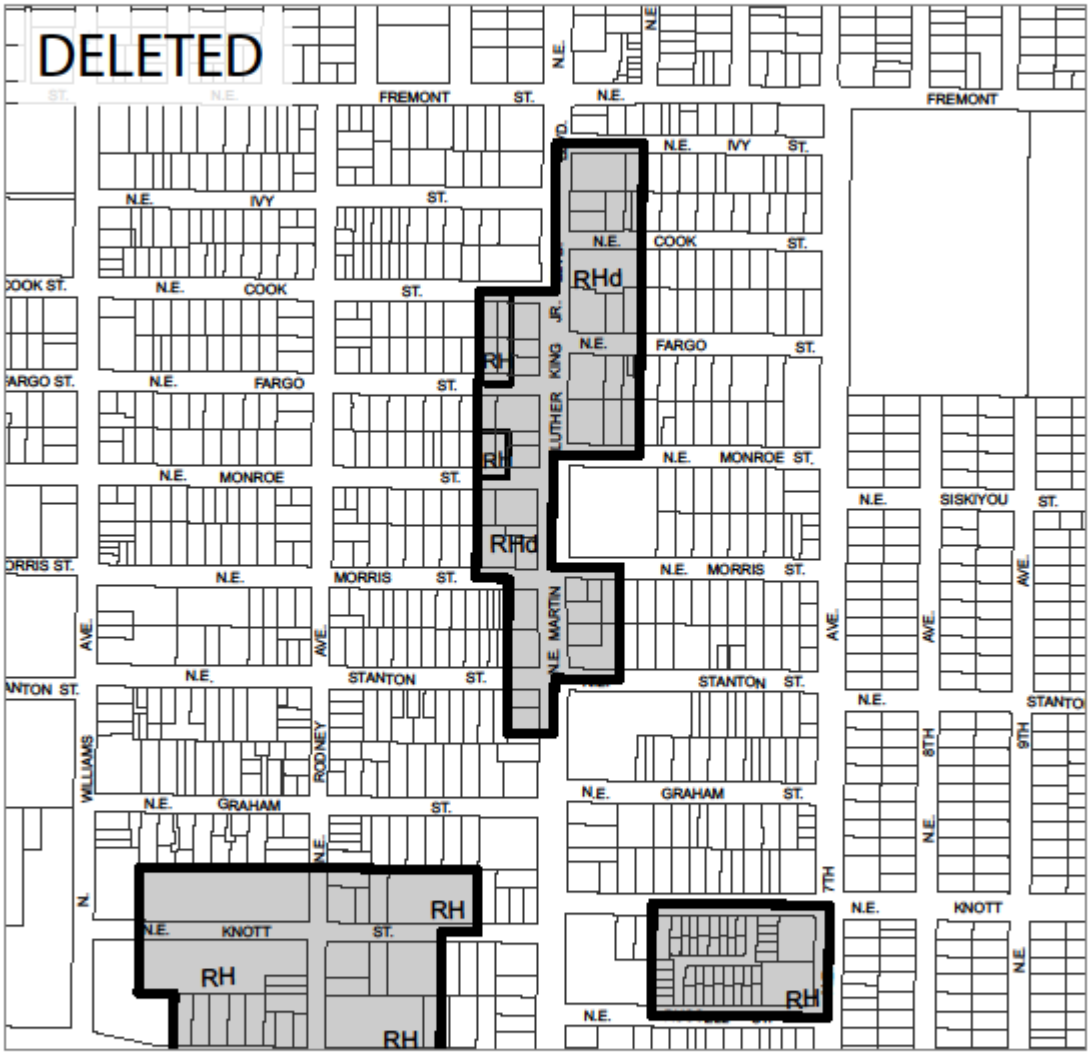
See page 73 of this report for revised map.

Ord. 188177, Vol. 2.5, page 12453

RH Areas with Maximum FAR of 4:1

Map 120-6

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2730, 2731

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12454

Commentary

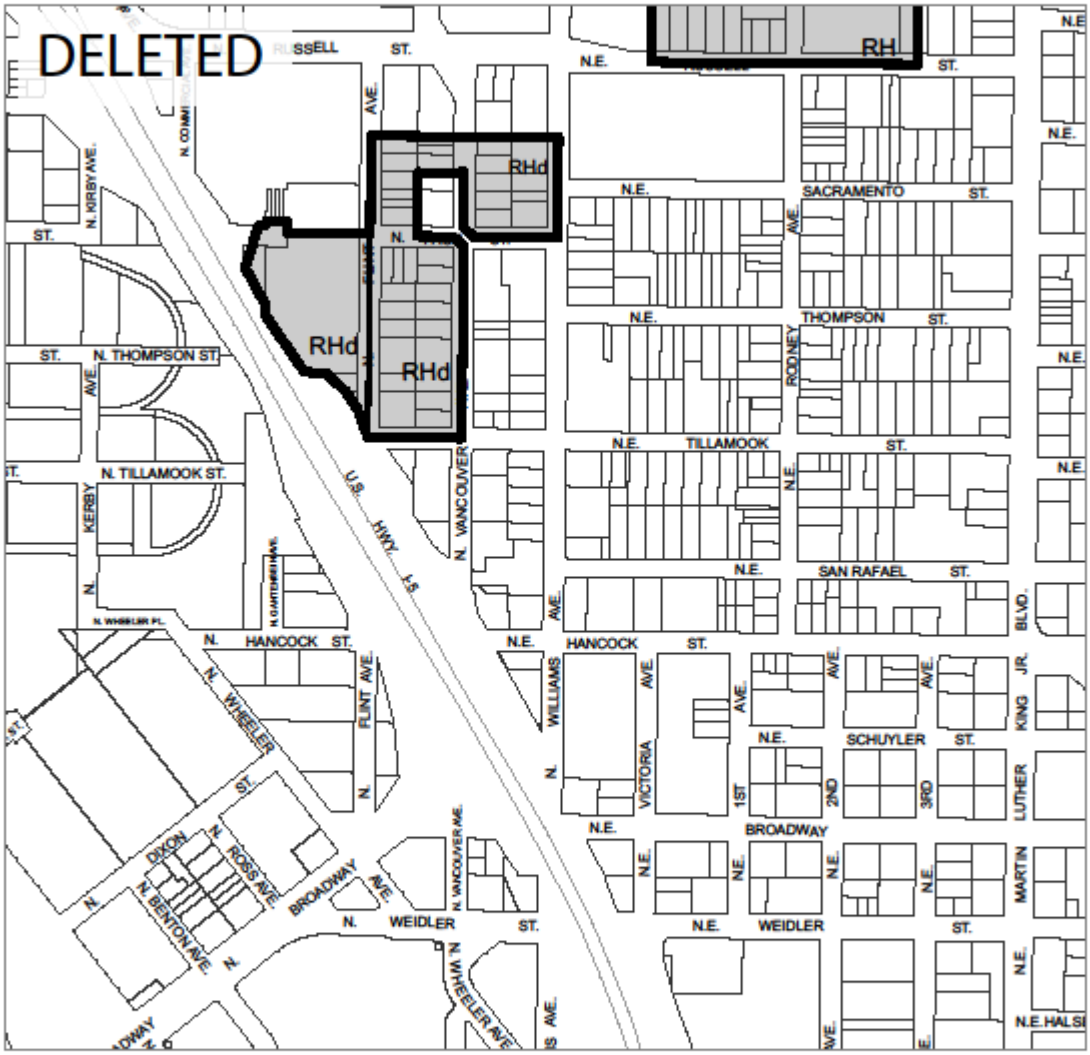
Existing Map 120-7 deleted in its entirety with no replacement.
This is a an area with a diverse mix of uses including light manufacturing, warehouse, retail, office, residential and institutional near the I-5/N Broadway Central City area. Community desire to eliminate regulatory conflicts and reflect the mix of uses in close proximity to the freeway led to a Comprehensive Plan Map change to Mixed Use Urban Center and a CM3 zone.

Ord. 188177, Vol. 2.5, page 12455

RH Areas with Maximum FAR of 4:1

Map 120-7

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2730, 2830

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12456

Commentary

Existing Map 120-8 renumbered to 120-6.
120 series map change responds to changes made to the Institutional Campus (IC) Comprehensive Plan Map designation and CI2 Zone assigned to the Legacy Good Samaritan Hospital.

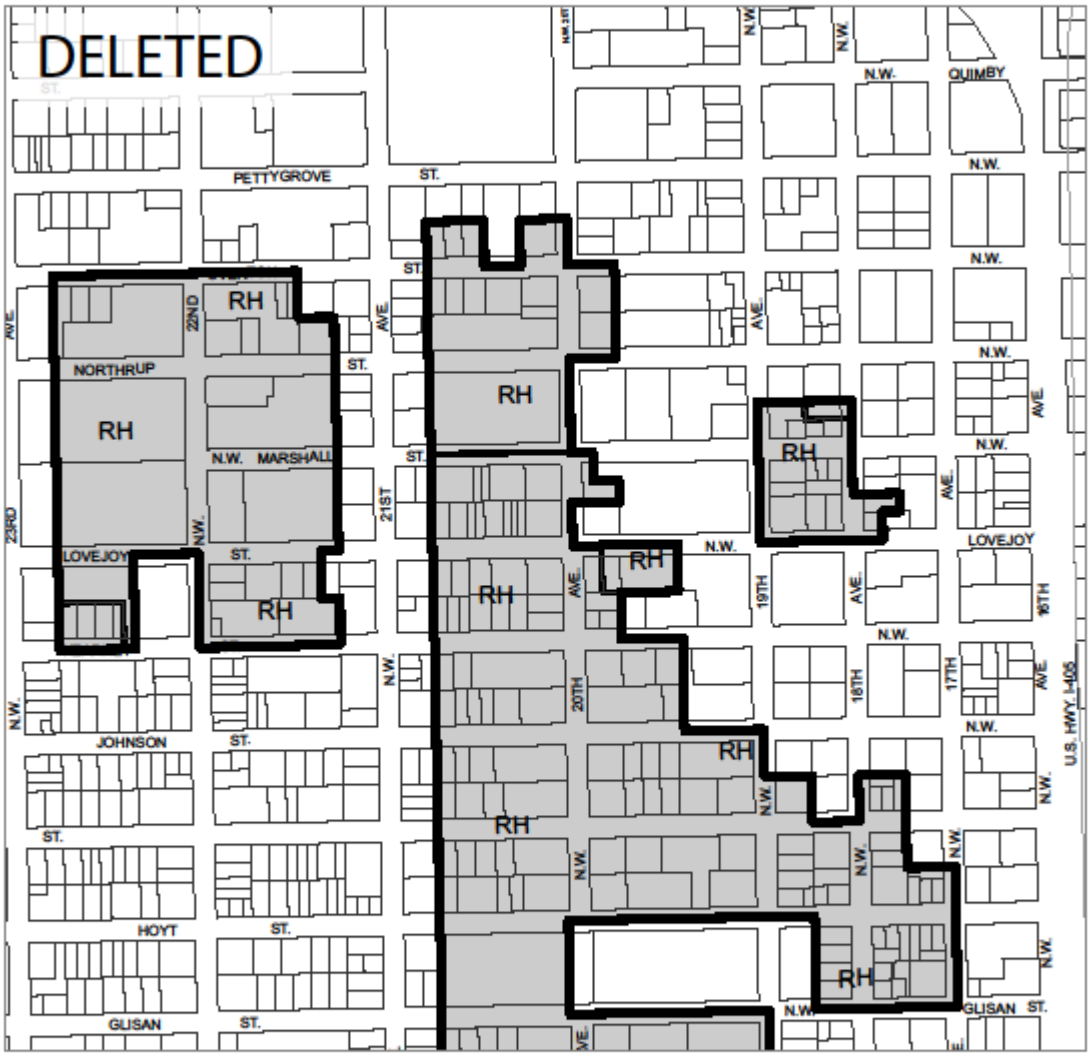
See page 75 of this report for revised map.

Ord. 188177, Vol. 2.5, page 12457

RH Areas with Maximum FAR of 4:1

Map 120-8

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2927, 2928, 3027, 3028

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12458

Commentary

Existing Map 120-9 is unchanged in the new map series except it is renumbered to Map 120-7.

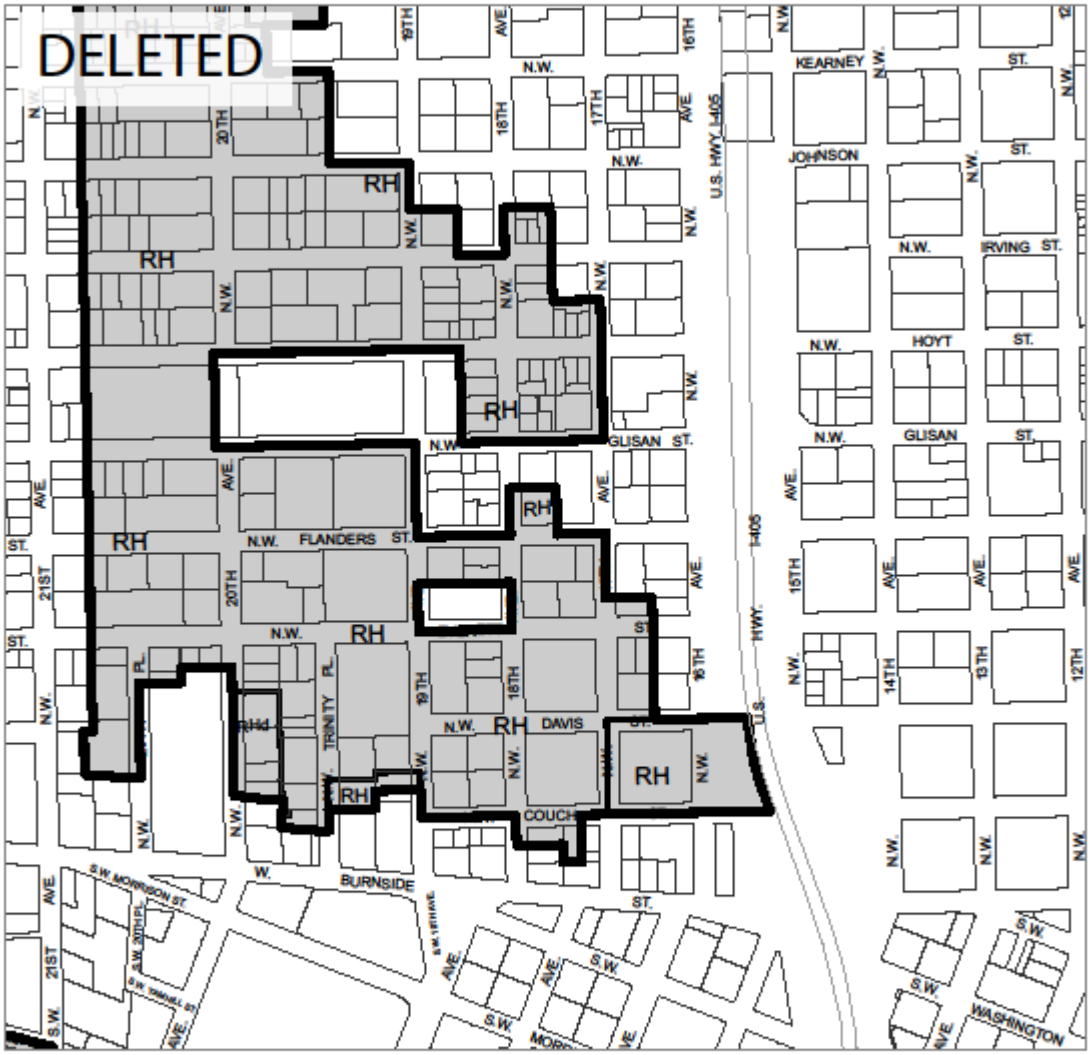
See page 77 of this report for renumbered map.

Ord. 188177, Vol. 2.5, page 12459

RH Areas with Maximum FAR of 4:1

Map 120-9

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2927, 2928, 3027, 3028

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12460

Commentary

Existing Map 120-10 renumbered to 120-8.
Proposal to retain RH zoning north of Schuyler but eliminate the 4:1 FAR "bonus" is a response to advocacy on behalf of the Irvington Community Association and concerns regarding the compatibility of 4:1 FAR structures with the Irvington Historic District. (Separate Measure 56 notices have been sent to impacted property owners.)

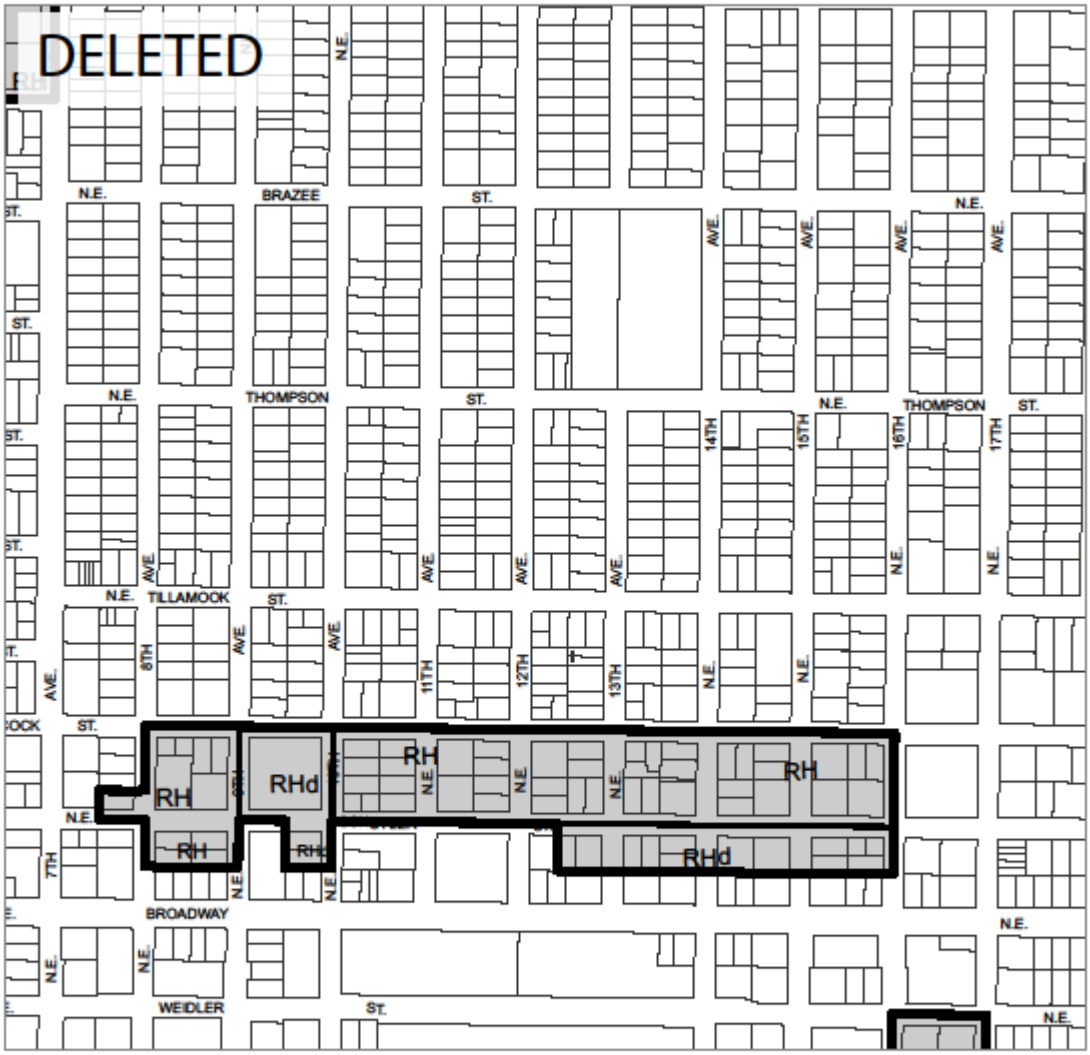
See page 79 of this report for revised map.

Ord. 188177, Vol. 2.5, page 12461

RH Areas with Maximum FAR of 4:1

Map 120-10

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2831, 2832

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12462

Commentary

Existing Map 120-11 renumbered to 120-9.
Comprehensive Plan Map changes from Medium to High Density Residential and zone change from R2 to RH accompanied by 4:1 FAR outside of original map boundary proposed as a result of Council action during Comprehensive Plan Map deliberations.

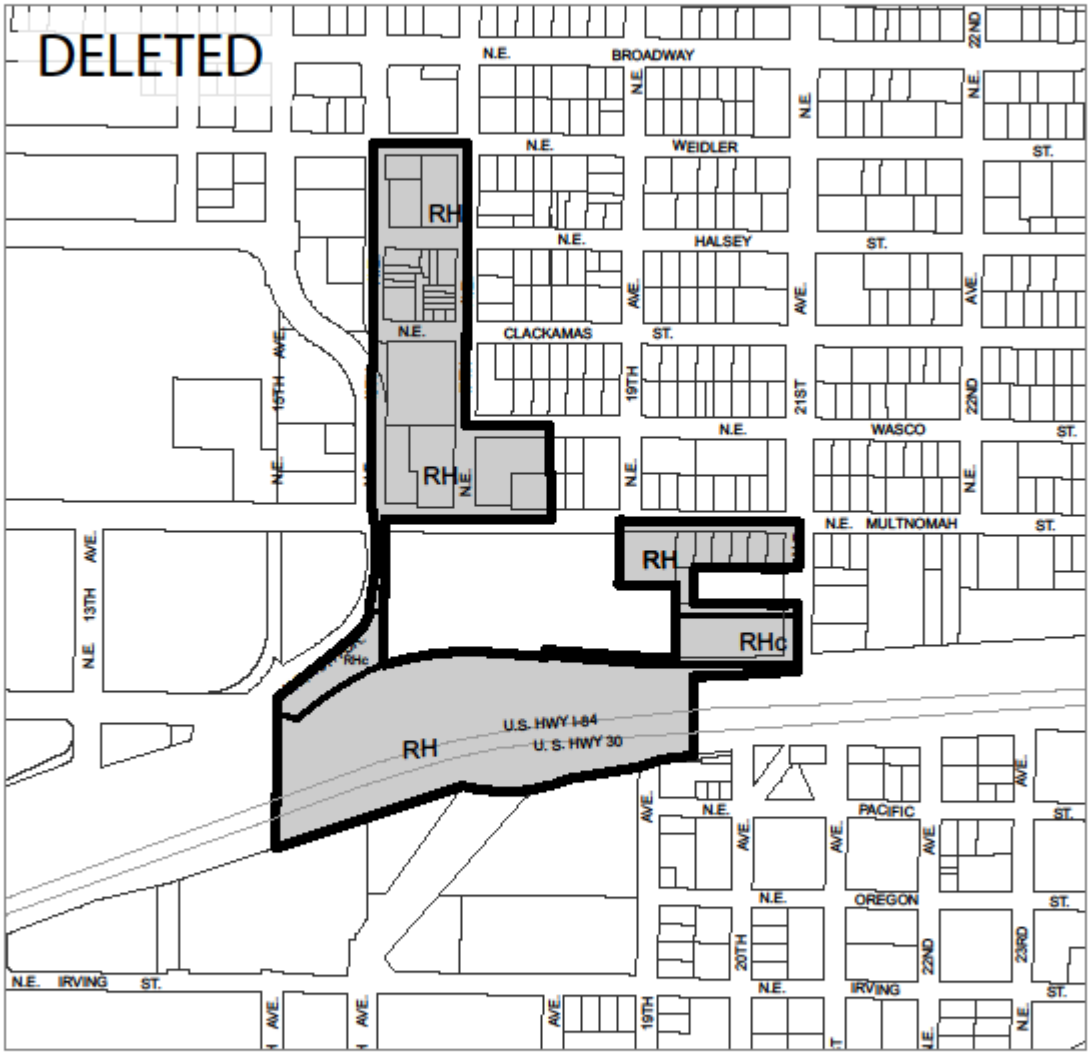
See page 81 of this report for revised map.

Ord. 188177, Vol. 2.5, page 12463

RH Areas with Maximum FAR of 4:1

Map 120-11

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2832, 2932

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12464

Commentary

Existing Map 120-12 is unchanged in the new map series except it is renumbered to Map 120-10.

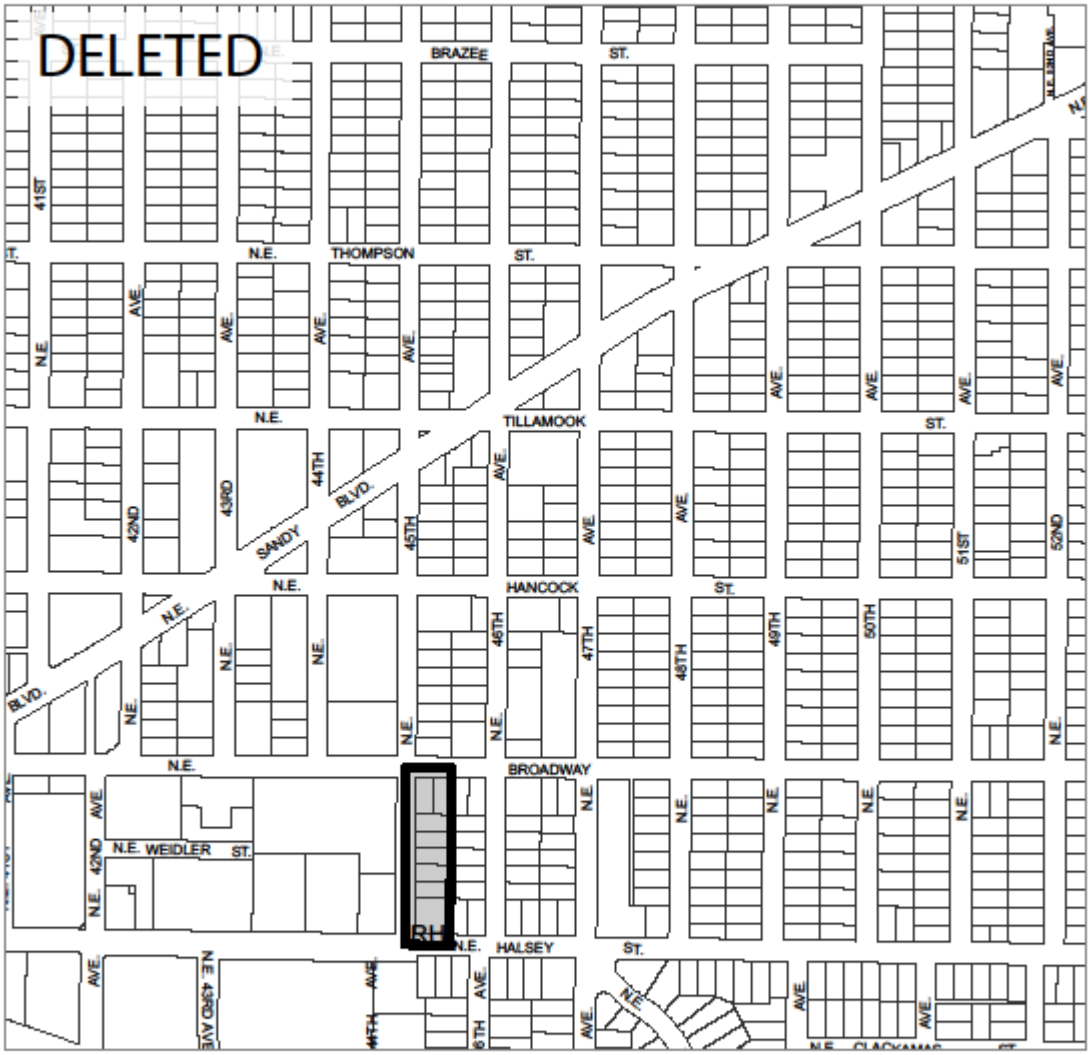
See page 83 of this report for revised map.

Ord. 188177, Vol. 2.5, page 12465

RH Areas with Maximum FAR of 4:1

Map 120-12

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2835, 2935

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12466

Commentary

Existing Map 120-13 renumbered to 120-11.
The (RH) Comprehensive Plan Map designation has been removed from a portion of the designated 4:1 FAR area by Council action.

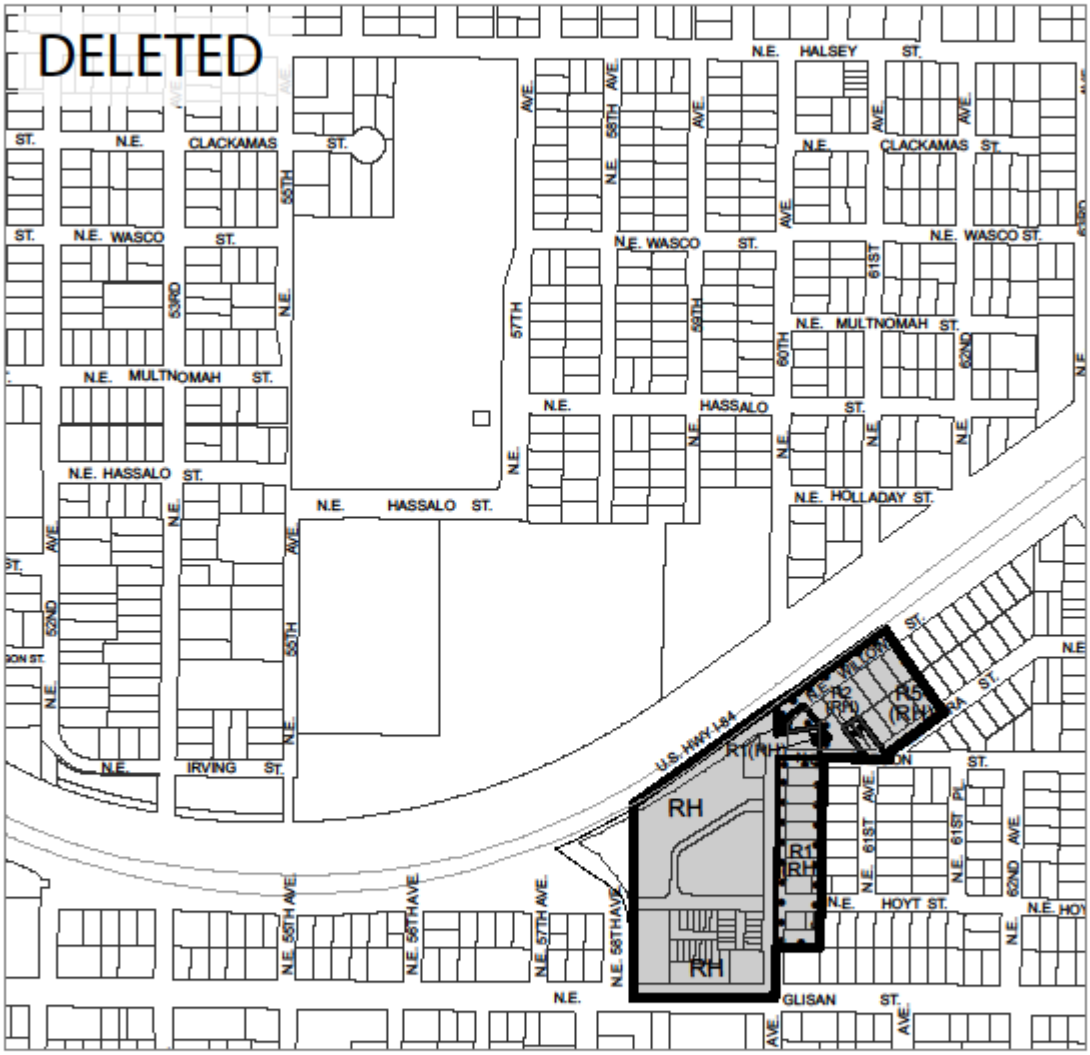
See page 85 of this report for revised map.

Ord. 188177, Vol. 2.5, page 12467

RH Areas with Maximum FAR of 4:1

Map 120-13

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2936, 3036

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12468

Commentary

Existing Map 120-14 is unchanged in the new map series except it is renumbered to Map 120-12.

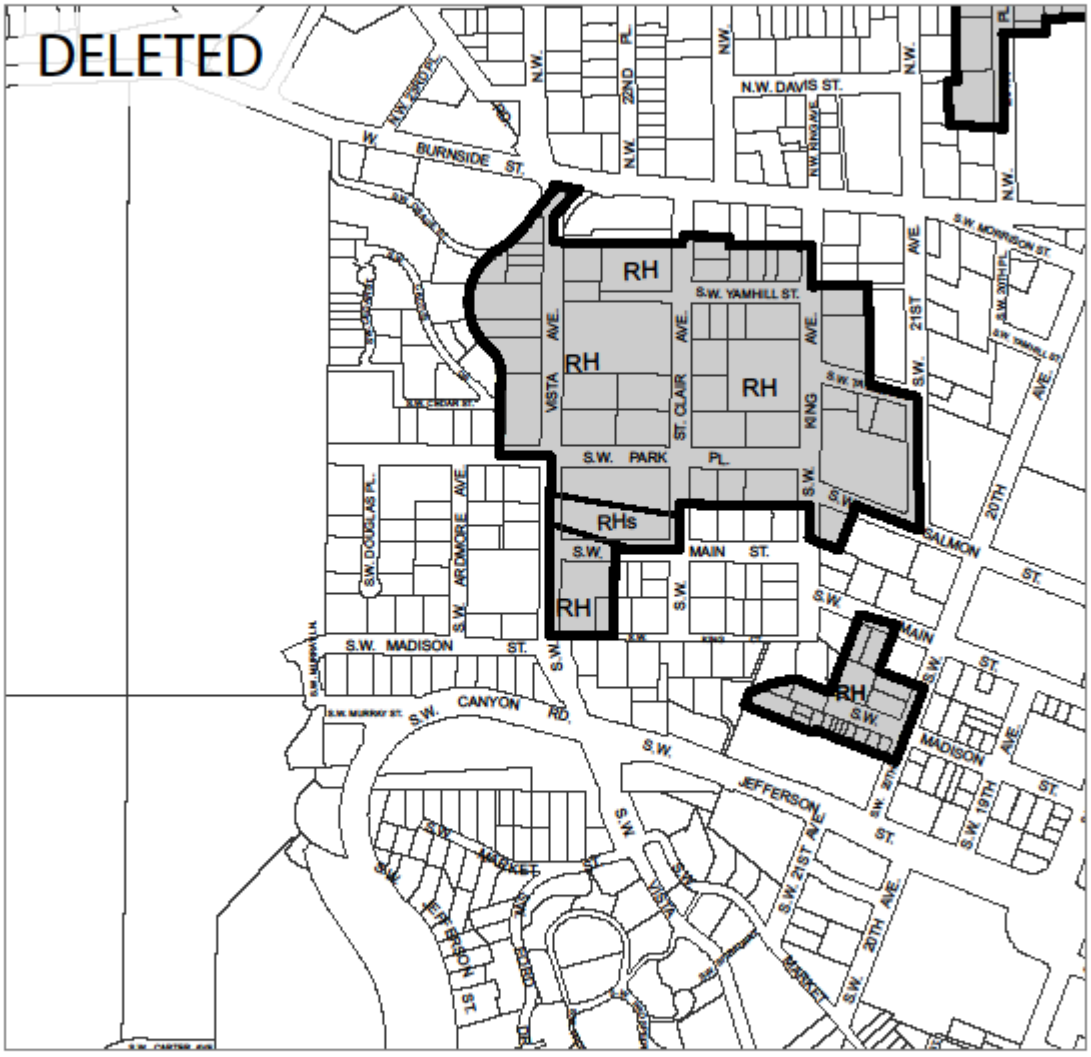
See page 87 of this report for renumbered map.

Ord. 188177, Vol. 2.5, page 12469

RH Areas with Maximum FAR of 4:1

Map 120-14

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 3027, 3127

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12470

Commentary

Existing Map 120-15 is unchanged in the new map series except it is renumbered to Map 120-13.

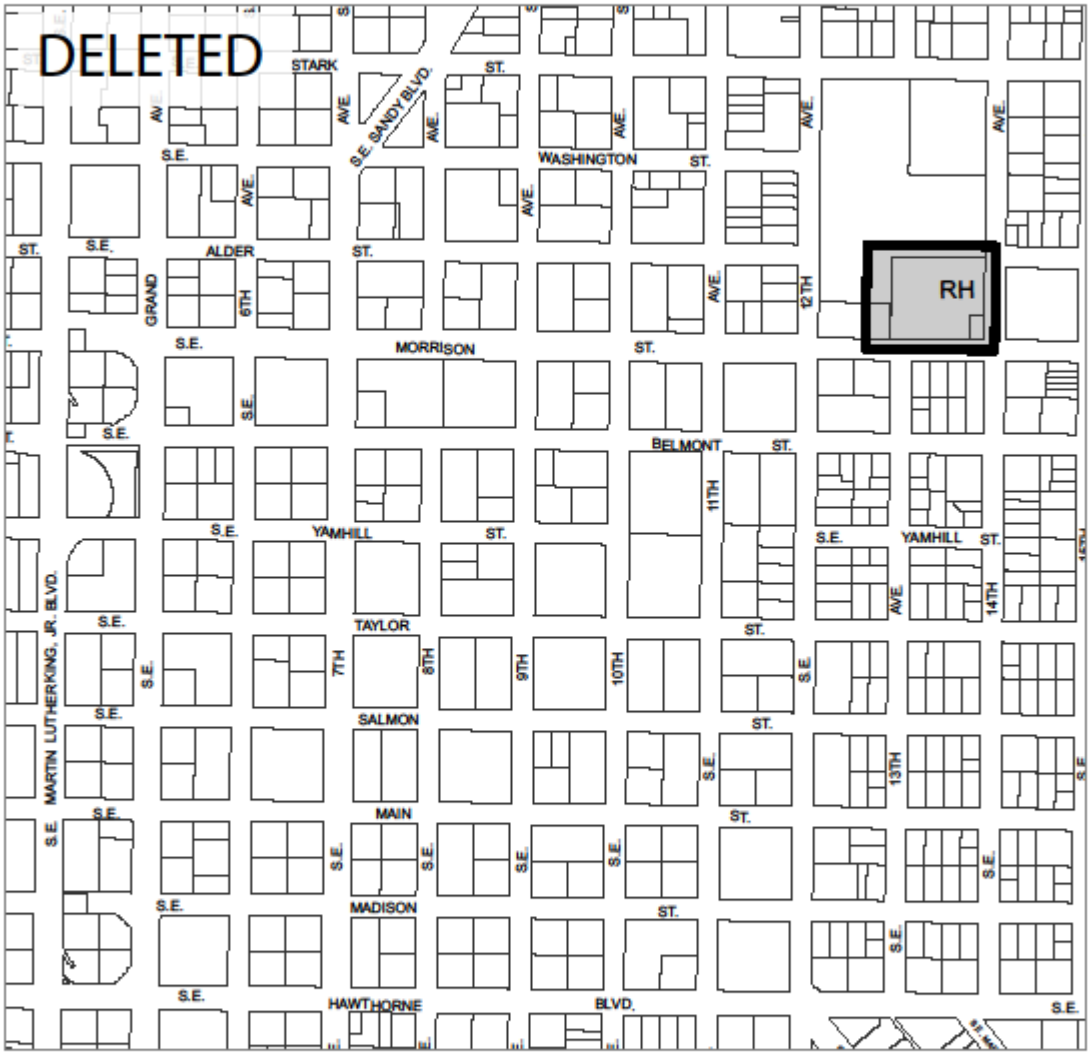
See page 89 of this report for renumbered map.

Ord. 188177, Vol. 2.5, page 12471

RH Areas with Maximum FAR of 4:1

Map 120-15

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 3131

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12472

Commentary

Existing Map 120-16 renumbered to 120-14.
City initiated Comprehensive Plan Map designation reflected on this map and adjoining, existing map 120-17.

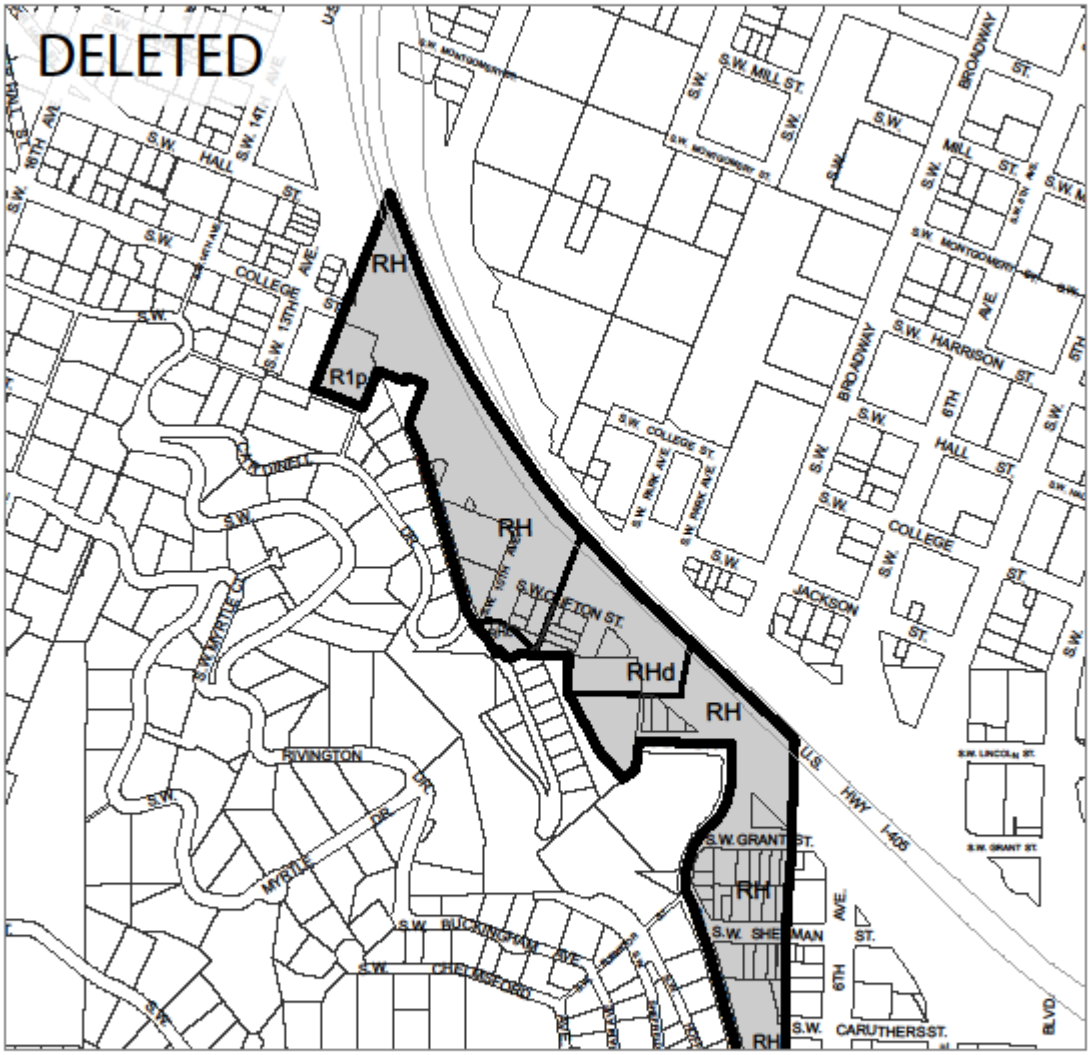
See page 91 of this report for revised map.

Ord. 188177, Vol. 2.5, page 12473

RH Areas with Maximum FAR of 4:1

Map 120-16

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 3128, 3228

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12474

Commentary

Existing Map 120-17 renumbered to 120-15.
Change in Comprehensive Plan Map designation to High Density Residential and RH zone approved by City Council in support of potential Terwilliger Plaza assisted living expansion.

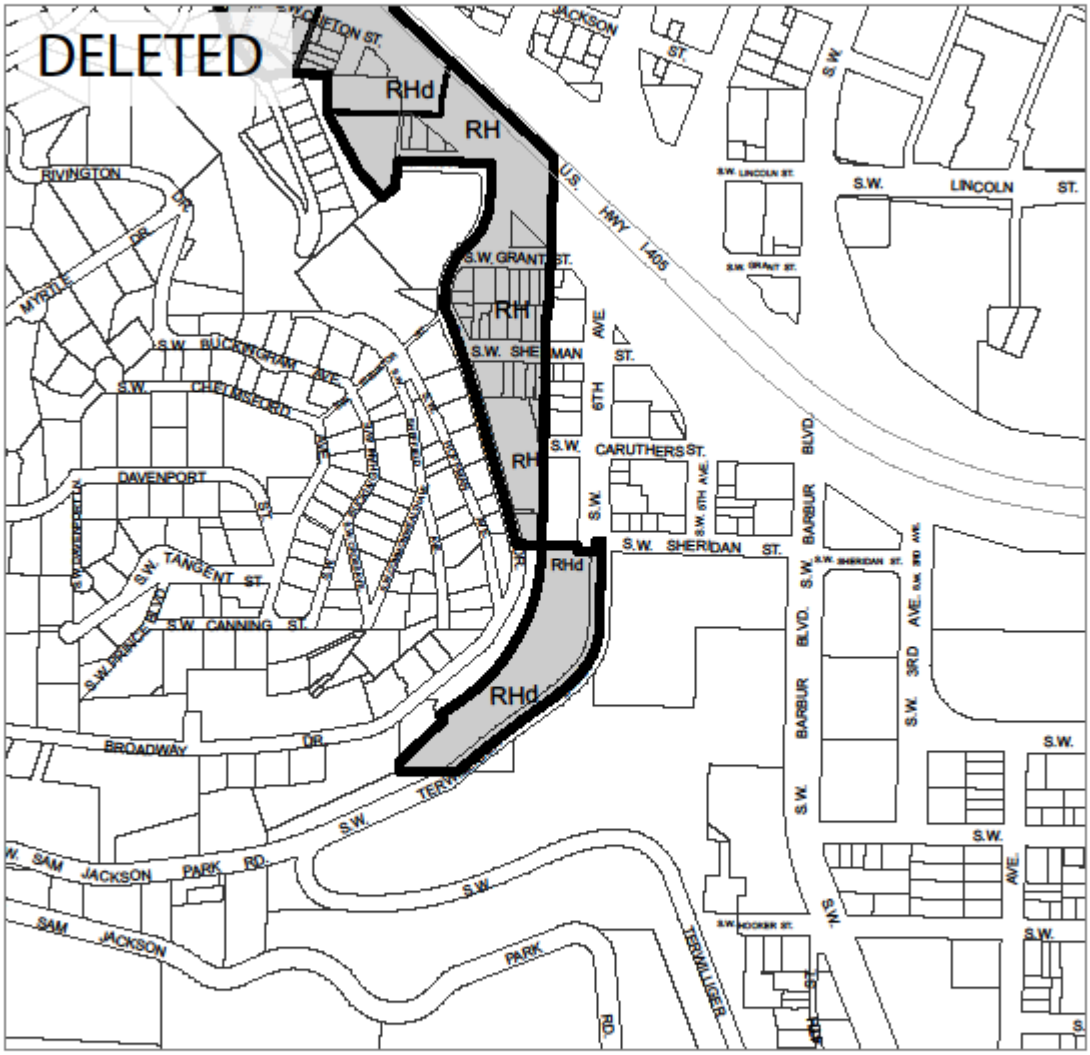
See page 93 of this report for revised map.

Ord. 188177, Vol. 2.5, page 12475

RH Areas with Maximum FAR of 4:1

Map 120-17

Map Revised January 1, 2015



Quarter Section(s): 3228, 3328

Ord. 188177, Vol. 2.5, page 12476

Commentary

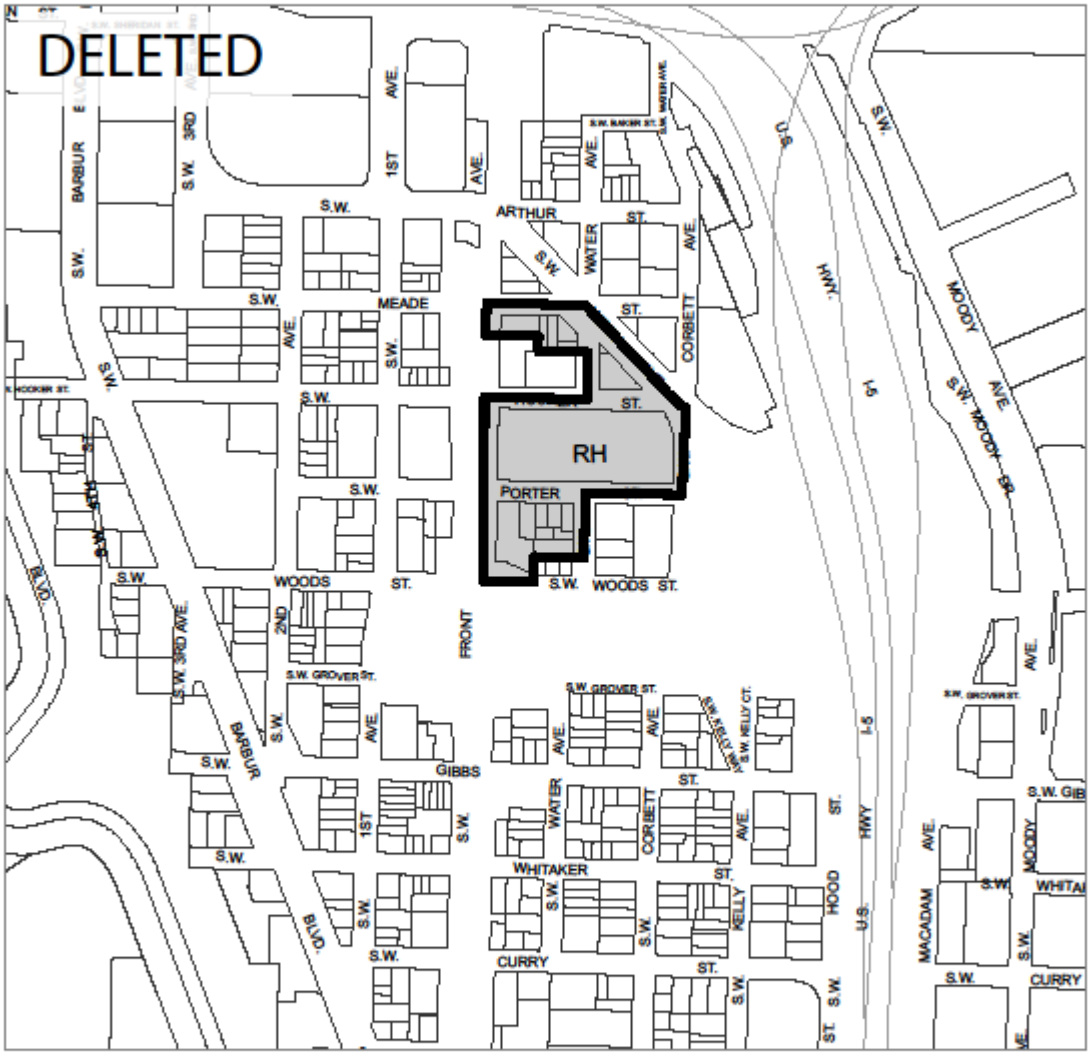
Existing Map 120-18 renumbered to 120-16.
Existing high density multi-dwelling residential Comprehensive Plan Map designation and RH zone removed from a portion of this 120 Map series 4:1 FAR area and replaced with CI2 Campus Institutional Zone in response to Council direction. This in response to public testimony by Northwest College of Naturopathic Medicine.

See page 95 of this report for revised map.

RH Areas with Maximum FAR of 4:1

Map 120-18

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 3329

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12478

Commentary

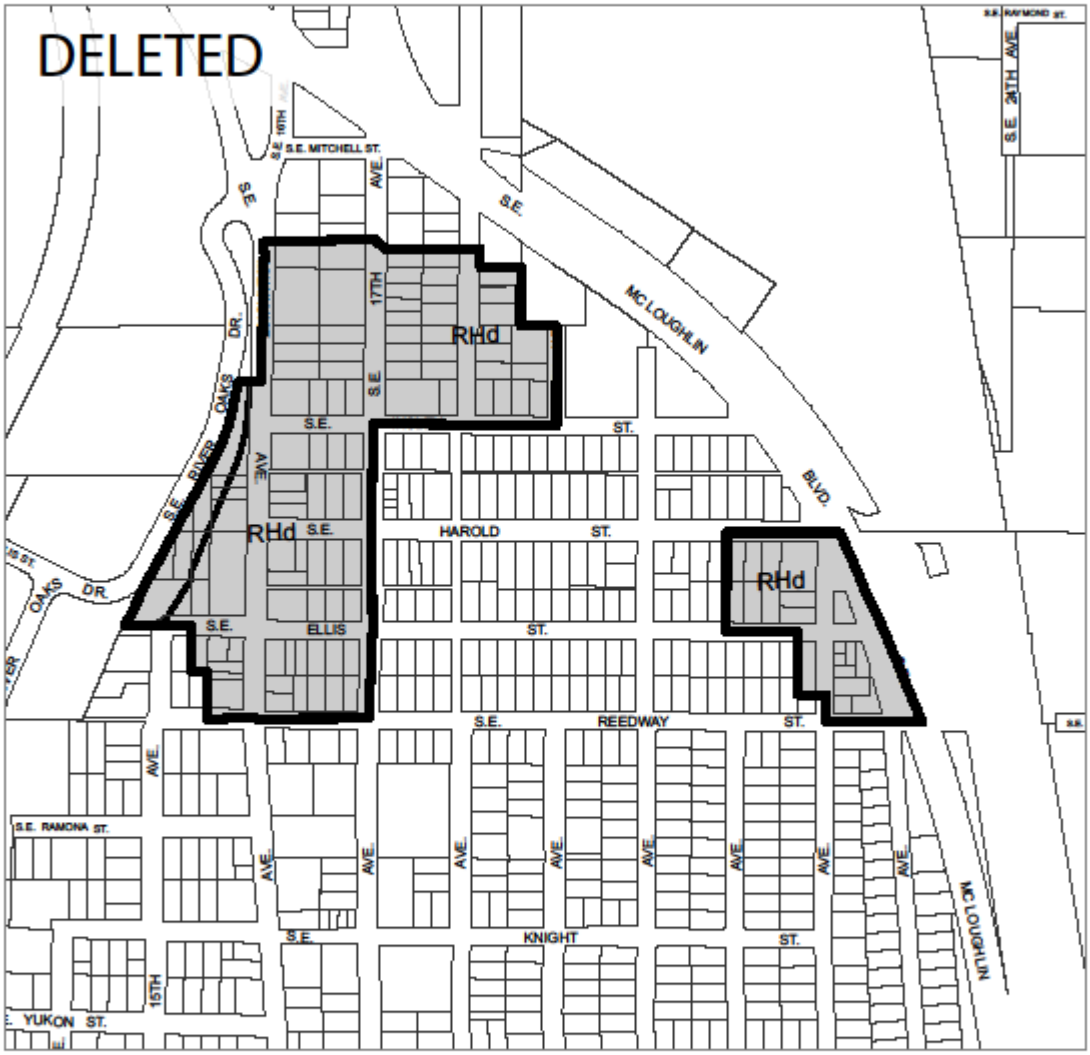
Map 120-19 deleted in its entirety with no replacement
Comprehensive Plan Map and zone designation changes made to this general area in response to elimination of the Harold Street light rail station, previously proposed as a component of the Max Orange Line.

Ord. 188177, Vol. 2.5, page 12479

RH Areas with Maximum FAR of 4:1

Map 120-19

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 3532, 3632

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12480

Commentary

Existing Map 120-20 is unchanged in the new map series except it is renumbered to Map 120-17.

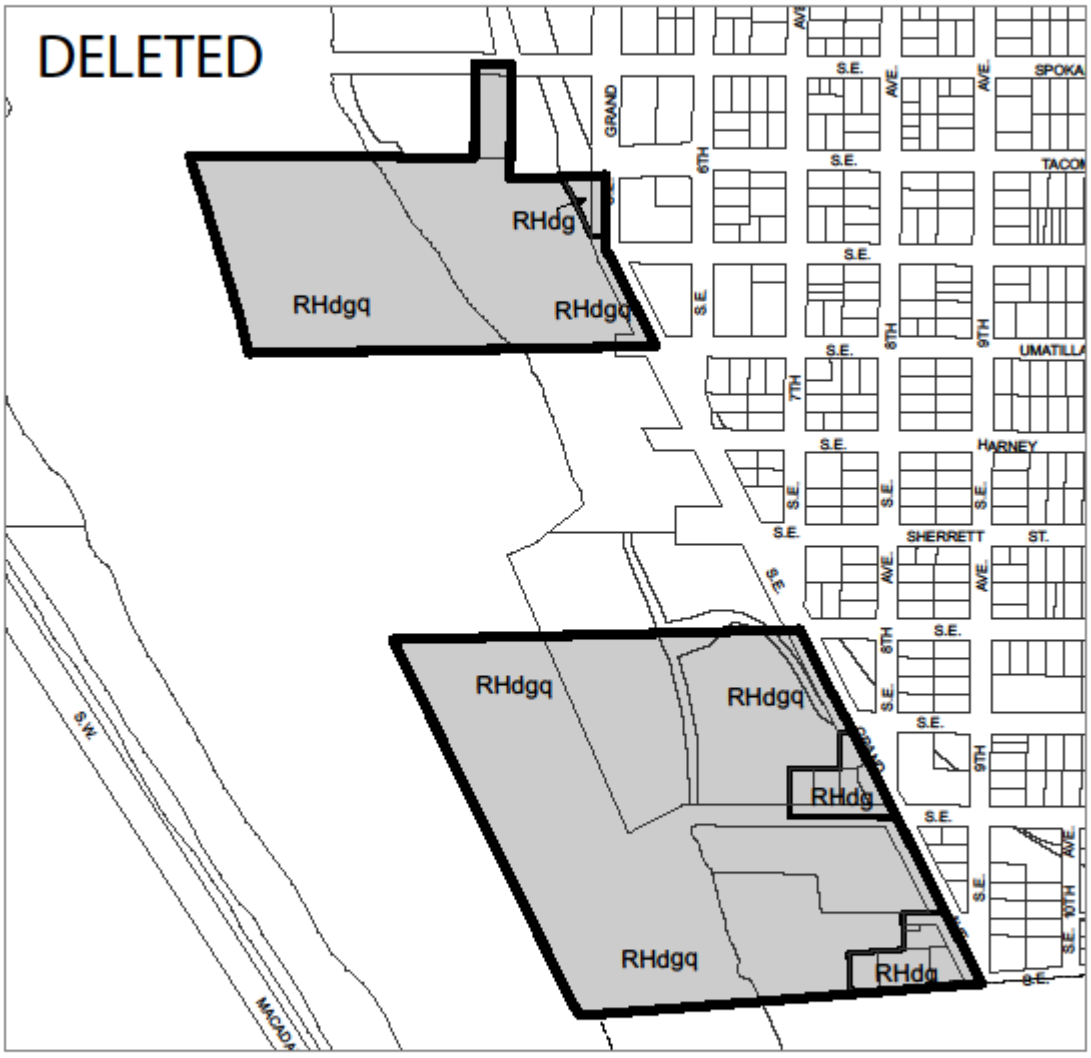
See page 97 of this report for renumbered map.

Ord. 188177, Vol. 2.5, page 12481

RH Areas with Maximum FAR of 4:1

Map 120-20

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Quarter Section(s): 3830, 3831, 3930, 3931

Ord. 188177, Vol. 2.5, page 12482

Commentary

New index map 120-1 reflects new map series revisions, deletions and renumbering.

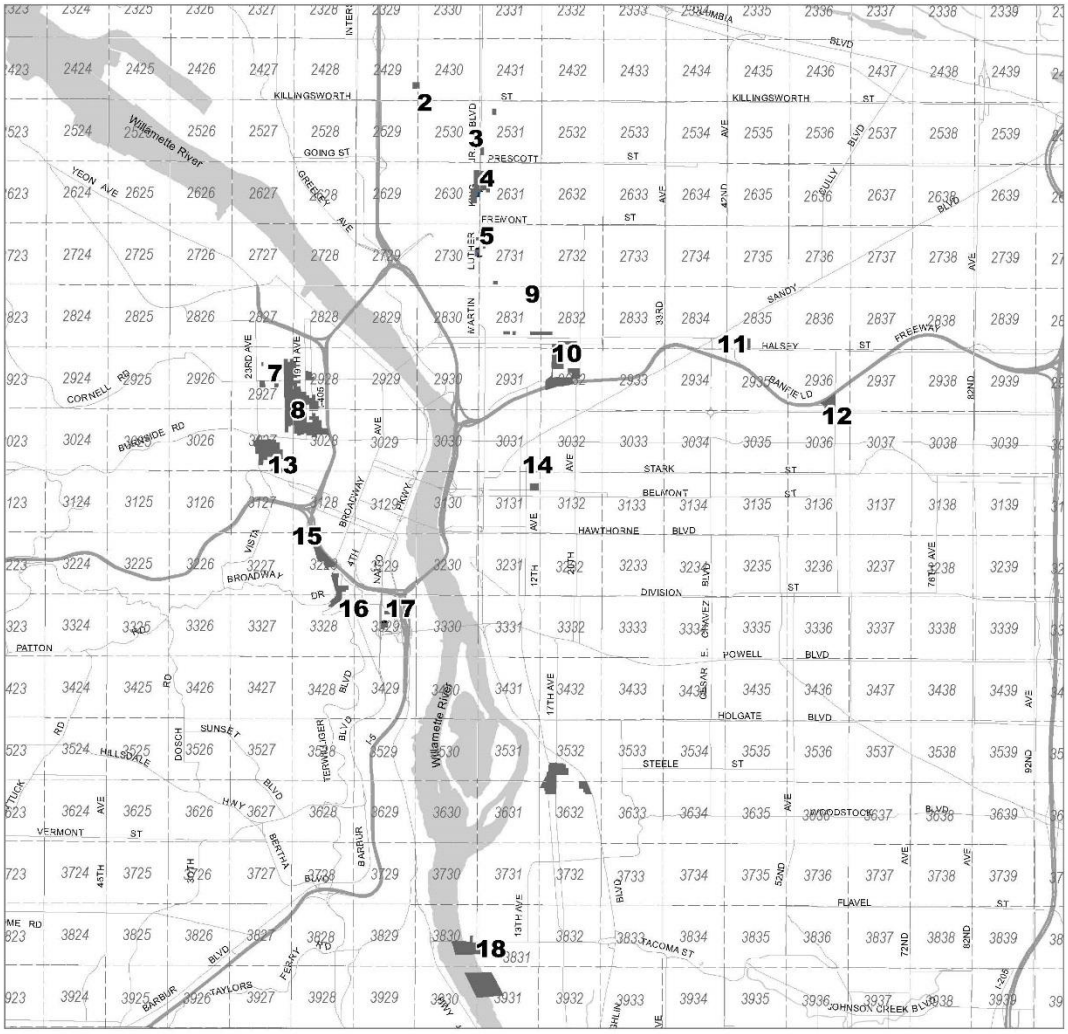
See page 25 of this report for original map.

Ord. 188177, Vol. 2.5, page 12483

Proposed Index Map for RH Areas with Maximum FAR of 4:1

Map 120-1

Map Revised Xxxxx X, 201X



Ord. 188177, Vol. 2.5, page 12484

Commentary

Proposed Map 120-2 is unchanged from the existing map series except it is renumbered from Map 120-3.

See page 29 of this report for original map.

Ord. 188177, Vol. 2.5, page 12485

Proposed RH Areas with Maximum FAR of 4:1

Map 120-2

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2429, 2430

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12486

Commentary

Proposed Map 120-3 is unchanged from the existing map series except it is renumbered from Map 120-4.

See page 31 of this report for original map

Ord. 188177, Vol. 2.5, page 12487

Proposed RH Areas with Maximum FAR of 4:1

Map 120-3

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2531

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12488

Commentary

Proposed Map 120-4 is renumbered from the existing map series Map 120-5.
The Comprehensive Plan Map designation was changed to Central Employment and zoned (EX) for a number of properties within the original boundary of this FAR bonus area in order to address nonconforming situations i.e., existing commercial buildings and uses in a residential zone.

See page 33 of this report for original map.

Ord. 188177, Vol. 2.5, page 12489

Proposed RH Areas with Maximum FAR of 4:1

Map 120-4

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2630, 2631

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12490

Commentary

Proposed Map 120-5 is renumbered from the existing map series Map 120-6.
The Comprehensive Plan Map designation was changed to Mixed Use-Urban Center and zoned (CM3) for a number of properties within the original boundary of this FAR bonus area in order to address nonconforming situations and support a more continuous commercial street frontage.

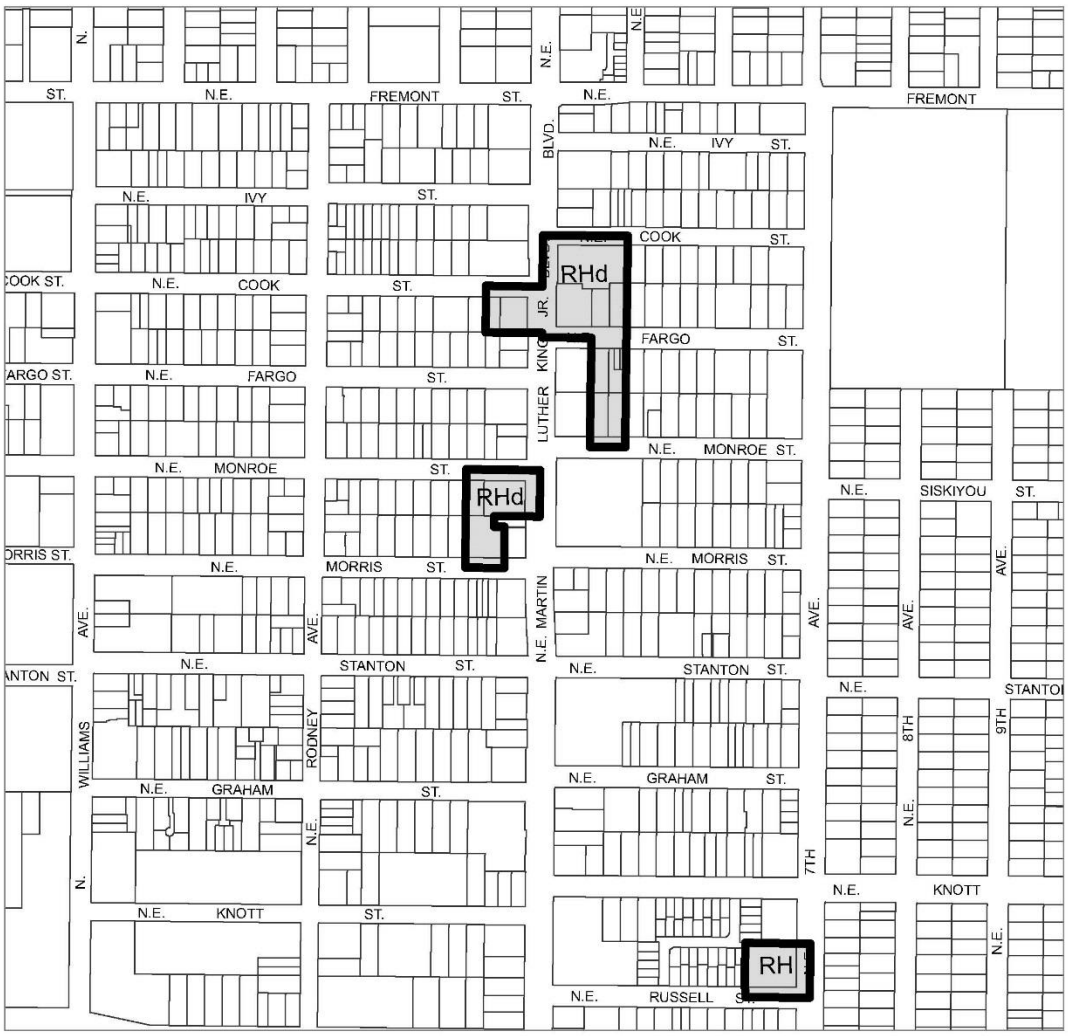
See page 35 of this report for original map.

Ord. 188177, Vol. 2.5, page 12491

Proposed RH Areas with Maximum FAR of 4:1

Map 120-5

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2730, 2731

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12492

Commentary

Proposed Map 120-6 is renumbered from the existing map series Map 120-8.
120 series map change due to Legacy Good Sam Hospital campus change to the Institutional Campus Comprehensive Plan Map designation and CI2 zone and a minor map error correction.

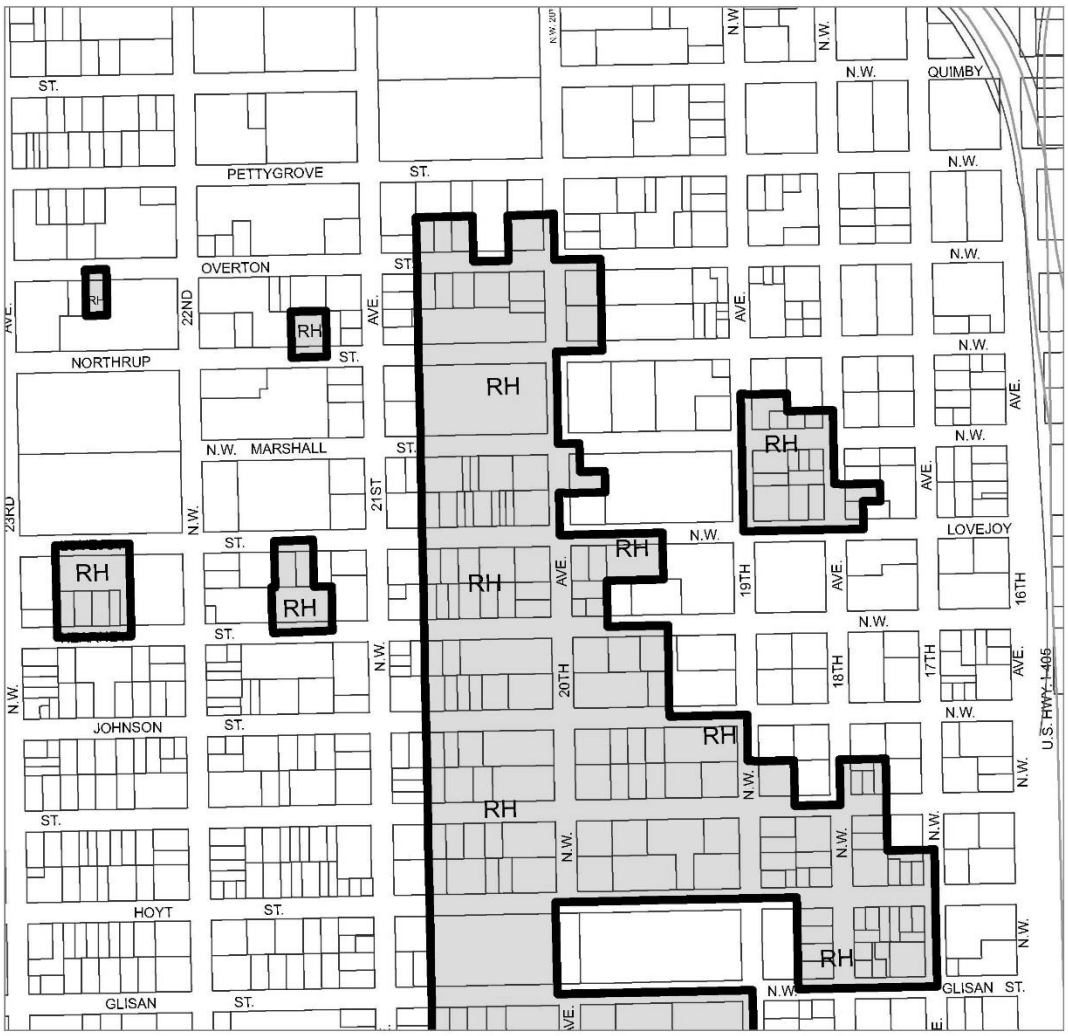
See page 39 of this report for original map.

Ord. 188177, Vol. 2.5, page 12493

Proposed RH Areas with Maximum FAR of 4:1

Map 120-6

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2927, 2928, 3027, 3028

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12494

Commentary

Proposed Map 120-7 is unchanged in the new map series except it is renumbered from existing map series Map 120-9.

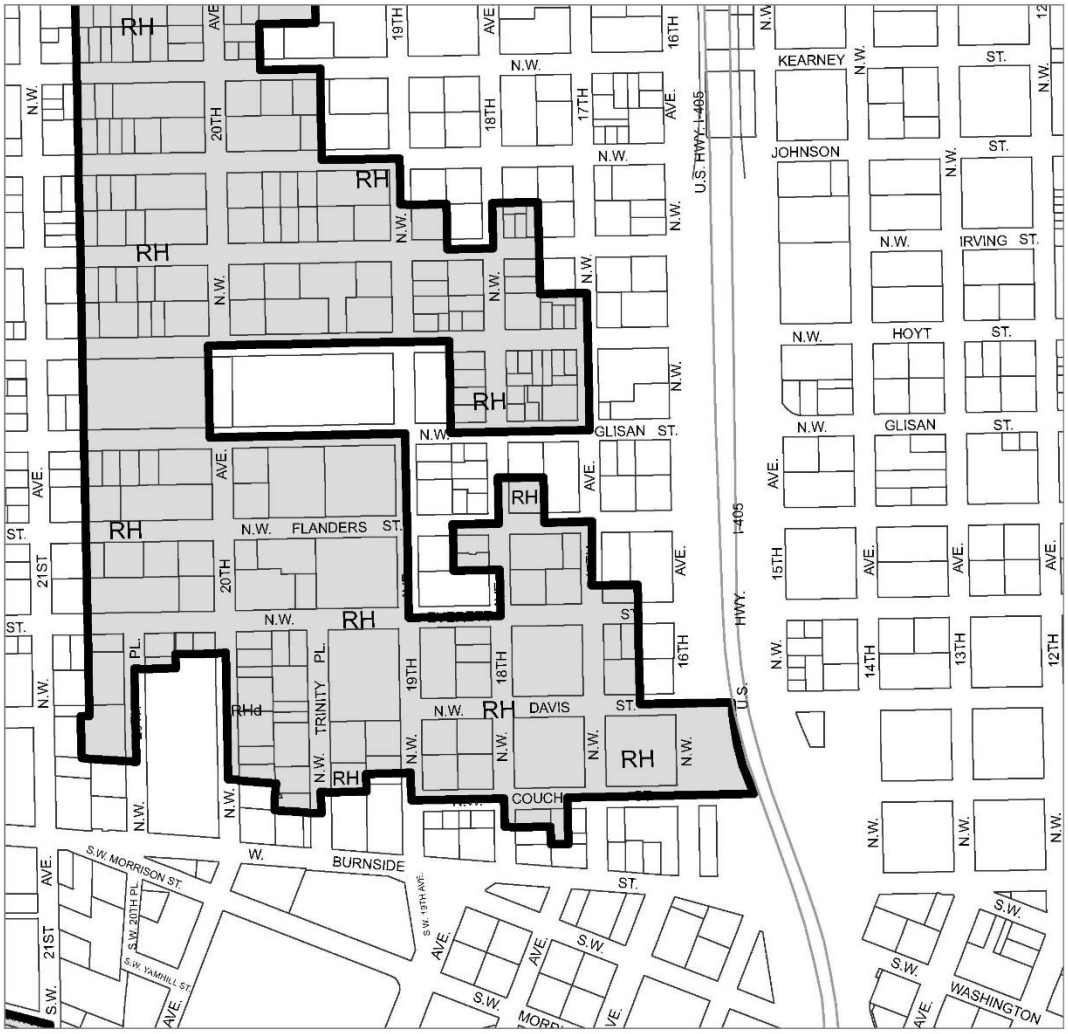
See page 41 of this report for original map.

Ord. 188177, Vol. 2.5, page 12495

Proposed RH Areas with Maximum FAR of 4:1

Map 120-7

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2927, 2928, 3027, 3028

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12496

Commentary

Proposed Map 120-8 is renumbered from the existing map series Map 120-10. Proposal to retain RH zoning north of Schuyler but eliminate the 4:1 FAR "bonus" is a response to advocacy on behalf of the Irvington Community Association and concerns regarding the compatibility of 4:1 FAR structures with existing Irvington Historic District. (Separate Measure 56 notices have been sent to impacted property owners.)

See page 43 of this report for original map.

Ord. 188177, Vol. 2.5, page 12497

Proposed RH Areas with Maximum FAR of 4:1

Map 120-8

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2831, 2832

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12498

Commentary

Proposed Map 120-9 is renumbered from the existing map series Map 120-11. Comprehensive Plan Map changes from Medium to High Density Residential and zone change from R2 to RH accompanied by 4:1 FAR proposed as a result of Council action during Comprehensive Plan Map deliberations.

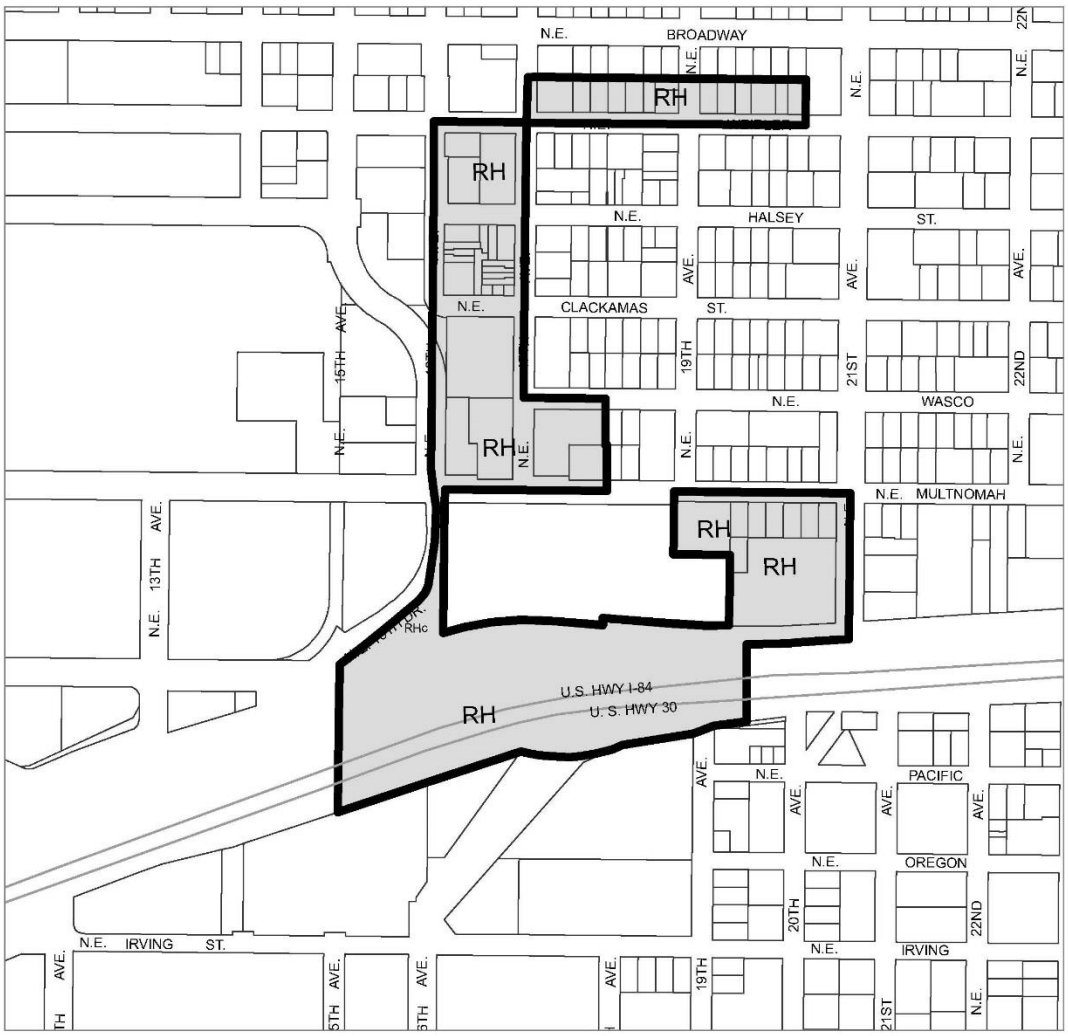
See page 45 of this report for original map.

Ord. 188177, Vol. 2.5, page 12499

Proposed RH Areas with Maximum FAR of 4:1

Map 120-9

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2832, 2932

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12500

Commentary

Proposed Map 120-10 is unchanged from the existing map series except it is renumbered from Map 120-12.

See page 47 of this report for original map.

Ord. 188177, Vol. 2.5, page 12501

Proposed RH Areas with Maximum FAR of 4:1

Map 120-10

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2835, 2935

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12502

Commentary

Proposed Map 120-11 is renumbered from the existing map series Map 120-13.
The (RH) Comprehensive Plan Map designation has been removed from a portion of the designated 4:1 FAR area by Council action.

See page 49 of this report for original map.

Ord. 188177, Vol. 2.5, page 12503

Proposed RH Areas with Maximum FAR of 4:1

Map 120-11

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2936, 3036

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12504

Commentary

Proposed Map 120-12 is unchanged from the existing map series except it is renumbered from Map 120-14.

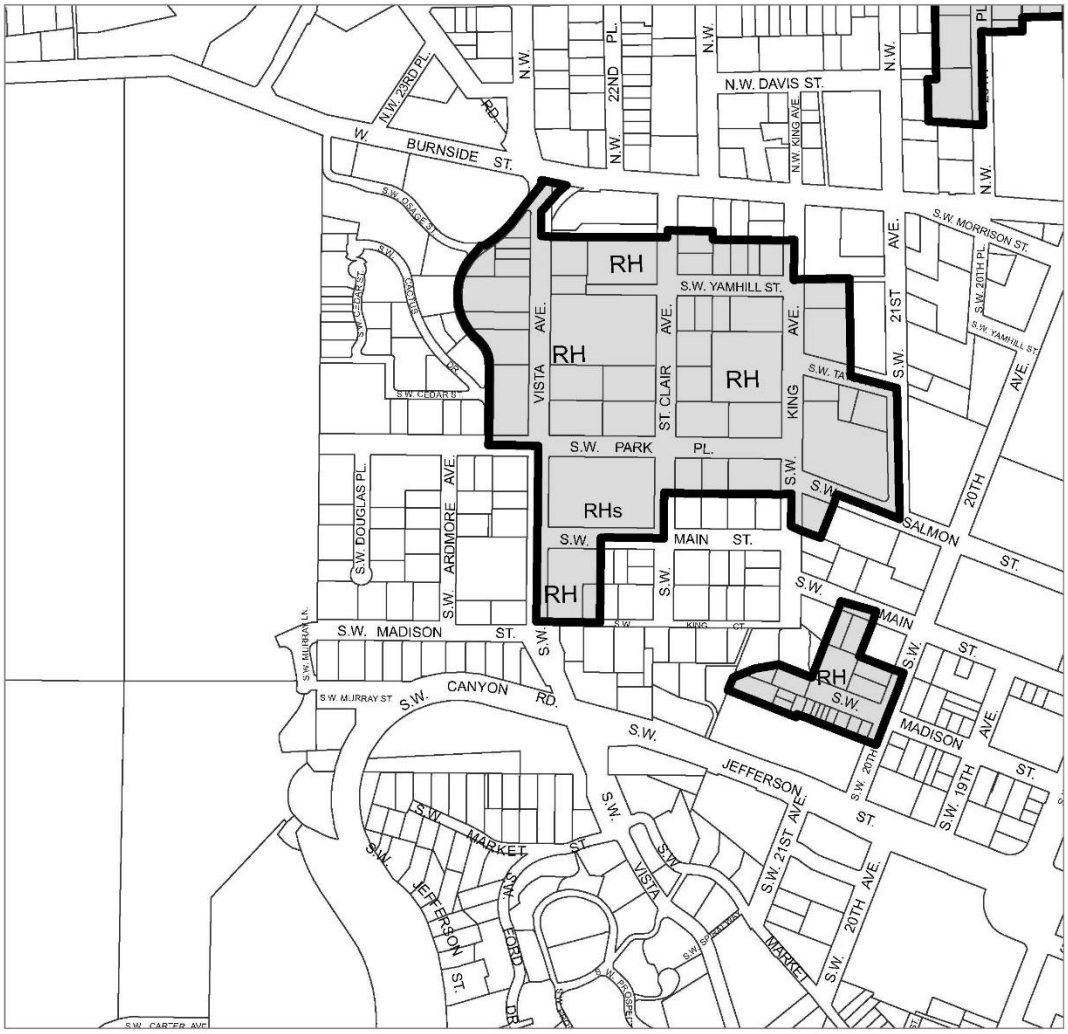
See page 51 of this report for original map.

Ord. 188177, Vol. 2.5, page 12505

Proposed RH Areas with Maximum FAR of 4:1

Map 120-12

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 3027, 3127

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12506

Commentary

Proposed Map 120-13 is unchanged from the existing map series except it is renumbered from Map 120-15.

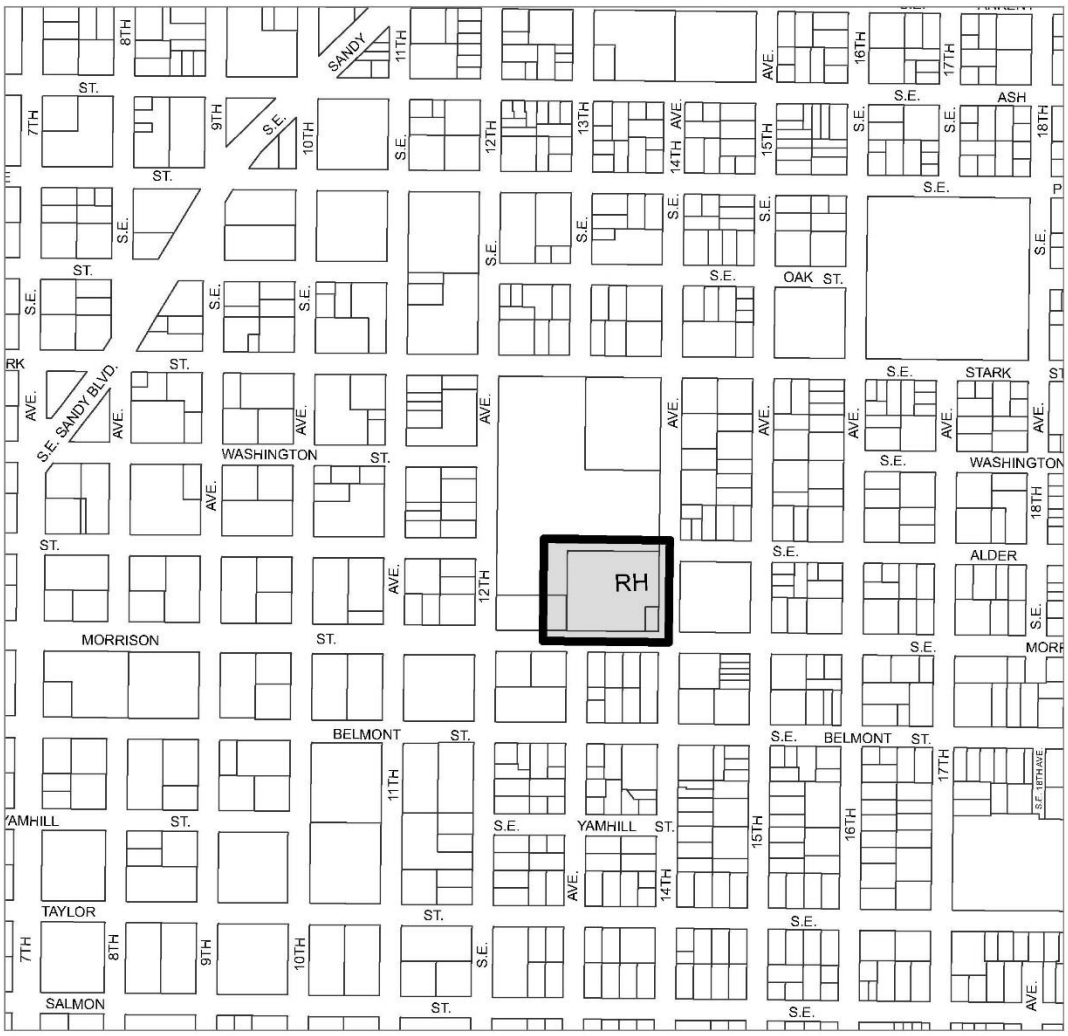
See page 53 of this report for original map.

Ord. 188177, Vol. 2.5, page 12507

Proposed RH Areas with Maximum FAR of 4:1

Map 120-13

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 3131

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12508

Commentary

Proposed Map 120-14 is renumbered from the existing map series Map 120-16.
City initiated Comprehensive Plan Map Designation reflected on this map and adjoining, proposed map 120-15.

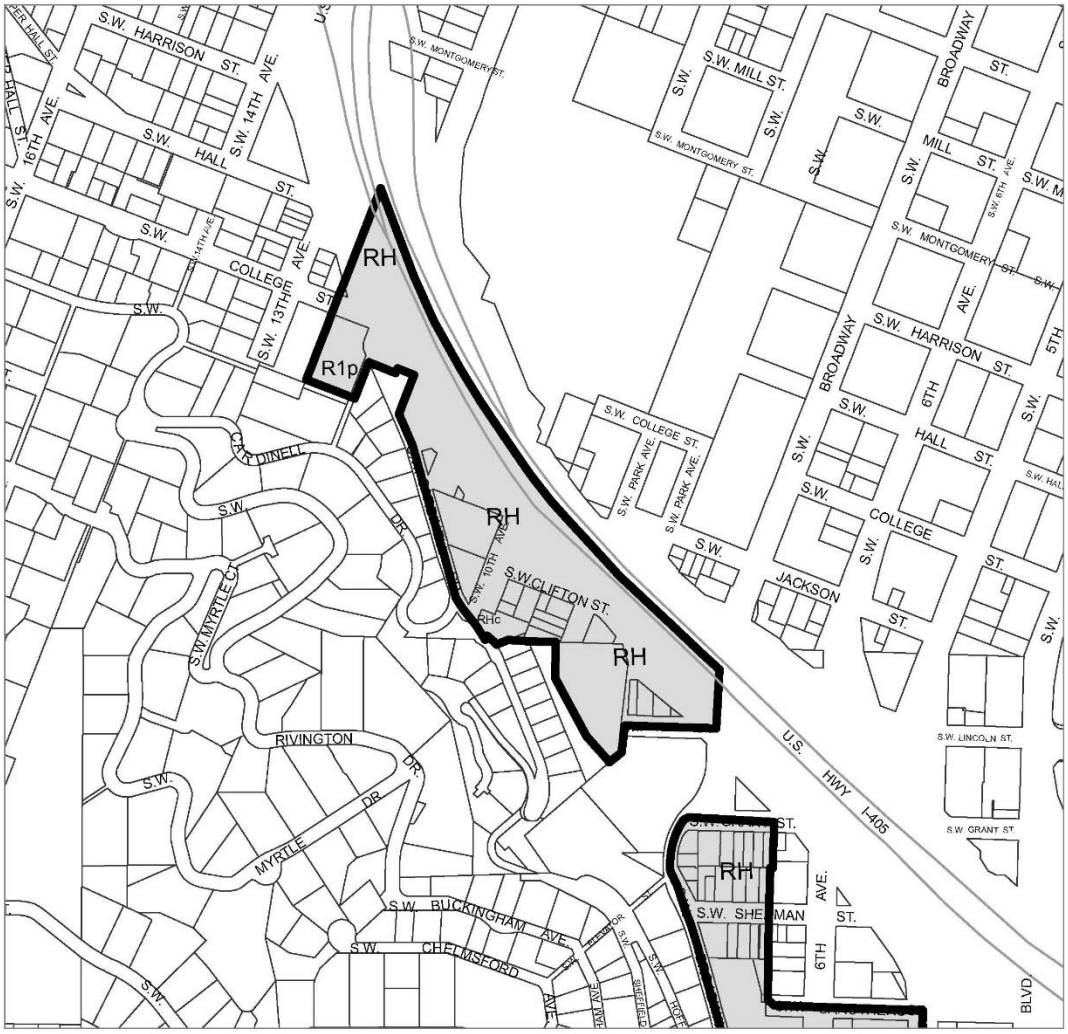
See page 55 of this report for original map.

Ord. 188177, Vol. 2.5, page 12509

Proposed RH Areas with Maximum FAR of 4:1

Map 120-14

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 3128, 3228

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12510

Commentary

Proposed Map 120-15 is renumbered from the existing map series Map 120-17
Change in Comprehensive Plan Map designation to High Density Residential and RH zone accompanied by 4 to 1 FAR approved by City Council in support of potential Terwilliger Plaza assisted living expansion.

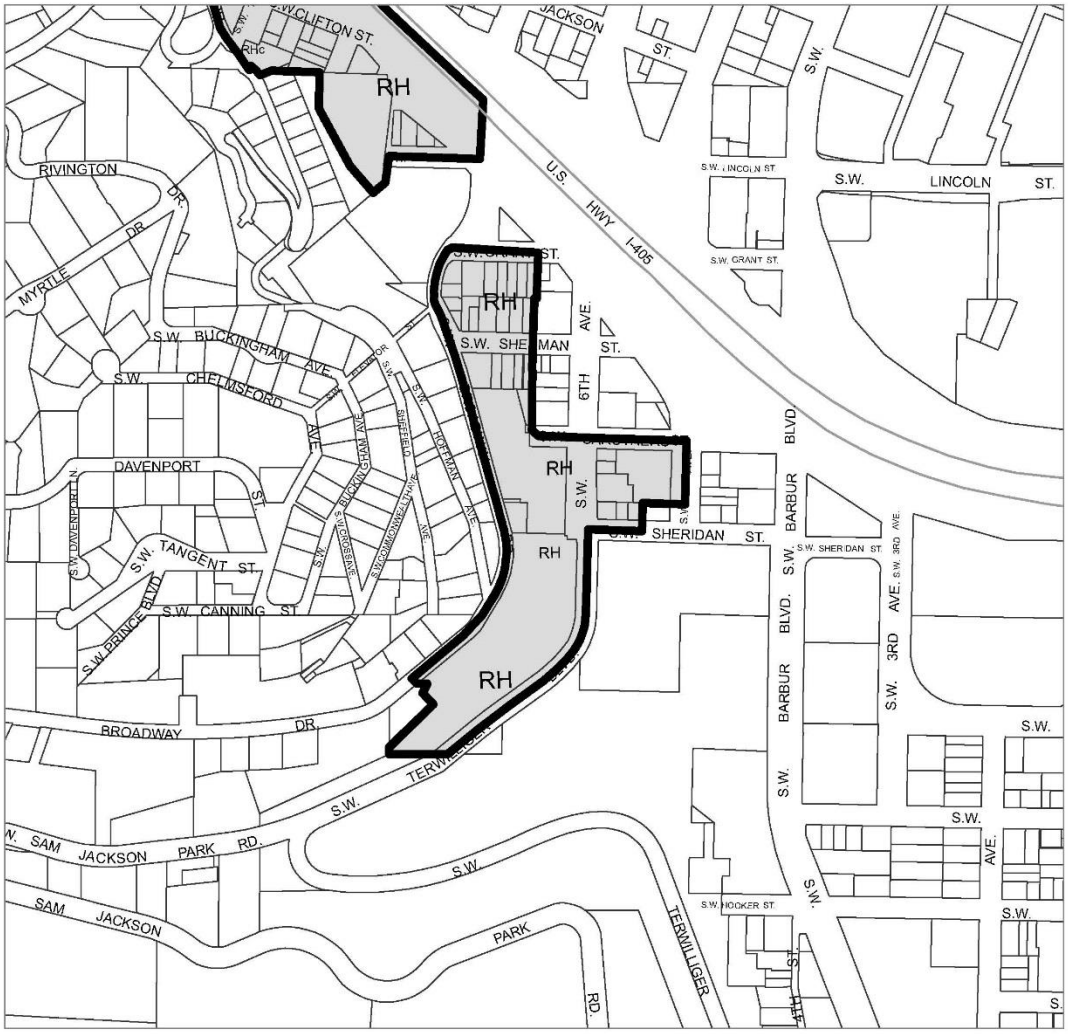
See page 57 of this report for original map.

Ord. 188177, Vol. 2.5, page 12511

Proposed RH Areas with Maximum FAR of 4:1

Map 120-15

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 3228, 3328

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12512

Commentary

Proposed Map 120-16 is renumbered from the existing map series Map 120-18
Existing high density multi-dwelling residential Comprehensive Plan Map designation and RH zone removed from a portion of this 120 Map series 4:1 FAR area and replaced with CI2 Campus Institutional Zone in response to Council direction. This in response to a public request by Northwest College of Naturopathic Medicine.

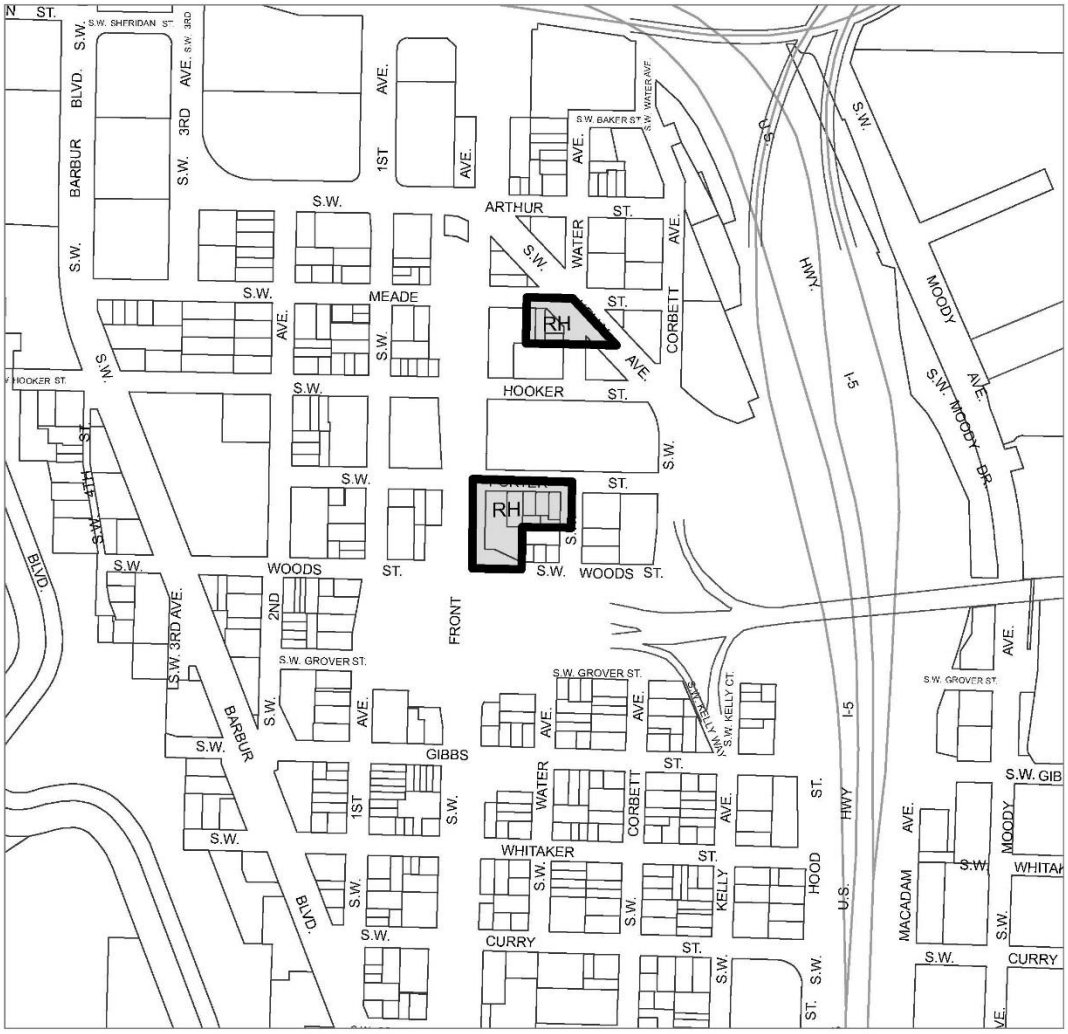
See page 59 of this report for original map.

Ord. 188177, Vol. 2.5, page 12513

Proposed RH Areas with Maximum FAR of 4:1

Map 120-16

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 3329

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12514

Commentary

Proposed Map 120-17 is unchanged from the existing map series except it is renumbered from Map 120-20.

See page 63 of this report for original map.

Ord. 188177, Vol. 2.5, page 12515

Proposed RH Areas with Maximum FAR of 4:1

Map 120-17

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 3830, 3831, 3930, 3931

NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 12516

33.445.610. C.9 Historic Preservation Incentive

This amendment creates an additional regulatory incentive to preserve Historic Landmarks, Conservation Landmarks, and contributing structures in Historic and Conservation districts. In this case the incentive allows Office uses in the R5 zone in historic structures that have had a legally established Office use for a period of time. The impetus for the change comes from a group of contributing historic resources in the King's Hill Historic District that have had Office uses in them consistently since at least the early 1970's. The proposed amendments provide an opportunity to legally establish the existing Office uses in these structures and attach the approval to the property rather than to an individual as is the case with the "revocable permits" under which the existing office uses operate.

This is a targeted response to a specific identified need.

Ord. 188177, Vol. 2.5, page 12517

33.445 Historic Resource Overlay Zone

445

33.445.610 Historic Preservation Incentives

A. Purpose. Historic preservation incentives increase the potential for historic resources to be used, protected, renovated, and preserved. Incentives make preservation more attractive to owners of historic resources because they provide flexibility and economic opportunities.

B. Eligibility for historic preservation incentives. Conservation Landmarks and Historic Landmarks are eligible to use the historic preservation incentives in Subsection C if the requirements of Subsection D are met. Sites with resources identified as contributing to the historic significance of a Historic District or a Conservation District are eligible to use the incentives in Paragraphs C.3 through C.9~~8~~ if the requirements of Subsection D are met.

C. Incentives. The following incentives are allowed if the requirements of Subsection D, Covenant, are met. The incentives are:

1. – 8. [No change.]

9. Office uses in the R5 zone. In the R5 zone, up to 100 percent of the net building area of a structure may be approved for Office use as follows:

   a. Review required. The Office use must be approved through Historic Preservation Incentive Review; and

   b. Previous Office use required. The last use in the structure must have been an Office use and must have been allowed when established; if part of the structure was in residential use, the proposal must include at least as many dwelling units as were part of the last allowed use or uses. If the last allowed use was residential only, the structure is not eligible for this incentive.

D. Covenant. The owner must execute a covenant with the City. The covenant may not be revoked or rescinded. The covenant must:

1. State that the owner agrees that the historic resource is subject to demolition review, and the owner will not demolish or relocate the historic resource unless the City approves the demolition or relocation through demolition review; and

2. Meet the requirements of Section 33.700.060, Covenants with the City.

Ord. 188177, Vol. 2.5, page 12518

33.531.140. D Additional Prohibited Uses
Through the Employment Zoning Project, Household Living and Group Living have been changed from conditional uses to prohibited uses in the EG zones. As a result, they do not need to be included in this list. They are now prohibited by the base zone regulations.

33.531.140. C.2 Maximum FAR
Office use is proposed to be limited to a maximum FAR of 1 to 1 for sites in Subdistrict B of the Guild's Lake Industrial Sanctuary plan district. The EG1 zone currently allows Office use up to a maximum FAR of 1 to 1, with the opportunity for an additional 0.85:1 FAR bonus for contributions to the Northwest Transportation Fund, for a maximum FAR of 1.85:1 for Office uses in Subdistrict B. The current bonus office density limitation of 1.85:1 in Subdistrict B was based on traffic modeling when the plan district was created, estimating that the resulting uses would be adequately served by existing transportation facilities and anticipated improvements that would be funded through the Northwest Transportation Fund bonus option. However, under the Employment Zoning Project, the maximum FAR for Office uses will increase to 3 to 1. Without the proposed limitation, the maximum FAR for Office uses in Subdistrict B could reach 3.85 to 1. Therefore, the proposed limitations on Office uses is necessary to be consistent with the transportation plan for the surrounding area.

Ord. 188177, Vol. 2.5, page 12519

33.531 Guild's Lake Industrial Sanctuary Plan District

531

33.531.140 Additional Regulations in Subdistrict B

A. Purpose. These regulations minimize conflicts between industrial operations in the Guild's Lake Industrial Sanctuary and the mixed-use neighborhood to the south. Uses are limited or prohibited that may conflict with nearby industrial and residential uses or that can overburden the area's transportation system. These regulations provide additional flexibility in the siting of the limited amount of Office uses allowed in the subdistrict, while preserving overall Office use limitations. The regulations also limit blank walls on the ground level of buildings to encourage a continuity of active uses along street frontages and to avoid a monotonous pedestrian environment. Parking access is limited along NW Vaughn Street to minimize impacts on the transportation system and to reduce conflicts with pedestrians.

B. Where these regulations apply. These regulations apply to sites in an EG zone within Subdistrict B, shown on Map 531-2.

C. Additional limited uses.

1. Retail Sales And Service use~~s~~ limitation**.** Retail Sales And Service uses are allowed if the net building area plus the exterior display and storage area is not more than 10,000 square feet per site.

2. Office use limitation. Office uses are allowed if the net building area devoted to office uses does not exceed a maximum FAR of 1 to 1 ~~is not more than the square footage of the site.~~

D. Additional prohibited uses. The following uses are prohibited:

~~1. Household Living~~

~~2. Group Living~~

1~~3~~. Quick Vehicle Servicing;

2~~4~~. Commercial Outdoor Recreation; and

3~~5~~. Major Event Entertainment.

E. Development standards.

1. Maximum floor area ratios. Half the floor area used for parking is not counted toward maximum floor area ratios.

2. Maximum height. The maximum building height is 65 feet.

3. Building coverage. The maximum building coverage is 100 percent.

4. Minimum landscaped area. There is no minimum landscaped area.

5. Transfer of floor area. The amount of floor area allowed to be in Office use on the portion of a site within Subdistrict B may be transferred to the portion of another site within Subdistrict B, if all of the following are met:

Ord. 188177, Vol. 2.5, page 12520

33.531.140. E.6 Ground floor windows
Changing text to reference "NW Vaughn" rather than "transit street" This change is being proposed because Subdistrict B will be enlarged and extended to NW Nicolai which is also a transit street but not a ROW where enhanced groundfloor window standards are sought.

33.531.140. E.11 Marketing statement
Paragraph E.11 currently requires that owners of buildings market office space to office use whose primary market is industrial firms. The requirement to market office use in Subdistrict B to only those tenants whose primary market is industrial firms located in the Guild's Lake Industrial Sanctuary plan district. The marketing requirement is difficult to enforce because many forms of marketing are used in property leasing. Additionally, office sectors have become a predominant use in EG zones, and recommended code amendments in the Employment Zoning Project of the Comprehensive Plan Update will increase allowable office density from 1:1 to 3:1 FAR in EG zones generally to accommodate forecast job growth in this business district type.

Ord. 188177, Vol. 2.5, page 12521

a. Development on the receiving site must meet all development standards except for the amount of floor area in office use, which is increased to allow the amount transferred;

b. Transfer of Office floor area may involve only one transferring site and one receiving site; and

c. The property owner(s) must execute a covenant with the City that is attached to and recorded with the deed of both the site transferring and the site receiving the floor area reflecting the respective increase and decrease of potential Office use floor area. The covenant must meet the requirements of Section 33.700.060.

~~6~~5. Setbacks and main entrances. There is no minimum building setback. Sites are subject to the maximum setback standards and main entrance standards of the EG1 zone.

~~7~~6. Ground floor windows. The ground floor of all street-facing façades that are 20 feet or closer to a ~~transit~~ street lot line adjacent to NW Vaughn Street must meet the ground floor window standards of the EX zone.

~~8~~7. Drive-through facilities. Drive-through facilities are prohibited.

~~9~~8. Motor vehicle access. Motor vehicle access to a vehicle area or structure is not allowed from NW Vaughn Street unless the site has no other street frontage.

~~10~~9. Disclosure statement. Before a building permit is issued for an Office use, the applicant must record a disclosure statement with the County. In addition, the owner must provide a copy of the disclosure statement to all prospective tenants and buyers. The disclosure statement must state that the office is located in an industrial area where impacts from industrial uses are present, such as noise, vibrations, fumes, odors, glare, traffic and freight movement. The statement is available at the Development Services Center.~~; and~~

~~11. Marketing statement. Before a building permit is issued for an Office use, the applicant must record a marketing statement with the County. The statement must state that the owner will make a good faith effort to market office space to businesses whose primary market is industrial firms in the Guild's Lake Industrial Sanctuary plan district. The statement is available at the Development Services Center.~~

F. Northwest Transportation Fund bonus option. Contributors to the Northwest Transportation Fund (NWTF) receive Office floor area bonuses. For each contribution to the NWTF, a bonus of one square foot of additional floor area that may be used for Office use is earned, up to an additional floor area ratio of 0.85 to 1. The amount of the contribution required for each square foot of additional floor area is in Chapter 17.19, Northwest Transportation Fund. This bonus allows additional floor area to be in Office uses; it does not increase the total amount of floor area in any use that is allowed on the site, and does not count towards the maximum FAR allowed by the base zone.

The NWTF is to be collected and administered by the Portland Office of Transportation. The funds collected may be used only to make transportation improvements in the area that will be most affected by the bonus, which is generally bounded by: NW Pettygrove Street, NW Nicolai Street, I-405, NW 27th Avenue.

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Guild's Lake Industrial Sanctuary
Plan District Subdistrict B

Map 531-2

Map Revised July 24, 2015



Plan District Boundary

Subdistrict B

NORTH

0 375 750

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

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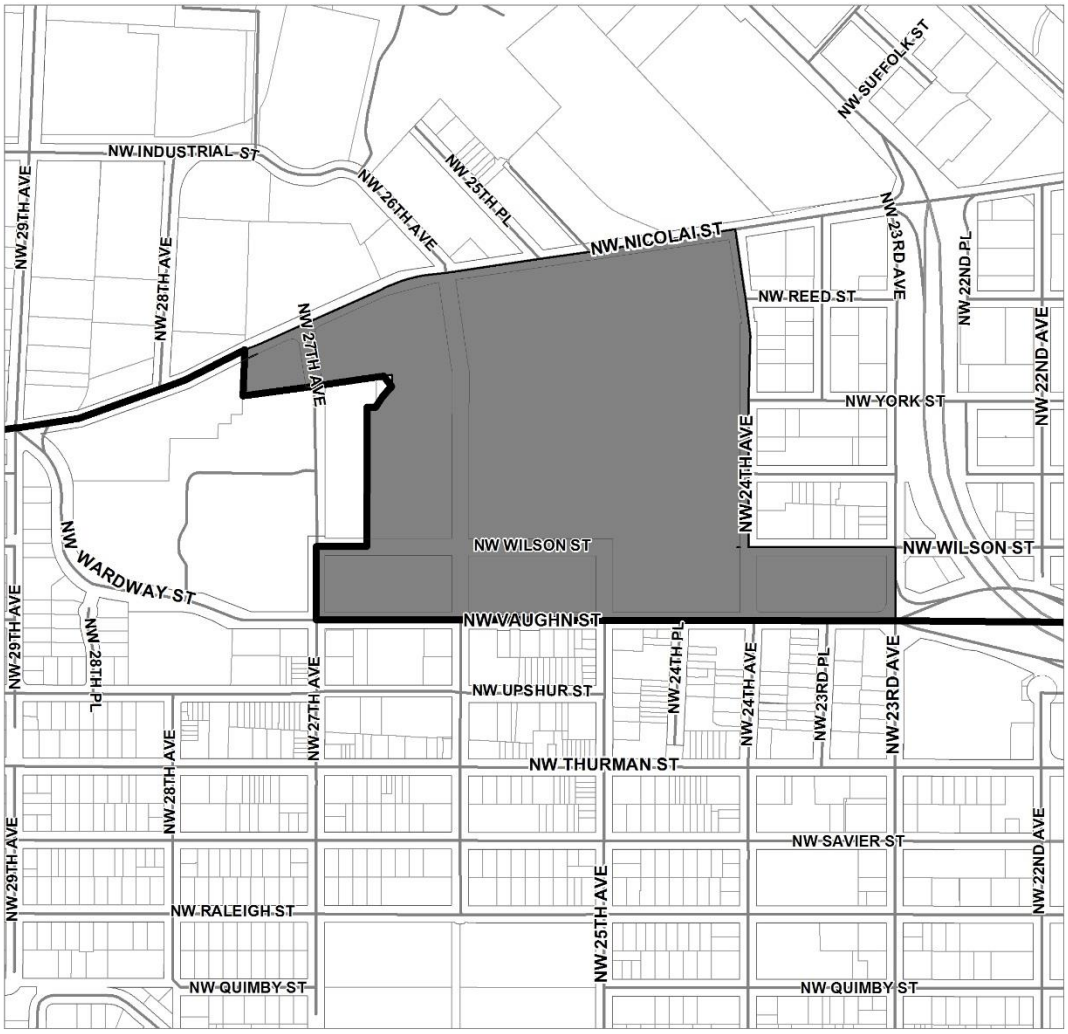
Note new map 531-2 shows expanded Subdistrict B

Draft Guild's Lake Industrial Sanctuary Plan District Subdistrict B

Map 531-2

Code reference: 33.531.140.B

Map Revised xxxx, 201x



Plan District Boundary

Subdistrict B

NORTH

0 375 750

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

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33.600 Table of Contents

This amendment is associated with the amendments that add school district capacity as a service consideration during a land division. See pg. 111 for more details.

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Land Divisions and Planned Developments

Services and Utilities

33.651 Water Service

33.652 Sanitary Sewer Disposal Service

33.653 Stormwater Management

33.654 Rights-of-Way

33.655 School District Enrollment Capacity

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33.655 School District Enrollment Capacity

This is a new chapter. To implement new Comprehensive Plan policy, school district capacity is being added as a service criterion for the approval of a land division. When a land division occurs within the boundaries of a school district that has an adopted school facility plan, the school district will be required to verify that the schools in the district have adequate space to accommodate the students expected to live in the homes that will be developed once the land is divided into additional lots. This requirement is similar to existing service requirements, such as streets, sewer and water, that apply to a request for a land division. To meet the verification requirement, the applicant for a land division that will result in 11 lots or more will be required to provide a letter from the school district verifying that they have adequate capacity.

Administrative Staff from the David Douglas School District have worked with BPS staff on this proposal and are supportive of their assigned service provider responsibilities. BDS Staff have expressed concerns regarding the administration of this section, most specifically the need to develop objective criteria to be used in determining which development proposals will be subject to capacity related holds and lack of mitigating options available to individual developers faced with such "over capacity determinations and delays. These administrative procedures will need to be further defined prior to the effective date of this proposed code change.

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33.655 School District Enrollment Capacity

655

Sections:

33.655.010 Purpose
33.655.020 Where These Regulations Apply
33.655.100 School District Enrollment Capacity Standard

33.655.010 Purpose

In some areas of the City, growth and development have outpaced the ability for a school district to accommodate increasing student population. This regulation ensures that there is adequate enrollment capacity within school districts to accommodate the student population that is projected to be generated from a land division site.

33.655.020 Where These Regulations Apply

The standard of this chapter applies to all land divisions that will result in eleven or more lots within the boundaries of a school district that has an adopted school facility plan that has been acknowledged by the City of Portland.

33.655.100 School District Enrollment Capacity Standard

The school district within whose boundaries the land division site lies has verified that enrollment capacity for the district is adequate to serve the proposed development. Adjustments are prohibited.

33.660 and 33.662 Review of Land Divisions in Open Space, Residential, Commercial, Employment and Industrial Zones

These amendments are associated with other amendments that add school district capacity as a service consideration during a land division. See pgs. 110 111 for additional discussion.

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33.660 Review of Land Divisions in Open Space and Residential Zones

660

33.660.120 Approval Criteria

The Preliminary Plan for a land division will be approved if the review body finds that the applicant has shown that all of the following approval criteria have been met. The approval criteria are:

A. K. [No change]

L. Services and utilities. The regulations and criteria of Chapters 33.651 through 33.655~~4~~, which address services and utilities, must be met.

33.662 Review of Land Divisions in Commercial, Employment, and Industrial Zones

662

33.662.120 Approval Criteria

The Preliminary Plan for a land division will be approved if the review body finds that the applicant has shown that all of the following approval criteria have been met. The approval criteria are:

A. – J. [No change]

K. Services and utilities. The regulations and criteria of Chapters 33.651 through 33.655~~4~~, which address services and utilities, must be met.

33.665.340 Proposals without a land division (Planned Development Review)
These amendments are associated with the addition of school district capacity as a service consideration during a land division. See pgs. 110-111 for more details.

33.665 Planned Development Review

665

33.665.340 Proposals Without a Land Division
The approval criteria of this section apply to Planned Developments that do not include a land division. The approval criteria are:

A. Services.

1. The proposed use must be in conformance with the Arterial Streets Classifications and Policies of the Transportation Element of the Comprehensive Plan;
2. The approval criteria of Section 33.654.110, Connectivity and Location of Rights-of-Way, must be met;
3. The standards of Section 33.651.020, Water Service Standards, must be met;
4. The standard of Section 33.652.020, Sanitary Sewer Disposal Service Standard, must be met;
5. The standard of Section 33.655.100, School District Enrollment Capacity Standard, must be met; and,
6. ~~5~~The application must show that a stormwater management system can be designed that will provide adequate capacity for the expected amount of stormwater.

B. – G. [No change]

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33.730.060.D. Required information for land divisions

To implement Comprehensive Plan policy 10.3.d, land divisions that result in 11 or more lots within school districts that have an adopted and acknowledged school facility plan will be subject to an additional service standard related to enrollment capacity. In order for such a land division to be approved, the school district will have to verify that there is adequate enrollment capacity to serve the proposed development. This amendment adds the requirement for verification information to the list of land division review application requirements.

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33.730.060 Application Requirements

A. – B. [No change]

C. Required information for land use reviews except land divisions. Unless stated elsewhere in this Title, a complete application for all land use reviews except land divisions consists of all of the materials listed in this Subsection. The Director of BDS may waive items listed if they are not applicable to the specific review. The applicant is responsible for the accuracy of all information submitted with the request.

1. Two copies of the completed application form bearing an accurate legal description, tax account number(s) and location of the property. The application must include the name, address, and telephone number of the applicant, the name and addresses of all property owners if different, the signature of the applicant, and the nature of the applicant's interest in the property.

2. One copy of a written statement that includes the following items:
   - A complete list of all land use reviews requested;
   - A complete description of the proposal including existing and proposed use(s) or change(s) to the site or building(s);
   - A description of how all approval criteria for the land use review(s) are met. As an alternative and where appropriate, this information may be placed on the site plan; and
   - Additional information needed to understand the proposal, or requested at the pre-application conference, if applicable.

3. Four copies of a site or development plan. At least one complete copy must be 8-1/2 inches by 11 inches, suitable for photocopy reproduction. The site or development plan must be drawn accurately to scale and must show the following existing and proposed information:
   - All property lines with dimensions and total lot area;
   - North arrow and scale of drawing;
   - Adjacent streets, access (driveways), curbs, sidewalks, and bicycle routes;
   - Existing natural features such as watercourses including the ordinary high water line and top of the bank;
   - The location, size, and species of all trees 6 inches and larger in diameter. On sites where the development impact area option for large sites in Chapter 11.50 will be used, only trees within that area must be shown;
   - Trees proposed to be preserved, including protection methods meeting the requirements of Chapter 11.60, and trees proposed to be removed;
   - Easements and on-site utilities;
   - Existing and proposed development with all dimensions;
   - Building elevations;
   - Location of adjacent buildings;
   - Distances of all existing and proposed development to property lines;
   - Types and location of vegetation, street trees, screening, fencing, and building materials;

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- Percentage of the site proposed for building coverage, and landscaping coverage;
- Motor vehicle and pedestrian access and circulation systems, including connections off-site;
- Motor vehicle and bicycle parking areas and design, number of spaces, and loading areas;
- Bus routes, stops, pullouts or other transit facilities on or within 100 feet of the site; and
- Additional requirements of the specified land use review.

4. In the case of a land use review that requires a pre-application conference, a copy of the completed pre-application conference summary or proof of participation, if available.

5. A transportation impact study, if required by the Office of Transportation at a pre-application conference.

6. In the case of a zone change within the boundaries of a school district that has an adopted school district facility plan that has been acknowledged by the City, the application must include verification from the school district that there is adequate enrollment capacity to serve the zone change site.

D. Required information for land divisions. Unless stated elsewhere in this Title, a complete application for a land division consists of the materials listed below. The Director of BDS may waive items listed if they are not applicable to the specific review. The applicant is responsible for the accuracy of all information submitted with the request. At least one copy of each plan/map submitted with the application must be 8 ½ by 11 inches in size, and be suitable for reproduction.

1. Preliminary Plan for all sites except those taking advantage of Chapter 33.664, Review of Large Sites in I Zones. An application for Preliminary Plan for all sites except those taking advantage of Chapter 33.644, Review of Large Sites in I Zones, must include all of the following:

   a. j. [No change]

   k. When the land division site is within the boundaries of a school district that has an adopted school district facility plan that has been acknowledged by the City, and the land division will create eleven or more lots, the application must include verification from the school district that there is adequate enrollment capacity to serve the development site.

2. – 4. [No change]

33.810.050.A.3 and 33.810.060 No Net Loss of Housing and Housing Pool
The current Comprehensive Plan contains a policy directing that the City "retain housing potential by requiring no net loss of land reserved for, or committed to, residential, or mixed-use." The policy specifically requires that Comprehensive Plan map amendments replace any loss of potential housing. The policy is carried out by requirements in the zoning code and replacement can occur through several measures including rezoning other land to increase housing potential, building residential units on the site, or through the use of a housing pool.

The policy was aimed at ensuring the City's overall number of potential housing units remain the same even in the face of quasi-judicial changes in Comprehensive Plan designations.

The 2035 Comprehensive Plan has the capacity for 267,000 additional housing units. With a growth forecast of 123,000 units, the City now has a large surplus of residential capacity, such that it is no longer necessary to closely track the impact of individual land use decisions on the residential capacity from quasi-judicial comprehensive plan amendments. With the large surplus or residential capacity, Policy 4.2 (Maintain Housing Potential) in the current Comprehensive Plan was replaced by Policy 5.3 (Housing Potential) in the 2035 Comprehensive Plan that focuses on evaluating the impacts of legislative plans and investments on housing capacity, especially affordable housing for low- and moderate-income households. Therefore, the following code provisions for No Net Loss of Housing and the Housing Pool are no longer needed and are proposed to be deleted.

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33.810 Comprehensive Plan Map Amendments

810

33.810.050 Approval Criteria

A. Quasi-Judicial. Amendments to the Comprehensive Plan Map that are quasi-judicial will be approved if the review body finds that the applicant has shown that all of the following criteria are met:

1. The requested designation for the site has been evaluated against relevant Comprehensive Plan policies and on balance has been found to be equally or more supportive of the Comprehensive Plan as a whole than the old designation;

2. The requested change is consistent with Statewide Land Use Planning Goals;

~~3. When the requested amendment is:~~

- ~~From a residential Comprehensive Plan Map designation to a commercial, employment, industrial, or institutional campus Comprehensive Plan Map designation; or~~
- ~~From the urban commercial Comprehensive Plan Map designation with CM zoning to another commercial, employment, industrial, or institutional campus Comprehensive Plan Map designation;~~

~~the requested change will not result in a net loss of potential housing units. The number of potential housing units lost may not be greater than the potential housing units gained. The method for calculating potential housing units is specified in subparagraph A.2.a, below; potential housing units may be gained as specified in subparagraph A.2.b, below.~~

~~a. Calculating potential housing units. To calculate potential housing units, the maximum density allowed by the zone is used. In zones where density is regulated by floor area ratios, a standard of 900 square feet per unit is used in the calculation and the maximum floor area ratio is used. Exceptions are:~~

~~(1) In the RX zone, 20 percent of allowed floor area is not included;~~

~~(2) In the R3, R2, and R1 zones, the amenity bonus provisions are not included; and~~

~~(3) In the CM zone, one half of the maximum FAR is used.~~

~~(4) Where a residentially zoned area is being used by an institution and the zone change is to the Institutional Residential zone, the area in use as part of the institution is not included.~~

~~(5) Where a residentially zoned area is controlled by an institution and the zone change is to the Institutional Residential zone the area excluded by this provision also includes those areas within the boundaries of an approved current conditional use permit or master plan.~~

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~~b. Gaining potential housing units. Potential housing units may be gained through any of the following means:~~

~~(1) Rezoning and redesignating land off site from a commercial, employment, or industrial designation to residential;~~

~~(2) Rezoning and redesignating lower-density residential land off site to higher-density residential land;~~

~~(3) Rezoning land on or off site to the CM zone;~~

~~(4) Building residential units on the site or in a commercial or employment zone off site. When this option is used to mitigate for lost housing potential in an RX, RH, or R1 zone, only the number of units required by the minimum density regulations of the zone are required to be built to mitigate for the lost housing potential; or~~

~~(5) Any other method that results in no net loss of potential housing units, including units from the housing pool as stated in 33.810.060 below.~~

~~(6) In commercial and employment zones, residential units that are required, such as by a housing requirement of a plan district, are not credited as mitigating for the loss of potential units.~~

~~(7) When housing units in commercial or employment zones are used to mitigate for lost housing potential, a covenant must be included that guarantees that the site will remain in housing for the credited number of units for at least 25 years.~~

~~4~~3. In order to prevent the displacement of industrial and employment uses and preserve land primarily for these uses, the following criteria must be met when the requested amendment is from an Industrial Sanctuary or Mixed Employment Comprehensive Plan Map designation:

a. – g. [No change]

~~33.810.060 Housing Pool~~

~~A. Purpose.~~ ~~The housing pool is intended to provide a resource of housing units that can be used by applicants for Comprehensive Plan Map amendments where housing potential would be lost. It is intended to be used only in cases where the other approval criteria for approving the Comprehensive Plan Map amendment have been met. It is generally intended for use only by small business persons or other applicants who do not have other resources or expertise to mitigate for the lost housing potential through other means.~~

~~B. Adding units to the pool.~~ ~~Units may be added to the housing pool through the following methods:~~

~~1. Units in C, E, or I zones. Residential units in C, E, or I zones that are not required by other regulations, such as the requirement of a plan district, may be included in the pool. The residential units can be included only if there is a covenant that guarantees that the site will remain in housing for the credited number of units for at least 25 years.~~

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2. Redesignating and rezoning land. Units may be added to the pool by redesignating and rezoning nonresidentially zoned land to a residential designation and zone. They may also be added by redesignating and rezoning lower density residential land to higher density residential land, or by redesignating and rezoning to the CM zone. In these cases the number of units added to the pool is the number of additional potential housing units that result from the change. However, increased housing potential that results from a neighborhood planning or district planning process may not be included.

C. Subtracting units from the pool.

1. Process. Use of units from the housing pool will not be recommended until after the Director of BDS has made a tentative recommendation on the application for a Comprehensive Plan Map amendment. The review body will make the final decision on whether units from the pool may be used. The review body will base its recommendation on the review criteria in Paragraph C.2. below.

2. Review criteria for use of the pool. Units from the housing pool will only be used if the review body finds that all of the criteria below are met. The burden of proof that the criteria are met increase as the size of the area of the Comprehensive Plan Map amendment increases.

   a. The applicant does not have the resources or expertise, or cannot reasonably obtain the resources or expertise to mitigate for the lost housing potential through other means, and

   b. The project will:

      (1) Provide valuable services to the surrounding community, through such means as providing goods or services to the community, drawing trade and economic activity into the community, or hiring from the community;

      (2) Retain or create employment opportunities for city residents; and

      (3) Contribute new investment to the area.

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33.855 Zoning Map Amendments

855

Sections:

33.855.010 Purpose
33.855.020 Initiating a Zoning Map Amendment
33.855.030 When a Comprehensive Plan Map Amendment Is also Required
33.855.040 Procedure
33.855.050 Approval Criteria for Base Zone Changes
33.855.060 Approval Criteria for Other Changes
33.855.070 Corrections to the Official Zoning Maps
33.855.075 Automatic Map Amendments for Historic Resources
33.855.080 Recently Annexed Areas

33.855.010 Purpose

This chapter states the procedures and approval criteria necessary to process an amendment to the base zones, overlay zones, plan districts, and other map symbols of the Official Zoning Maps. The chapter differentiates between amendments which are processed in a quasi-judicial manner and those processed in a legislative manner. A discussion of quasi-judicial and legislative is found in 33.700.070.

33.855.020 Initiating a Zoning Map Amendment

A. Quasi-Judicial. Requests for a zoning map amendment which are quasi-judicial may be initiated by an individual, a representative of the owner, the Planning and Sustainability Commission, or the City Council. The Historical Landmarks Commission may initiate amendments concerning historic districts, and the Design Commission may initiate amendments concerning design districts. The Director of BDS may request amendments for initiation by the Planning and Sustainability Commission. Initiations by a review body are made without prejudice towards the outcome.

B. Legislative. Requests for zoning map amendments which are legislative may be initiated by the Planning and Sustainability Commission or the City Council. The Historical Landmarks Commission may initiate amendments concerning historic districts, and the Design Commission may initiate amendments concerning design districts. Others may request to the Planning and Sustainability Commission to initiate a legislative zoning map amendment. The Planning and Sustainability Commission will review these amendment requests against adopted initiation criteria. Initiations by a review body are made without prejudice towards the outcome.

33.855.030 When a Comprehensive Plan Map Amendment Is also Required
This amendment changes the reference from the policy number in the old Comprehensive Plan to the correct policy number in the newly adopted Comprehensive Plan.

33.855.040 Procedure
These amendments correct incorrect usage of the word "which".

33.855.050.A.3 No net loss of housing
This paragraph is being deleted because the requirement to ensure no net loss of housing when the zone is being changed from CM to CS is being deleted. See pg. 120 for more details.

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33.855.030 When a Comprehensive Plan Map Amendment Is also Required
Zoning map amendments may also require an amendment to the Comprehensive Plan Map. Determination of whether the Comprehensive Plan Map must also be amended is based upon whether the proposed zoning map amendment is to a zone designated by the Comprehensive Plan Map. See Policy ~~10.7~~1.18 in the Comprehensive Plan. If an amendment to the Comprehensive Plan Map is required, the zoning map amendment cannot be made unless the amendment to the Comprehensive Plan Map is approved first. Both amendments may be processed concurrently.33.855.040 Procedure

33.855.040 Procedure

A. **Quasi-Judicial.** Requests for quasi-judicial zoning map amendments ~~which are quasi-judicial~~ are reviewed through a Type II or Type III procedure. Zoning map amendments to rezone a site to IR, Institutional Residential, are processed through a Type II procedure. Amendments for all other zones are processed through a Type III procedure.

B. **Legislative.** Requests for legislative zoning map amendments ~~which are legislative~~ are reviewed through the legislative procedure stated in Chapter 33.740.

C. **Manufactured dwelling park special notice.** The applicant for a zoning map amendment ~~which~~that changes the zoning on a manufactured dwelling park must provide written notice by first class mail to each unit in the manufactured dwelling park. The notice must include the time, date, and location of the public hearing and the new zone being proposed. The notices must be mailed 20 to 40 days before the hearing date.

33.855.050 Approval Criteria for Base Zone Changes
An amendment to the base zone designation on the Official Zoning Maps will be approved (either quasi-judicial or legislative) if the review body finds that the applicant has shown that all of the following approval criteria are met:

A. **Compliance with the Comprehensive Plan Map.** The zone change is to a corresponding zone of the Comprehensive Plan Map.

1. When the Comprehensive Plan Map designation has more than one corresponding zone, it must be shown that the proposed zone is the most appropriate, taking into consideration the purposes of each zone and the zoning pattern of surrounding land.

2. Where R zoned lands have a C, E, or I designation with a Buffer overlay, the zone change will only be approved if it is for the expansion of a use from abutting nonresidential land. Zone changes for new uses that are not expansions are prohibited.

~~3. When the zone change request is from a higher-density residential zone to a lower-density residential zone, or from the CM zone to the CS zone, then the approval criterion in 33.810.050 A.3 must be met.~~

33.855.050.B.2.d. Adequate public services.
Amending the approval criterion for zoning map amendments implements Comprehensive Plan policy 10.3.d, and will ensure that school district capacity is a consideration in the same way that sewer and water system capacity are considered during a zoning map amendment. If the sewer system is incapable of handling the increased development that would occur as a result of a zoning map amendment, then the zoning map amendment cannot be approved unless the applicant for the zone change can upgrade the service to meet the projected need. With this amendment, school districts will be treated as any other service provider during a zoning map amendment, and the ability of the district to serve any projected increase in students will be a deciding factor in the decision.

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B. Adequate public services.

1. Adequacy of services applies only to the specific zone change site.

2. Adequacy of services is determined based on performance standards established by the service bureaus. The burden of proof is on the applicant to provide the necessary analysis. Factors to consider include the projected service demands of the site, the ability of the existing and proposed public services to accommodate those demand numbers, and the characteristics of the site and development proposal, if any.

   a. Public services for water supply, and capacity, and police and fire protection are capable of supporting the uses allowed by the zone or will be capable by the time development is complete.

   b. Proposed sanitary waste disposal and stormwater disposal systems are or will be made acceptable to the Bureau of Environmental Services. Performance standards must be applied to the specific site design. Limitations on development level, mitigation measures or discharge restrictions may be necessary in order to assure these services are adequate.

   c. Public services for transportation system facilities are capable of supporting the uses allowed by the zone or will be capable by the time development is complete. Transportation capacity must be capable of supporting the uses allowed by the zone by the time development is complete, and in the planning period defined by the Oregon Transportation Rule, which is 20 years from the date the Transportation System Plan was adopted. Limitations on development level or mitigation measures may be necessary in order to assure transportation services are adequate.

   d. The school district within which the site is located has adequate enrollment capacity to accommodate any projected increase in student population over the number that would result from development in the existing zone. This criterion applies only to sites that are within a school district that has an adopted school facility plan that has been acknowledged by the City.

3. Services to a site that is requesting rezoning to IR Institutional Residential, will be considered adequate if the development proposed is mitigated through an approved impact mitigation plan or conditional use master plan for the institution.

~~C~~D. When the requested zone is IR, Institutional Residential. [No change]

~~D~~E. Location. [No change]

5. Proposed Zoning Map Amendments with Commentary

The Major Public Trails referred to in this amendment were formerly referred to as Public Recreational Trails. The Comprehensive Plan 2035 update (March 2016 amendments) and Central City 2035 Plan (February 2016 Discussion Draft) proposed renaming these trails to better acknowledge their scale and role in providing both recreational and transportation options.

Summary

The City of Portland supports the development of public trails to provide public access for recreation or transportation purposes, like walking and bicycling. Trails are often located along rivers, through natural areas, or along rail or highway rights-of-way, with connections to and through neighborhoods and are a component of larger network of facilities for bicyclists, pedestrians, and recreational users. The trail system also assists in providing other public services, including emergency vehicle and public safety access, flood protection and control, and shoreline anchoring. The development of public trails is supported by a variety of Comprehensive Plan goals and policies. See page 10. of this report.

Since 1995, the City of Portland has used Major Public Trail regulations, implemented through the City's Zoning Code Chapter 33.272 and Zoning Map designations to increase recreational opportunities and access to the City's rivers, natural areas, and open spaces; support active modes of transportation; and connect the city's regional trail system.

This amendment proposes changes to the Major Public Trail designations depicted on the City's Official Zoning Maps to implement Comprehensive Plan Policy 8.54 and accompanying Figure 8-2 (see page 135), and to support broader trails policies. These designations are intended to show built and unbuilt public trail alignments where the City intends to apply Zoning Code regulations established in 33.272. The Major Public Trail network does not include the entire trail system nor the full pedestrian and bicycle system. The Major Public Trail designations do not diminish the role or importance of other bicycle and pedestrian connections nor do they direct City investment. Rather, they are intended to define the geographic scope of a zoning-based implementation tool.

A variety of changes are proposed to the Zoning Map Major Public Trail designations for consistency with the new public recreation trail alignments identified in the 2035 Comprehensive Plan (see figure 8-2 page 65). A more detailed summary of the proposed changes is included in Table 1. The proposal includes changes to:

Note: The Major Public Trails referred to in this amendment were formerly referred to as Public Recreational Trails. The Comprehensive Plan 2035 update and Central City 2035 Plan proposed renaming these trails to better acknowledge their scale and role in providing both recreational and transportation options.

1. **Add missing and newly adopted regional trail alignments**: Regional trails not included in the currently adopted trail designations were added, consistent with adopted trail plans.

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2. **Remove outdated designations**: Existing, but outdated Public Recreational Trail alignments that are now inconsistent with more recently adopted regional trail plans have been proposed for deletion.

3. **Modify existing designations:** The proposal includes modifications to currently adopted alignments in certain locations to:
    - Update alignments in cases where the existing trail designations does not align with more recently adopted plans for regional trails
    - Select a single preferred Major Public Trail alignment in cases where duplicative alignments were previously adopted (e.g. the current alignments show duplicative trails on both sides of a stream or other narrow waterway)
    - Select a single preferred Major Public Trail alignment in cases where existing alignments followed the centerlines of waterways, to ensure connectivity and avoid piecemeal implementation on both sides of the waterway.

4. **Add select significant connections in Southwest Portland**: The proposal adds the Major Public Trail designation to significant trail connections in Southwest Portland which were not previously designated as Major Public Trails. While these connections are not part of the regional trail system, they are part of the Southwest Urban Trail system. This change is intended to acknowledge the importance of these multi-modal connections in an area where trails play a more substantial role in meeting pedestrian and bicycle connectivity needs.

The Major Public Trails designations depict both built and unbuilt trail segments for a number of reasons: a) including complete trail alignments provides context for parcel level decisions on trail locations; b) in some cases the City may have already been granted an easement but the trail has not been built OR the trail has been built without an underlying easement or not to City standards; and c) including full trail alignments limits the need to update the designations as trails are built over time.

Since 1995, the City of Portland has used Major Public Trail regulations, implemented through the City's Zoning Code Chapter 33.272 and Zoning Map designations to increase recreational opportunities and access to the City's rivers and natural areas, support active modes of transportation, and connect the City's regional trail system. The major public trail system also assists in providing other public services, including emergency vehicle and public safety access, flood protection and control, and shoreline anchoring.

Zoning Code Major Public Trail Requirements

This section provides an overview of the requirements included in Chapter 33.272 Major Public Trails for context when considering this proposal. No changes are proposed.
Note: This summary reflects changes proposed in the Central City 2035 Discussion Draft.

Nexus and proportionality requirement

The Major Public Trail regulations apply to all properties that have the Major Public Trail symbol designation shown on the Official Zoning Maps. The regulations apply when a proposed development will increase the use of the trail system or will contribute to the need for additional

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trail facilities and application of the regulations is determined to be roughly proportional to the impacts of the proposed development. A determination that the regulations of Chapter 33.272 do not apply does not preclude acquisition and construction of a public trail through other legal means.

Additional Zoning Code regulations may apply for sites in the Columbia South Shore Plan District and the South Waterfront Subdistrict of the Central City Plan District.

Easement requirements
Applicants for a land use review or for building permits on lands designated with a Major Public Trail symbol are required to grant an easement for the trail. Such dedications are typically recorded as part of a land use review and finalized prior to issuance of final permit approval. In some cases, the land may be donated to the City if certain requirements are met.

Construction requirements
In single dwelling zones, construction of the designated Major Public Trail is only required for Land Divisions and Planned Developments. Construction of the trail is not required as part of development on an existing single-dwelling lot. In all other zones, construction of a designated Major Public Trail is required when there is new development; when exterior alterations to existing development are 35 percent or greater of the assessed improvement value of the total improvements on the site; or when there is a Land Division or Planned Development.

Trails in or adjacent to public rights-of-way
Trails shown adjacent to public rights-of-way may be constructed in the public right-of-way, subject to approval from the Bureau of Transportation. Trails shown in the right- of-way are planned for construction by the City of Portland within the public right-of-way.

Trail standards
A Major Public Trail must comply with the standards of Portland Parks and Recreation or the Bureau of Transportation (when located in a public right-of-way).

Trail Maintenance
Section 33.272 Public Recreational Trails of the Zoning Code lays out conditions for City acceptance of maintenance responsibilities for Major Public Trails, namely that the trail lie within a negotiated easement or right-of-way granted to the City, that it be constructed to City standards and physically continuous, and that the applicant request City maintenance. The applicant retains maintenance and liability responsibilities, and must maintain the trail to a level at least equal to that of trails maintained by the City, unless these responsibilities are accepted by the City.

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Comprehensive Plan Figure 8-2 Major Public Trail designations

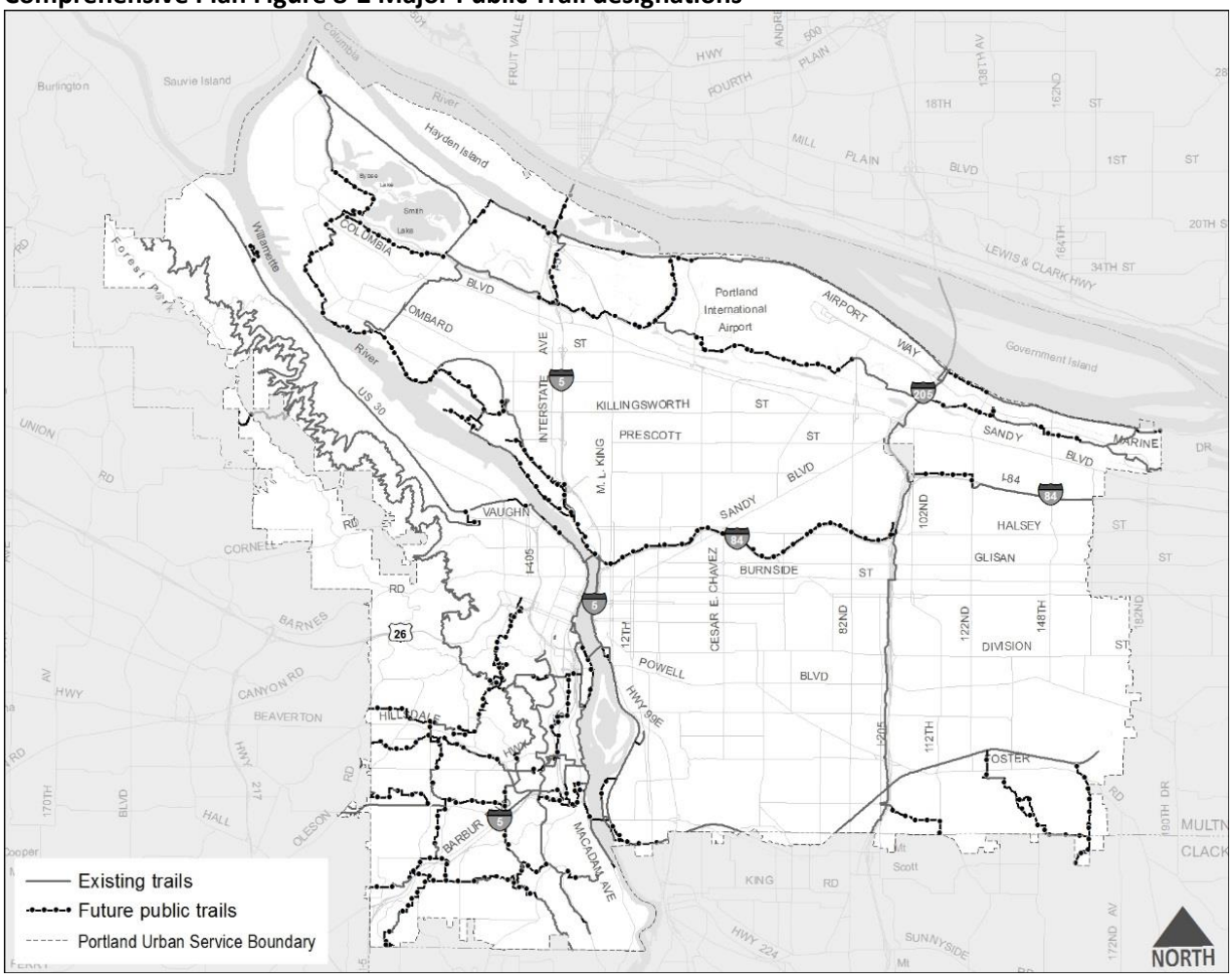

Table 1. Summary of Changes

Trail	Type of Change Proposed	Approximate Trail Construction Status (built /unbuilt)	Private Property Implications	Supporting Plan or Document
Columbia Slough Trail	Modify existing designations	Built: 30 – 40% Unbuilt: 60-70%	Proposed modifications affect a number of property owners. However, PP&R has already acquired easements for some proposed segments. Several prominent portions are unbuilt and on private property, for example between the landfill site and Peninsula Crossing Trail and along Broadmoor golf course.	Columbia South Shore slough trail segments from 1993 Columbia South Shore Slough Trail Master Plan
Cross Columbia South Shore trails (2)	Remove outdated designations		Designation removal affects a few private properties	
Cross levy trail near NE 33rd	Modify existing designations	Unbuilt: Most (>90%)	Changes are located on Port of Portland and private property, but PP&R has acquired easements for some segments	
Delta Park connection	Add missing/new regional trail alignments; Modify existing designations	Unbuilt: Most (>90%)	No impacts to private property – all additions are located on public property	
Esplanade (Greenway Trail to Steel Bridge)	Modify existing designations	Built: Most (>90%)	No impacts to private property	1987 Willamette Greenway Plan
Forest Park Trails	Add missing/new regional trail alignments	Built: 98% Unbuilt: 2%	Impacts one private property	

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I-205 Trail	Modify existing designations	Built: 100%	Adds designation to currently built alignment. Impacts a few private properties in Maywood Park	
I-84 Path	Add missing/new regional trail alignments	Built: 60% Unbuilt: 40%	Impacts five private properties on NE Fremont at 102nd	
Marine Drive Trail	Modify existing designations	Built: Most (%?)	Proposed modifications affect a few private properties, but many of them have already provided an easement to PP&R.	
Mt. Scott/Scouter Mtn. Trail	Add missing/new regional trail alignments	Built: 30% Unbuilt: 70%	Affects about 10 private properties	Metro 2013 Mount Scot/Scouters Mountain Trail Loop Master Plan
North Portland Greenway (both sides of the river)	Modify existing designations	Unbuilt: Most (%?)	Impacts some private properties – designation is added on some and deleted on others	1987 Willamette Greenway Plan; 2010 River Plan / North Reach, and 2013 North Portland Greenway Trail Alignment Plan
Peninsula Crossing	Add missing/new regional trail alignments; Modify existing designations	Built: 100%	None – all additions are located on public property	
Riverfront Trail Central City	Modify existing designations	Built: 90% Unbuilt: 10%	No new private properties affected	1987 Willamette Greenway Plan
SE 162nd Springwater Connector	Add missing/new regional trail alignments	100% unbuilt	No impacts; entirely in public right-of-way	

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Springwater Corridor	Modify existing designations	Built: 100%	mostly public property; removes the trail designation from several private properties between SE 45th and SE 23rd where the trail designation follows Johnson Creek, and realigns the stars on several CEID riverfront properties but no new private properties added	1987 Willamette Greenway Plan for the segments along the Willamette River
SW Trails	Add missing/new regional trail alignments; Modify existing designations	Unbuilt: Most (%?)	Most new alignments are located on public property; Some are located on private properties (in some cases the trail is already built on the private property)	2007 Red Electric Trail Planning
Westside Greenway Trail south of downtown	Modify existing designations	Built: 90% Unbuilt: 10%	A few private properties are added but the trail is already built on these properties and easements have been acquired	1987 Willamette Greenway Plan
Wildwood Trail	Add missing/new regional trail alignments	Built: 100%	No impacts to private property	1995 Forest Park Natural Resource Management Plan

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Appendix 1 Major Trail Alignments

An electronic map of the Major Public Trail alignments can be found at https://www.portlandoregon.gov/bps/article/574126 and is available on the **online map app** at https://www.portlandmaps.com/bps/mapapp/

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Miscellaneous Zoning Code Update

Public Hearing / Request for Decision

July 26, 2016

Bureau of Planning and Sustainability

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8 Topical Areas Implement Adopted Comprehensive Plan Policy or Map





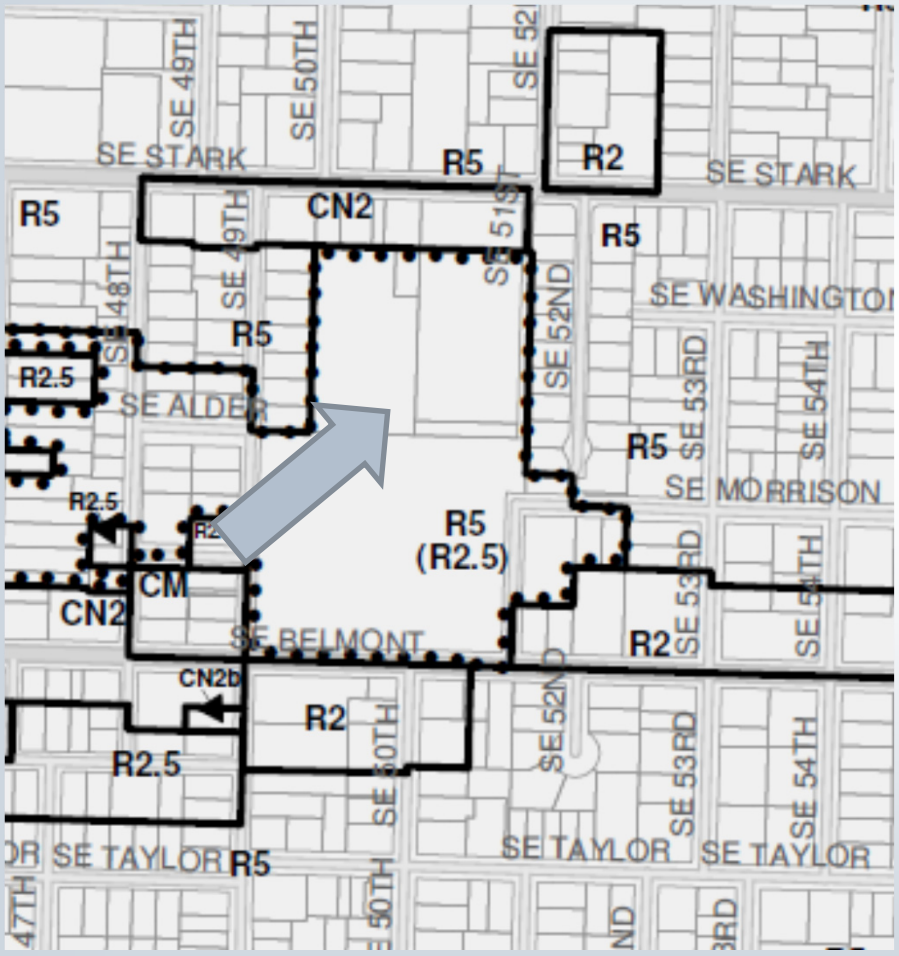






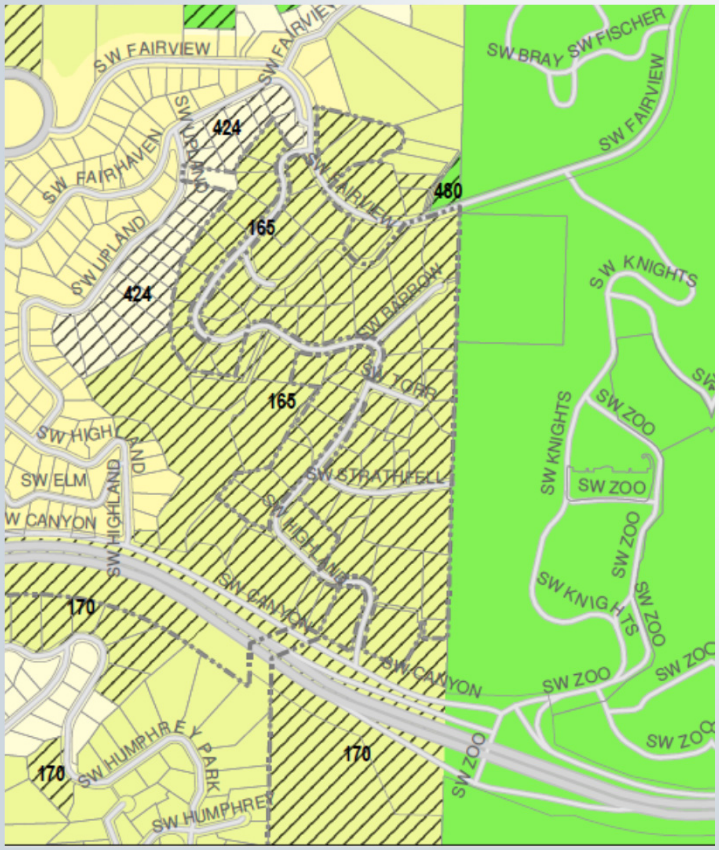


1. Allow retail plant nurseries as a conditional use in residential zones.





2. Preserve rights to one house on lots that were buildable prior to down-zoning as part of the City's natural hazard mitigation strategy. (R10 to R20 downzones only)



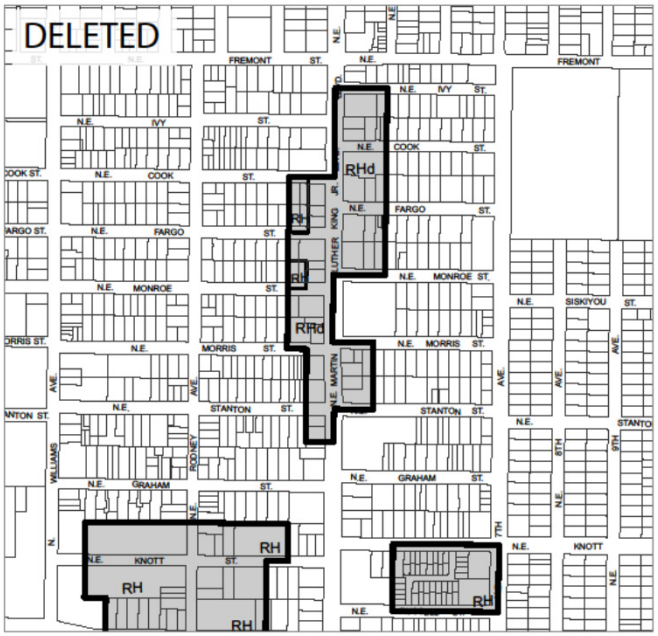


3. Amend the RH zone FAR map series to reflect changes made 2035 Comprehensive Plan Map and Composite Zoning Map.

RH Areas with Maximum FAR of 4:1

Map 120-6

Map Revised January 1, 2015



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2730, 2731

NORTH

0 300 600

Scale in Feet

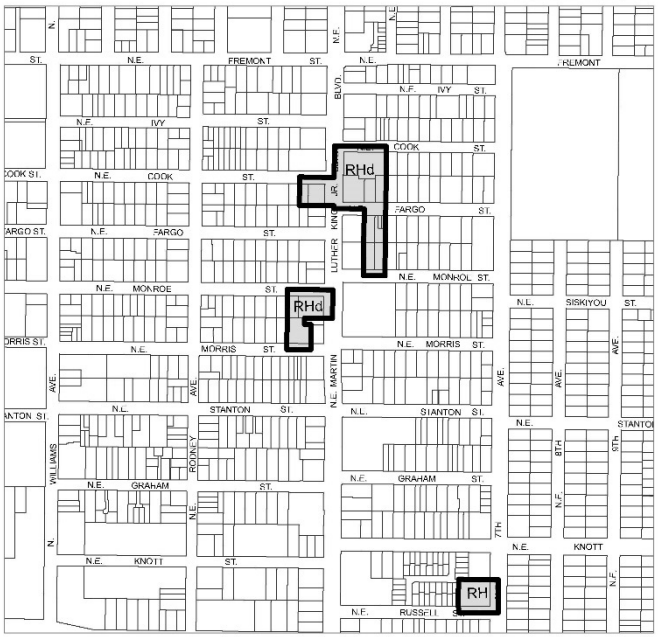
Bureau of Planning and Sustainability

Portland, Oregon

Proposed RH Areas with Maximum FAR of 4:1

Map 120-5

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2730, 2731

NORTH

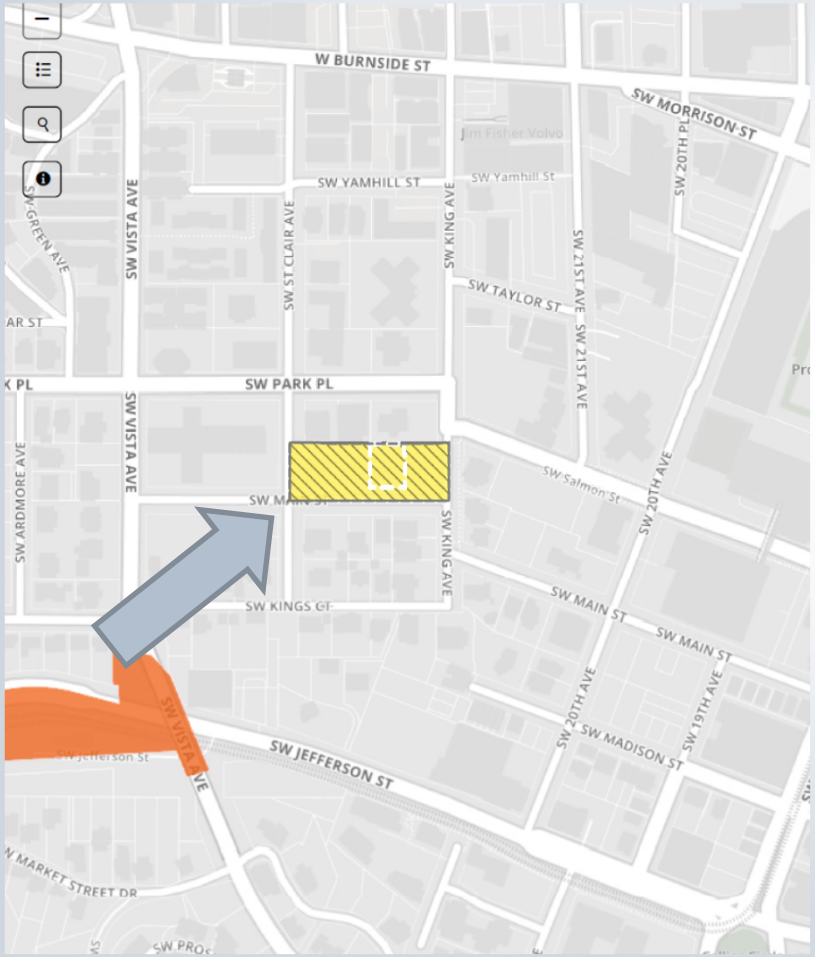
0 300 600

Scale in Feet

Bureau of Planning and Sustainability

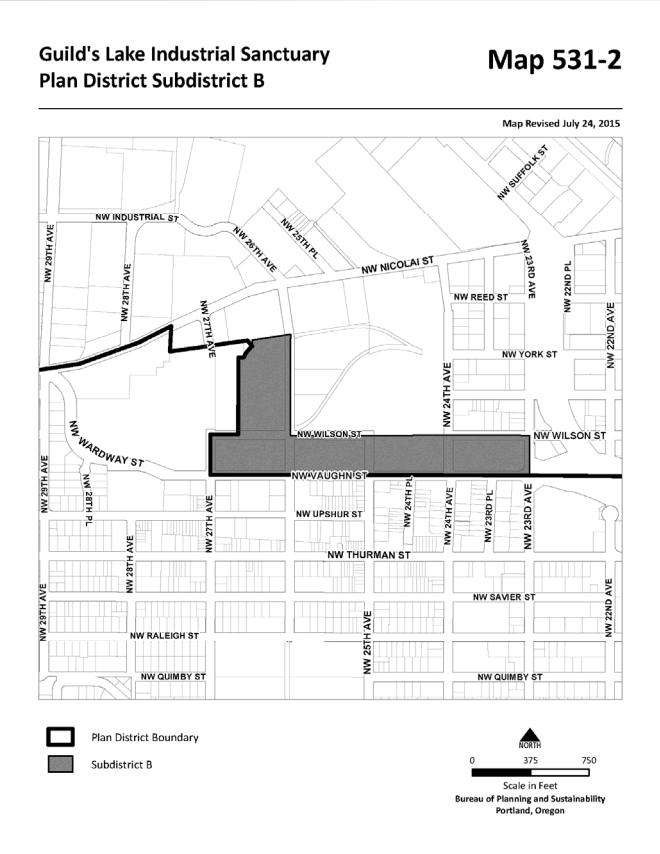
Portland, Oregon

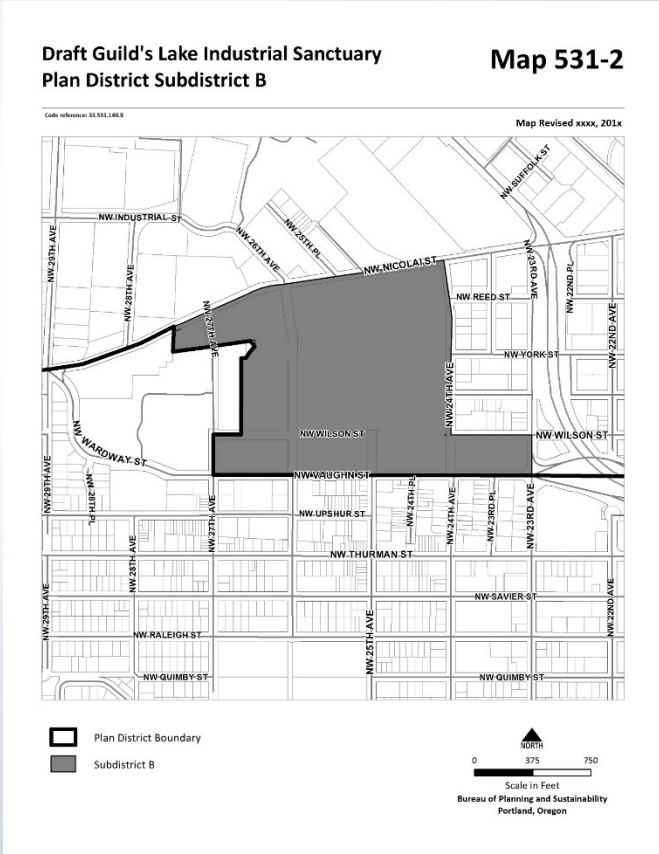
4. Allow established office uses in historic buildings to continue in the R5 zone as an incentive to preserve historic resources.





5. Amend the Guild's Lake Industrial Sanctuary plan district to limit office uses and expand the area where these limits apply.





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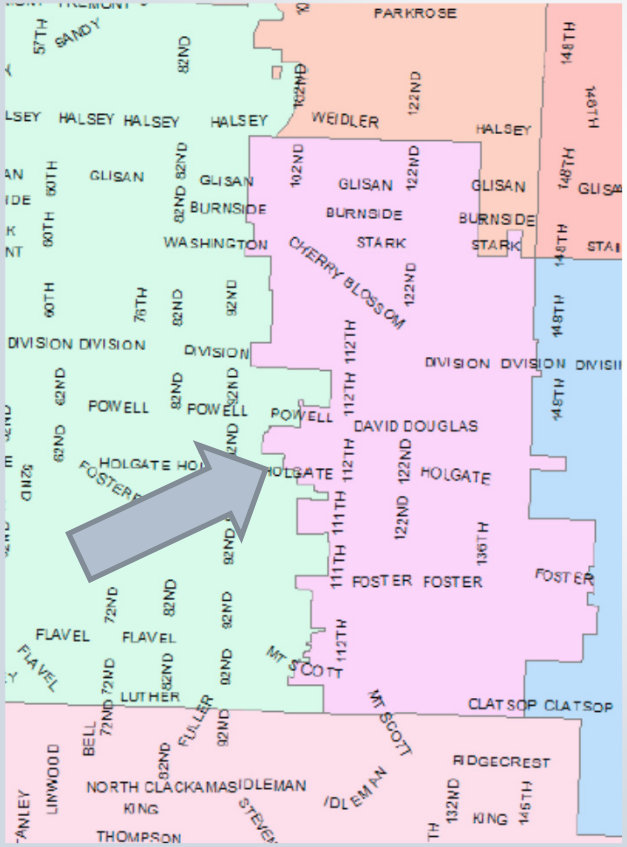



7. Delete requirement for addressing "no-net-loss of housing" policies for quasi-judicial comprehensive plan map amendments and zoning map changes.

- New Policy 5.3 Housing Potential. Evaluate plans and investments for their impact on the supply of housing units that can serve low- and moderate-income households and identify opportunities to meet future demand.

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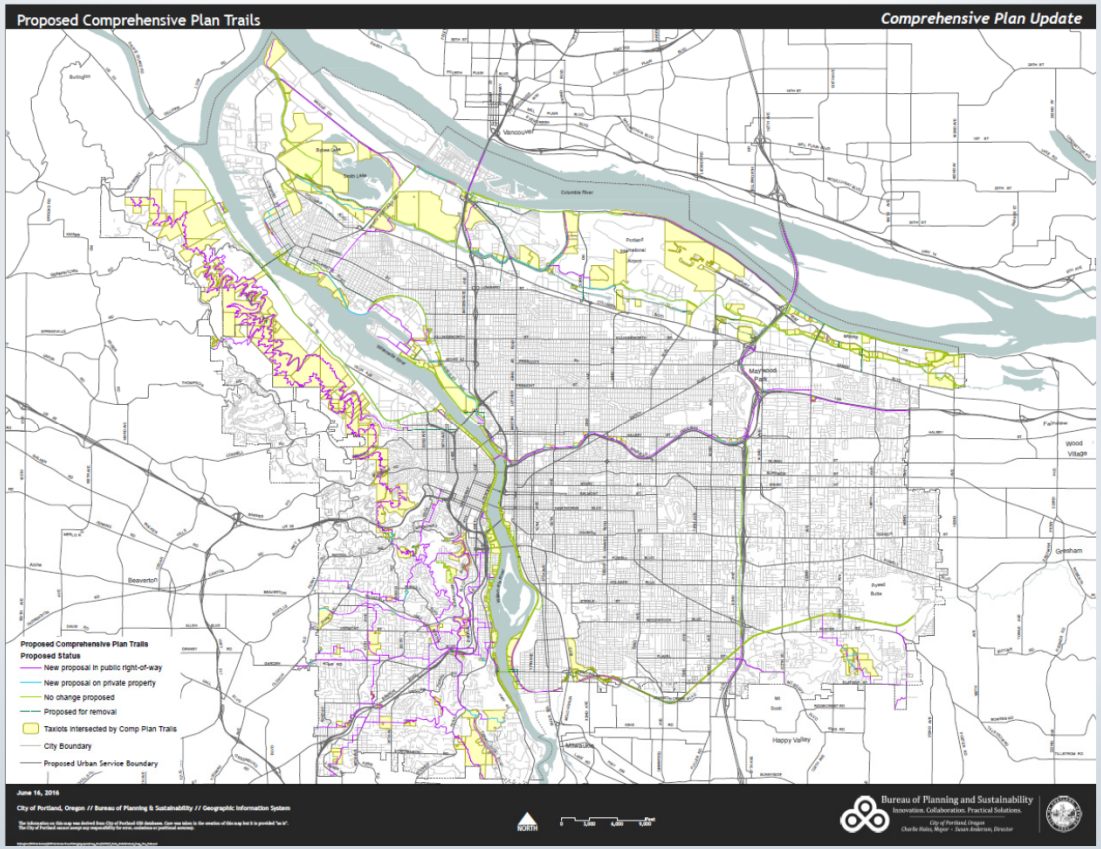



Public Testimony

Bureau of Planning and Sustainability
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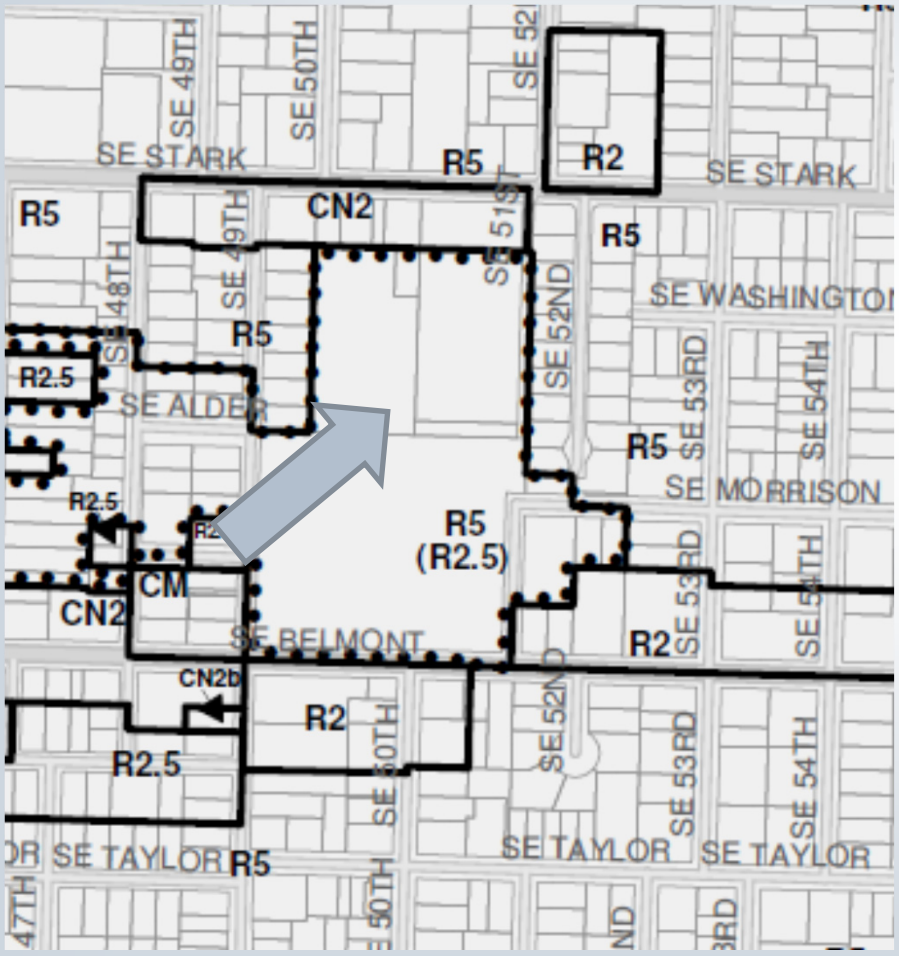



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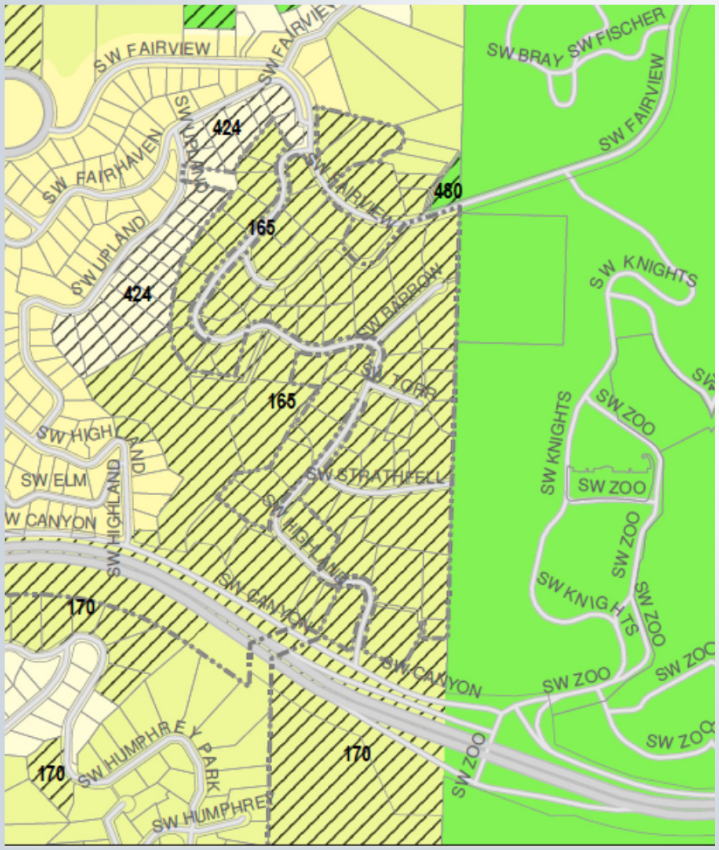



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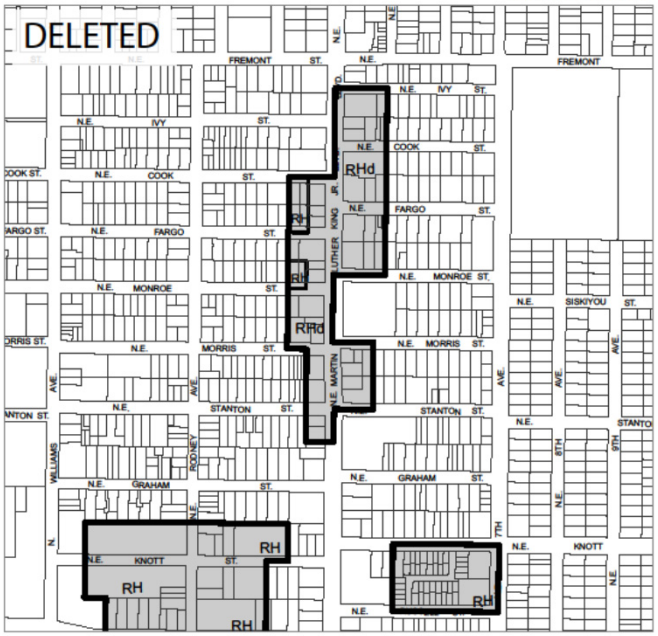


City Boundary

Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2730, 2731

NORTH

0 300 600

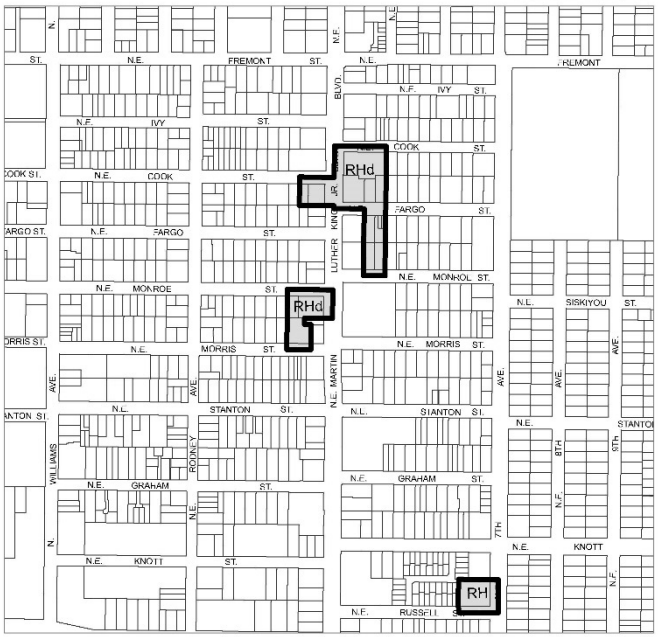
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Proposed RH Areas with Maximum FAR of 4:1

Map 120-5

Map Revised Xxxxx X, 201X



City Boundary

Boundary of Existing/Potential RH - Zoned Area

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NORTH

0 300 600

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

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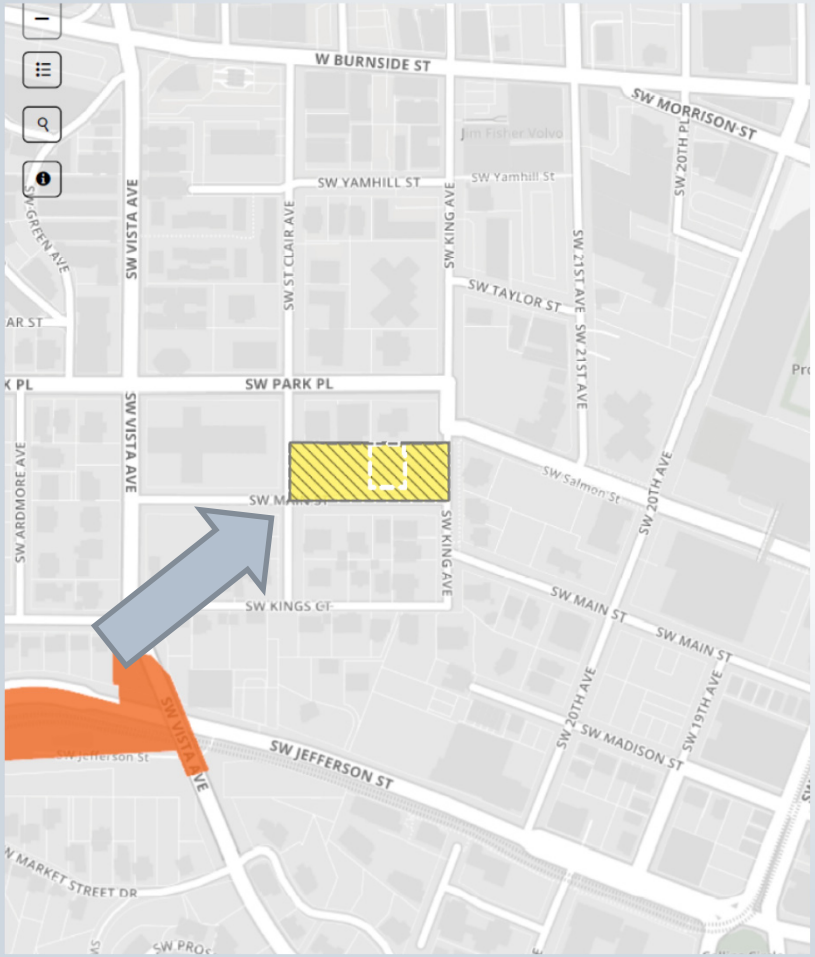



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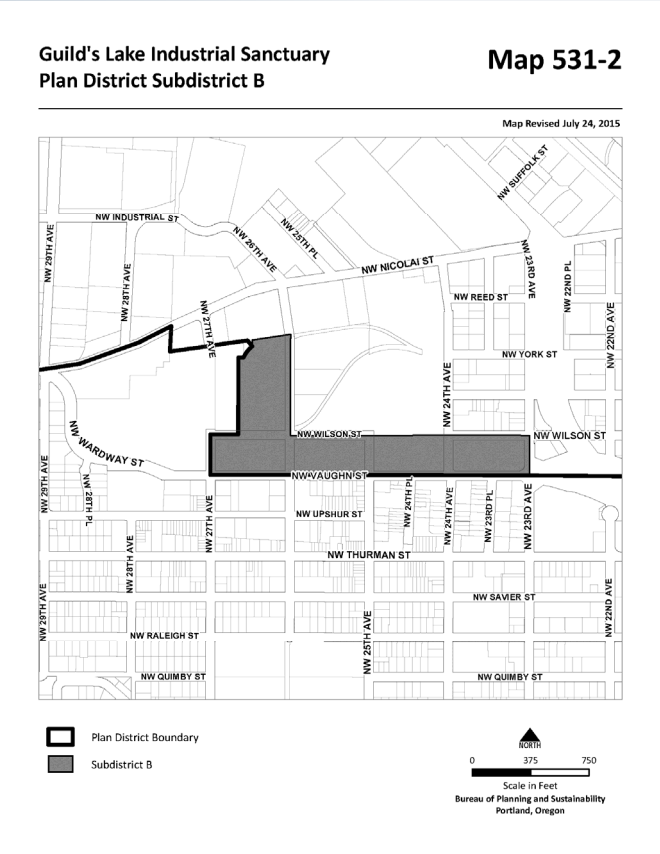
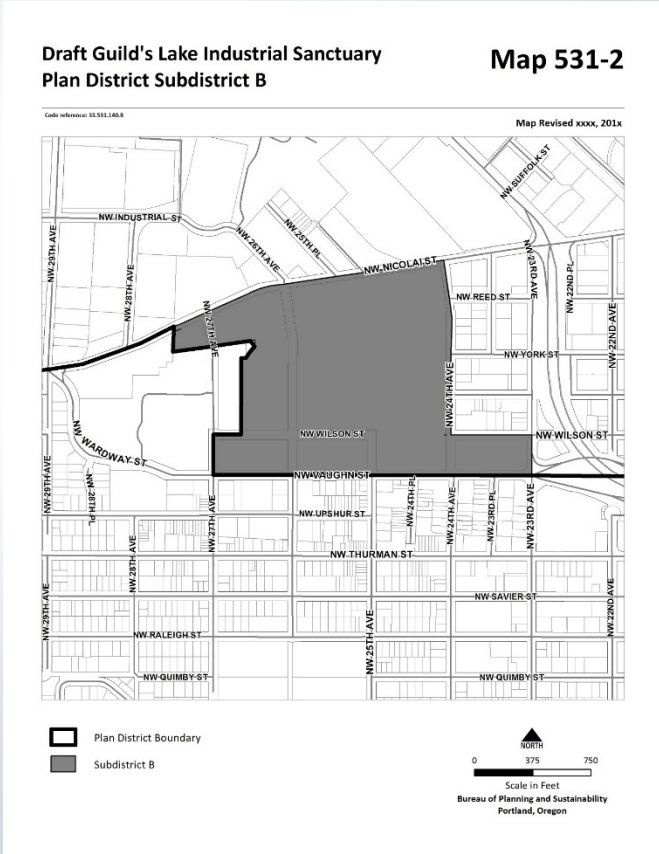




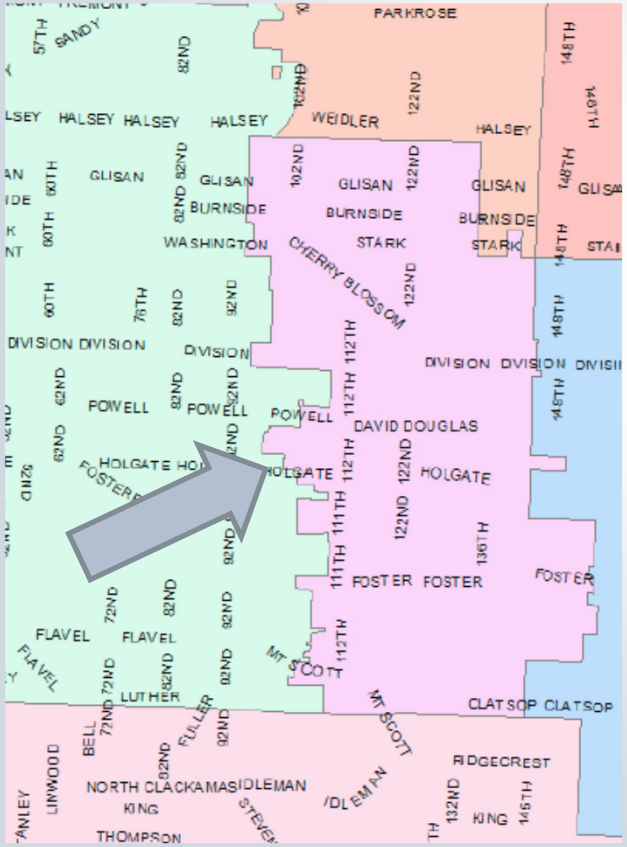
Staff Recommended Text

- 33.531.140.C.

  2. Office use limitation. Office uses are allowed if the net building area devoted to office uses does not exceed a maximum FAR of 1 to 1, except for sites with historic landmarks, for which the net building area devoted to office uses shall not exceed a maximum FAR of 2 to

Ord. 188177, Vol. 2.5, page 12575

6. Address school district enrollment capacity during zoning map amendments, land divisions, and planned developments in a district that has a school facility plan.





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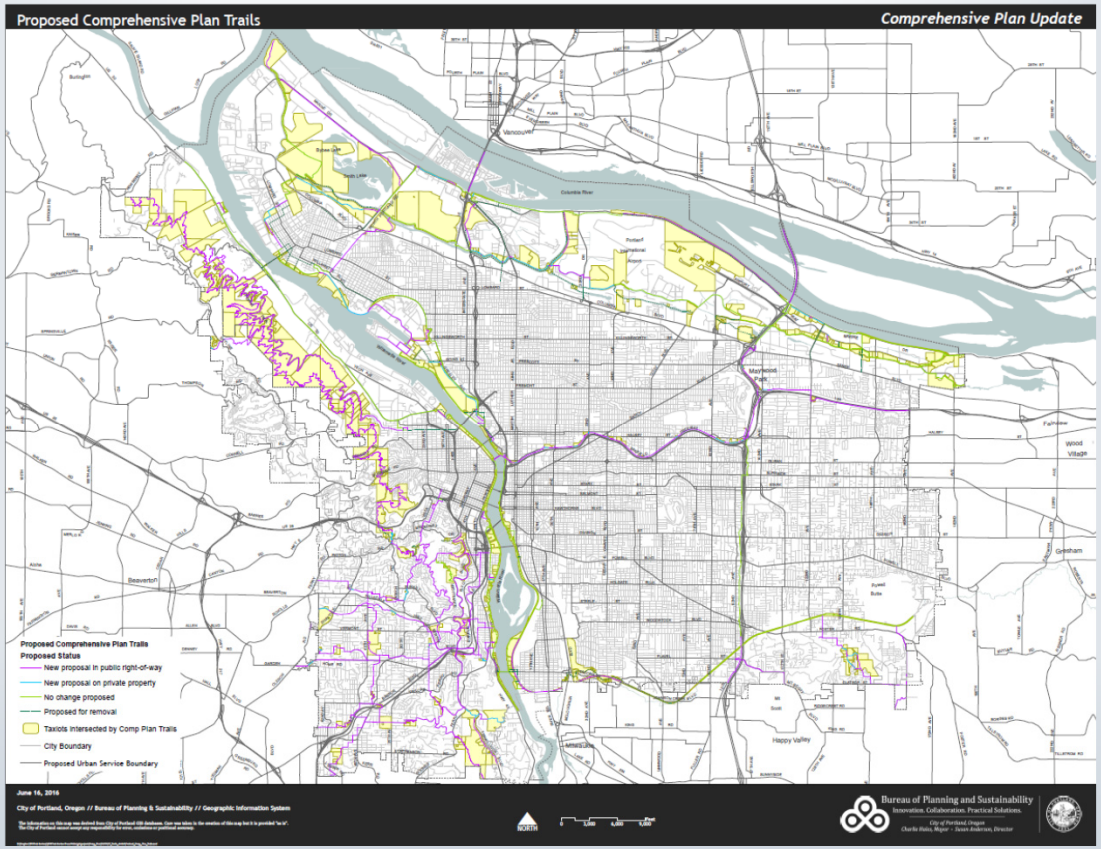
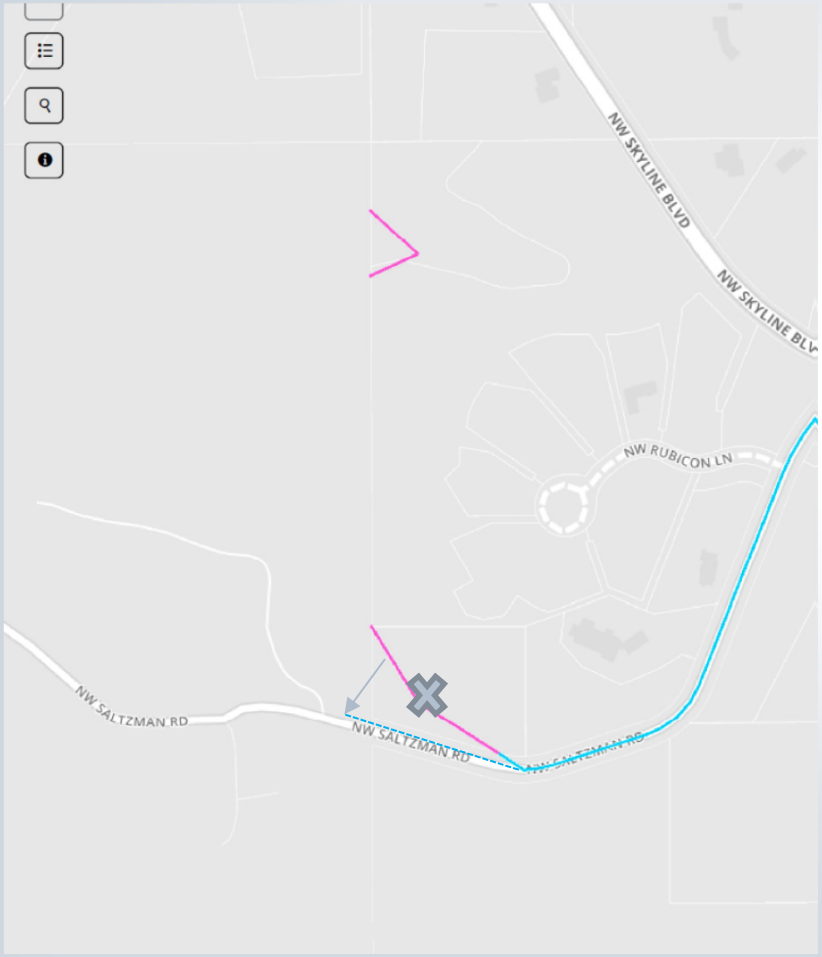
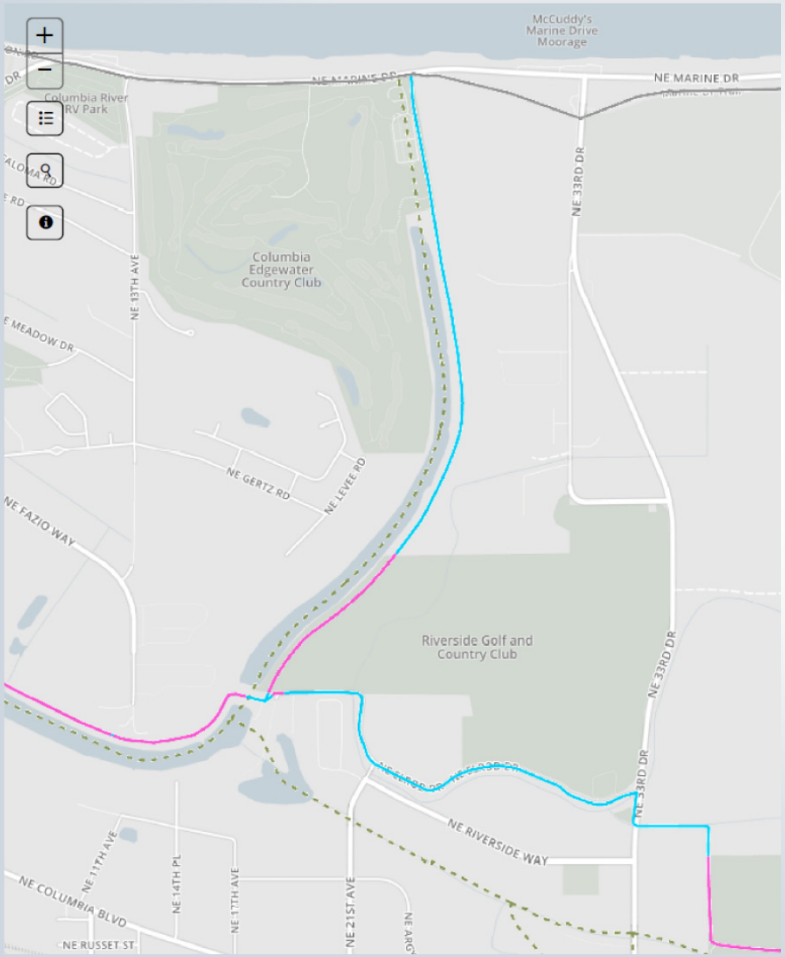


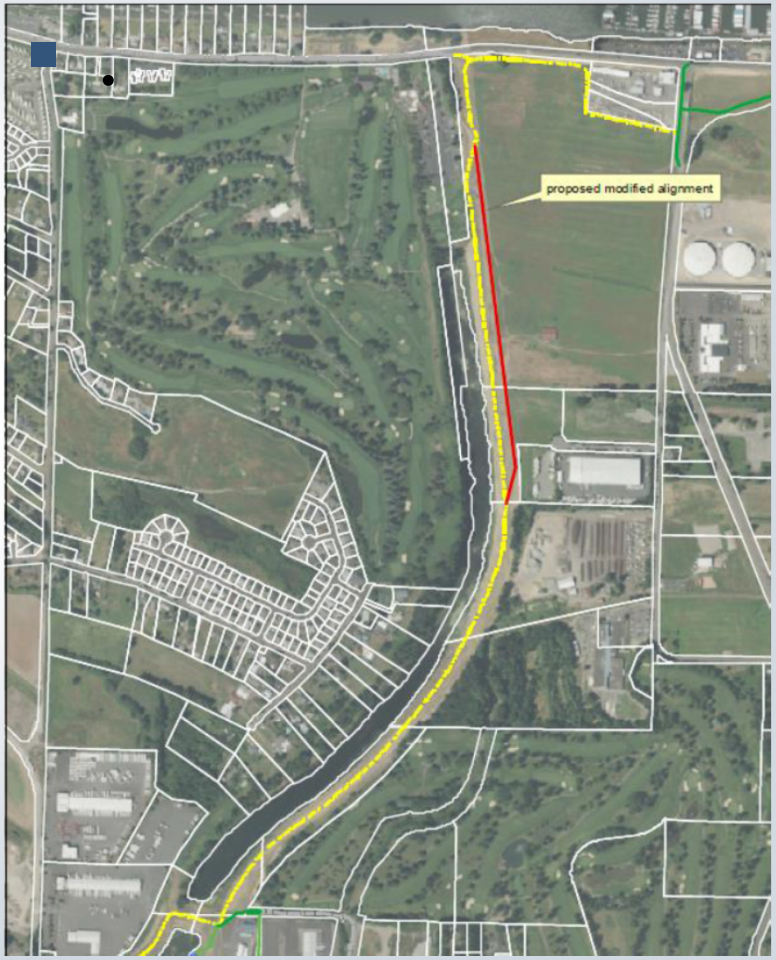
Saltzman Road
Staff Recommendation





Peninsula Canal
Staff Recommendation



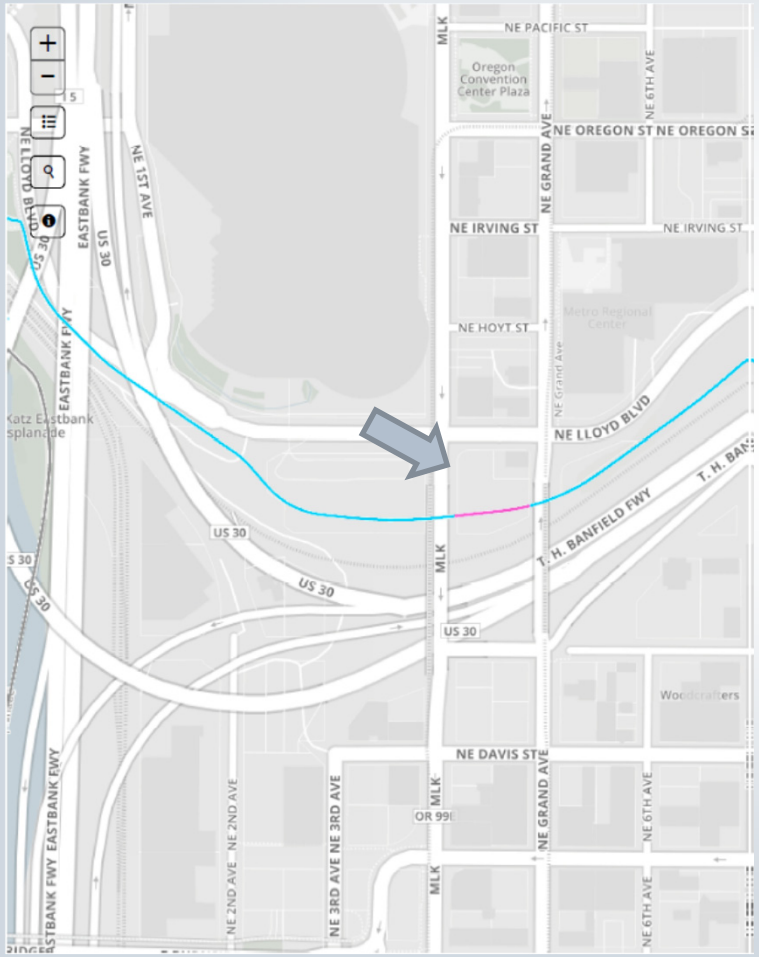


Requested PSC Action

Approve the Miscellaneous Zoning Update Report as presented, subject to:

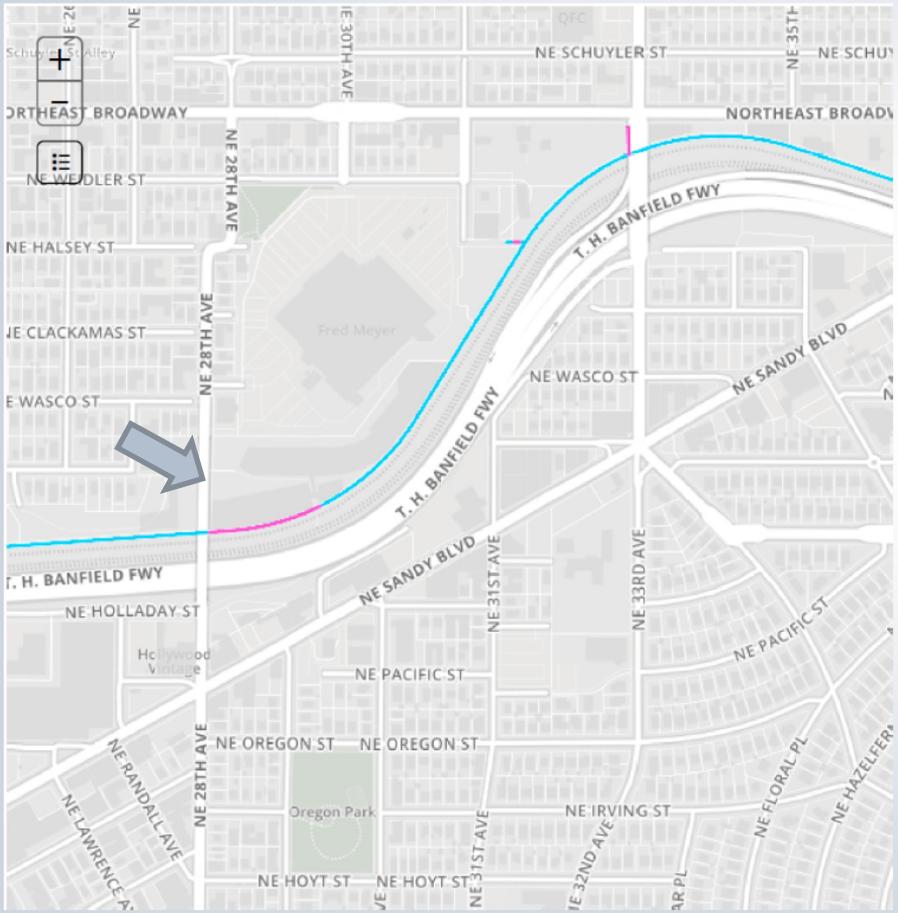
- ❑ Guilds Lake Subdistrict Text Revision.
  - 2:1 FAR (office use) for Historic Properties
- ❑ Major Public Trail Alignment Revisions as presented by staff.
  - Saltzman Road
  - Peninsula Trail

Rich's/Angel Property

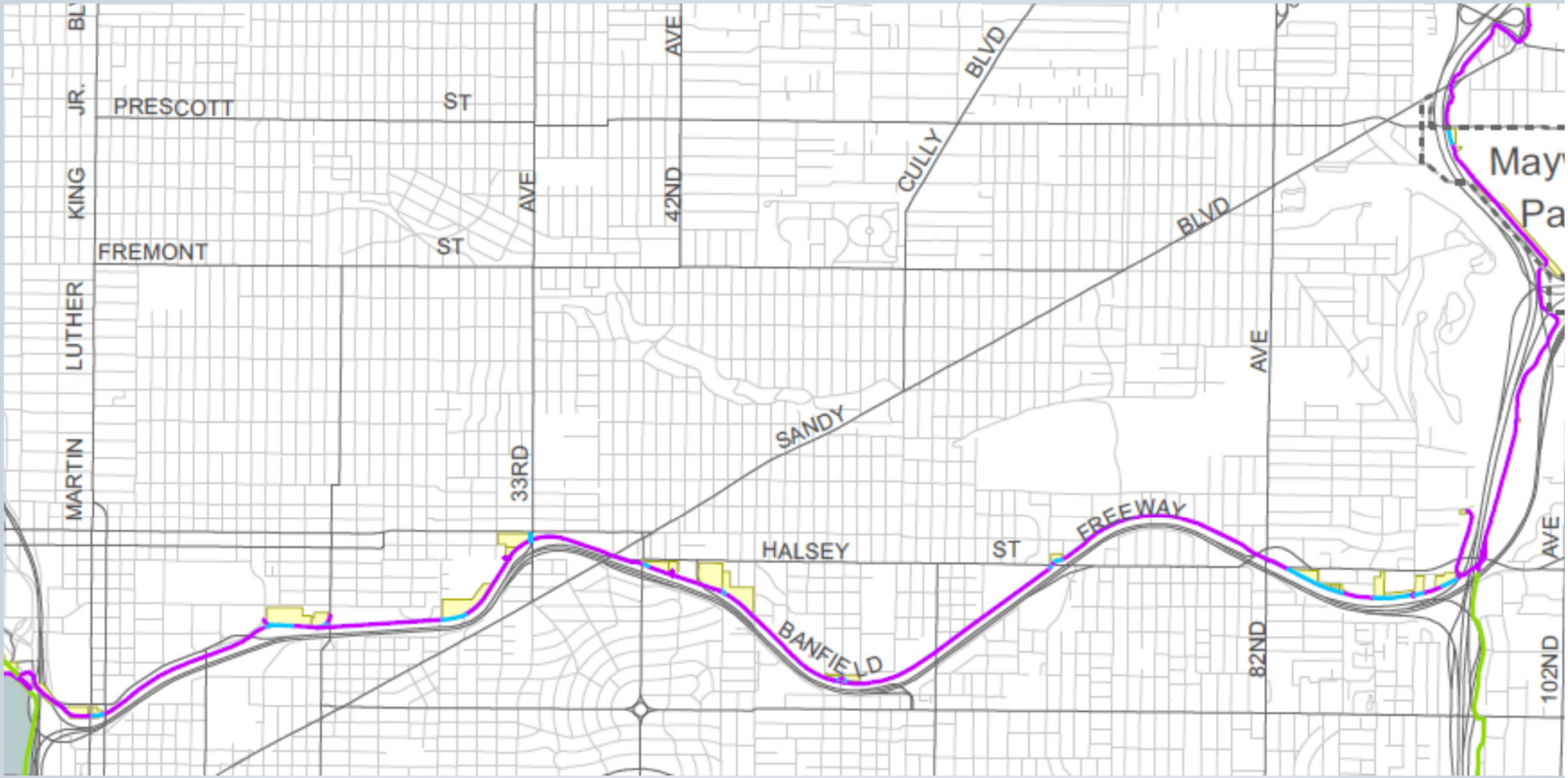




Weston Property



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JR.
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LUTHER
MARTIN
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FREMONT
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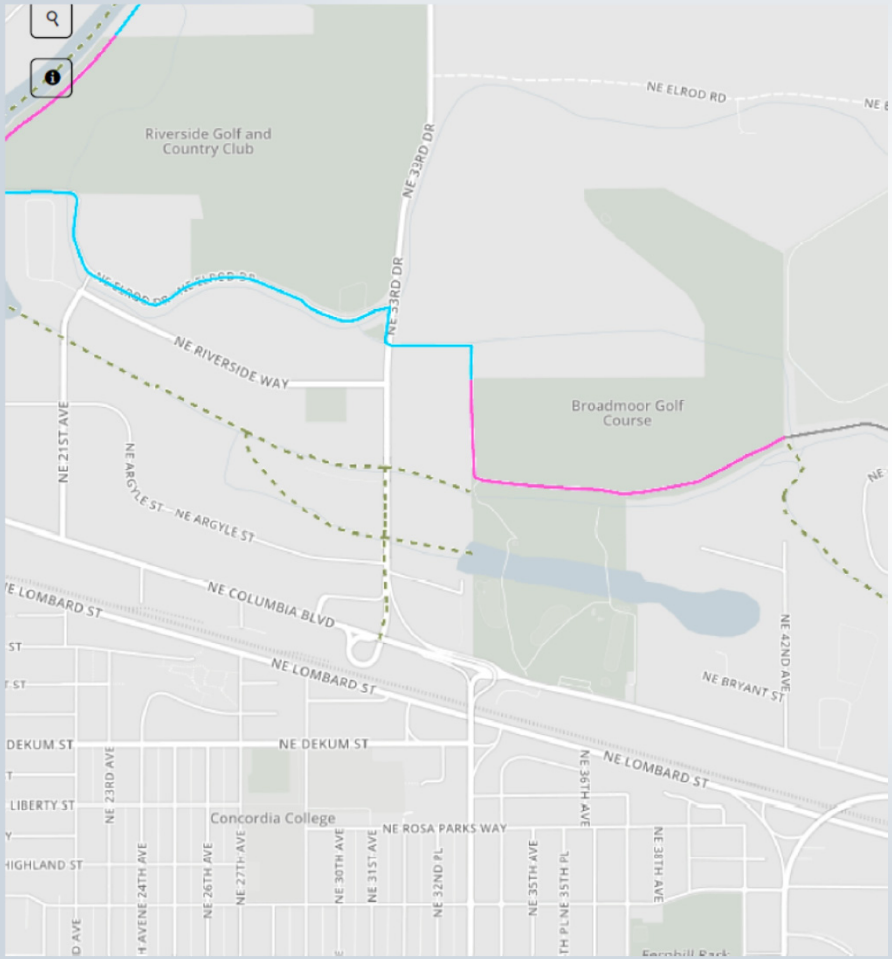
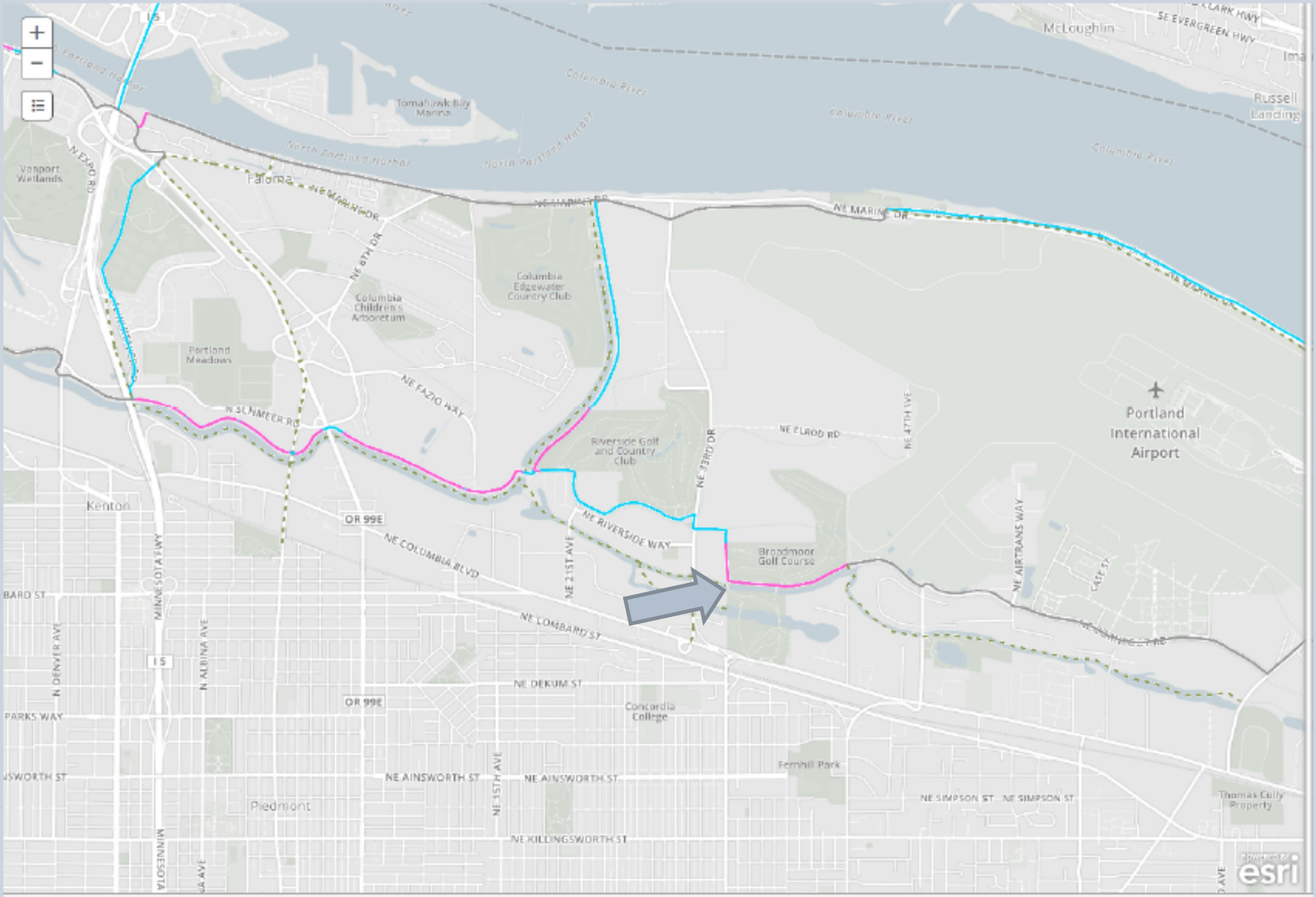
Broadmoor


Riverside Golf and Country Club
NE ELROD RD
NE 33RD DR
NE RIVERSIDE WAY
Broadmoor Golf Course
NE 21ST AVE
NE ARGYLE ST
NE COLUMBIA BLVD
NE LOMBARD ST
NE BRYANT ST
NE 42ND AVE
NE DEKUM ST
LIBERTY ST
Concordia College
NE ROSA PARKS WAY
NE 23RD AVE
NE 26TH AVE
NE 27TH AVE
NE 30TH AVE
NE 31ST AVE
NE 32ND PL
NE 35TH AVE
NE 35TH PL
NE 36TH AVE
NE 37TH AVE


Riverside Golf and Country Club
NE 33RD DR
NE RIVERSIDE WAY
Broadmoor Golf Course
NE ARGYLE ST
LIBERTY ST
Concordia College



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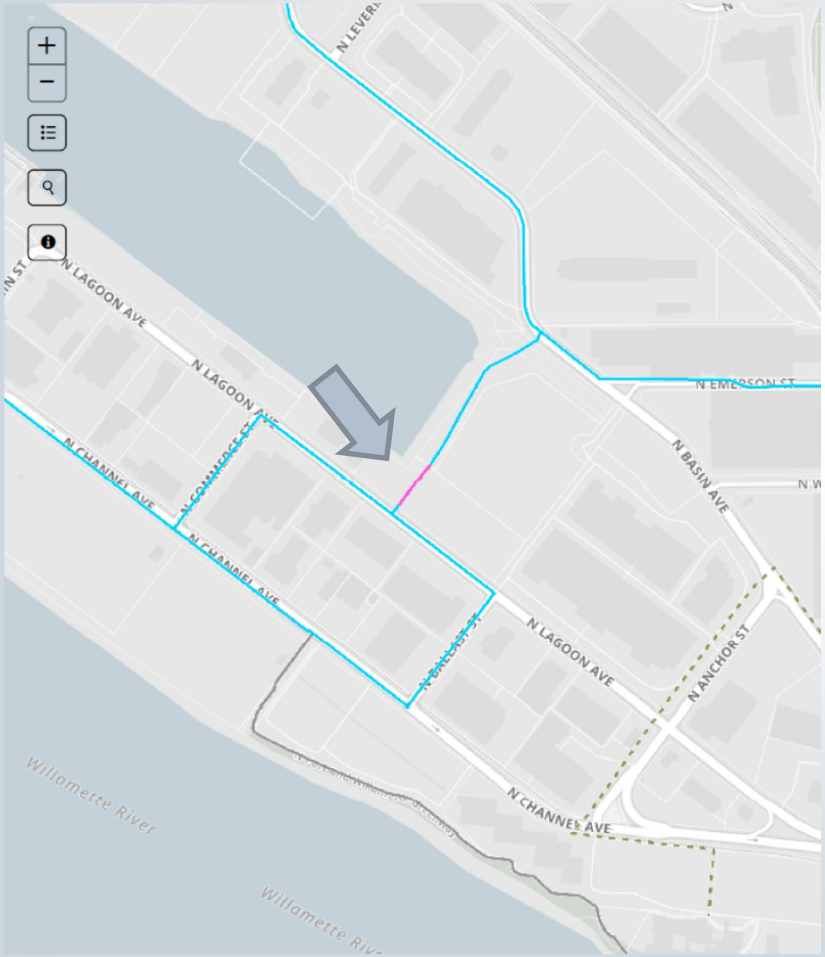
N. Lagoon Ave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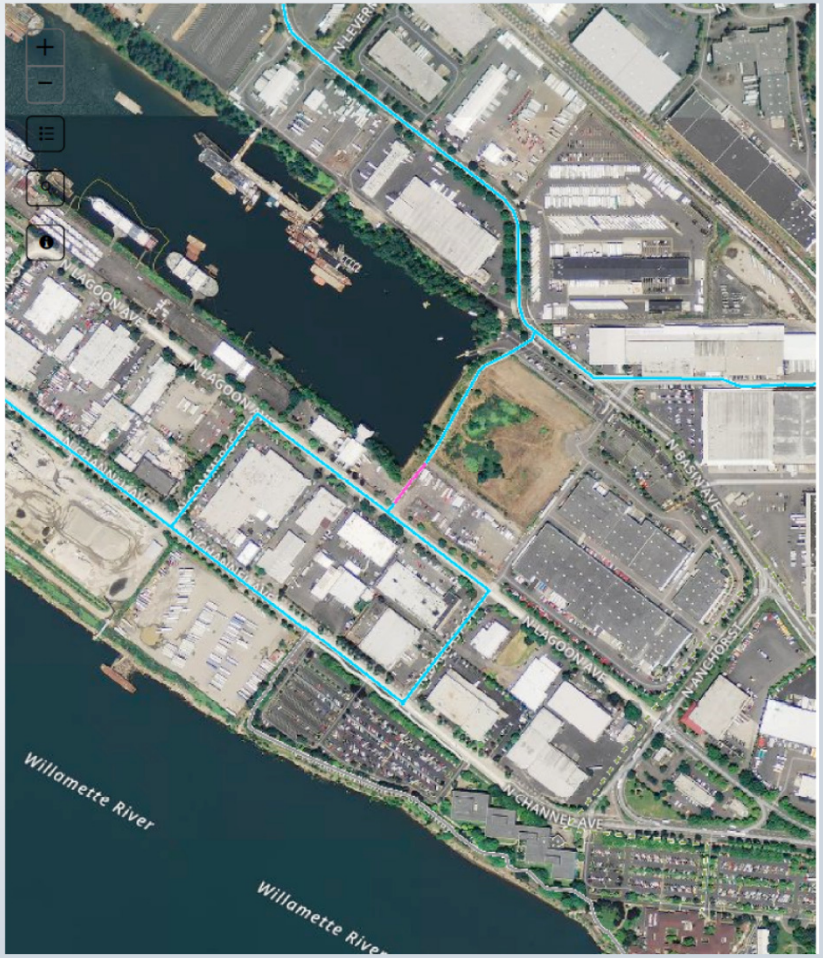
Willamette River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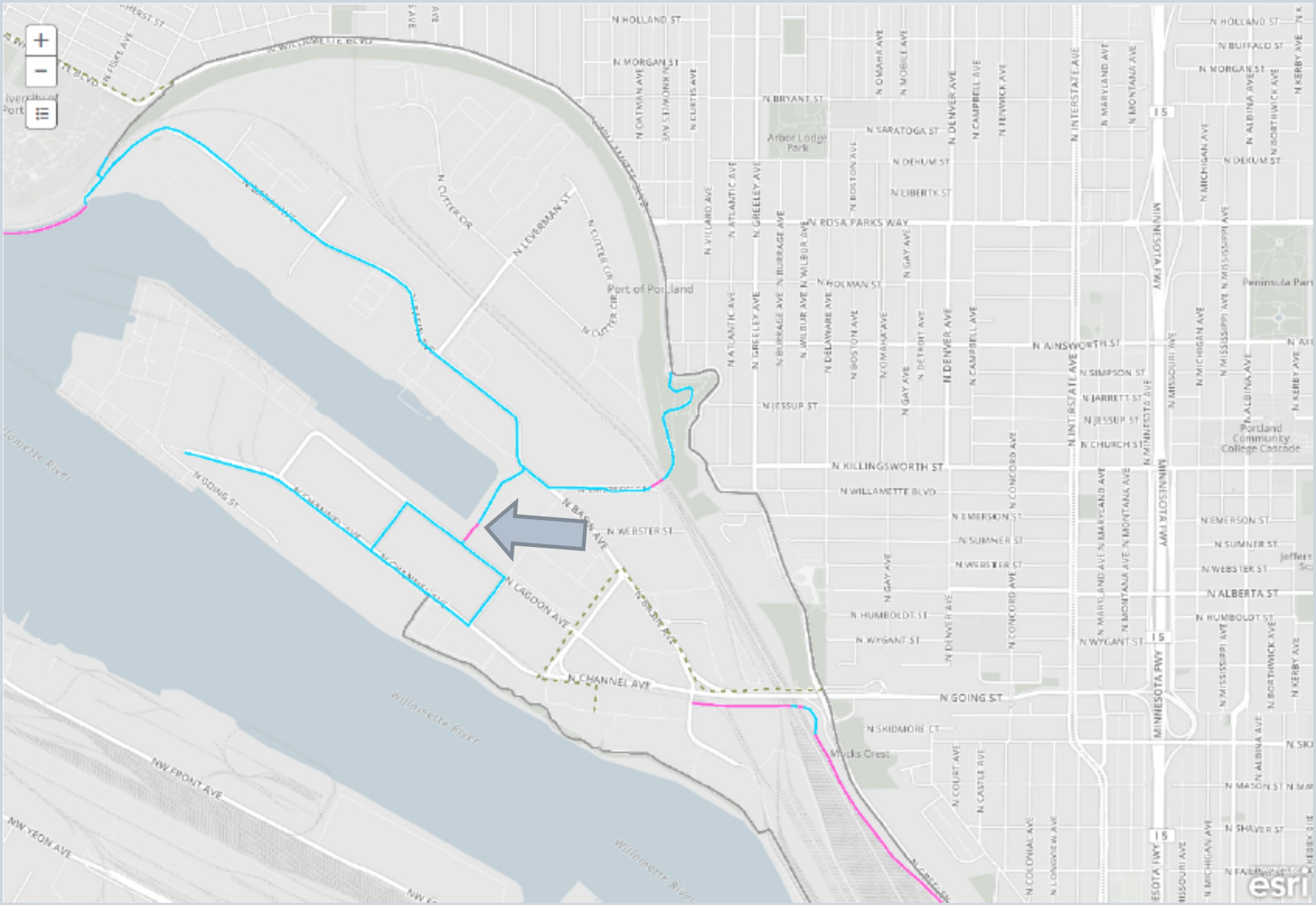
Willamette River
Willamette River



Ord. 188177, Vol. 2.5, page 12588

Questions and Comments?

How to Use the Online Testimony Database

Comprehensive Plan Update
February 2016

The online comment/testimony database was built to help staff and PSC members review, organize, and track comments and testimony received related to Comprehensive Plan Update early implementation (a.k.a. Task 5) projects.

This database will include **comments** on the Discussion Draft, **testimony** on the Proposed Draft, and **testimony** on the Recommended Draft for each project. The database will include comments and testimony submitted via email, hard copy, and the Map App, as well as verbal testimony at hearings.

This online tool is intended to help you review testimony. You will continue to get the testimony through eFiles via the links Julie sends, but we will be phasing out of this as ALL testimony will be uploaded into the database. *If you have questions, comments, or need some one-on-one support in using this online tool, please let Julie know!* It will be revised along the way, so if you have suggestions for improvements, please pass them along, too.

This tool is also being used by BPS staff and other City staff involved in these projects. Staff are preparing a separate online tool that will allow the public to view testimony from the database. They will be able to search by testifier name/organization, and by geography.

Step 1: Get into the database
Open the database at https://www.portlandmaps.com/bps/tdb.
Use your PortlandOregon.gov login info (not your computer login info) to log in.
Note: if you have not yet given your login information (user name or associated email address, please let Julie know immediately.

Step 2: Open the pool of records you want to review
Click on “Filters” to open the menu.
Choose the Proposal you’re interested in.
Choose any additional filters that you want to deploy (the first time you use it, don’t use any).
Click “Get Records”.

Step 3: Open a record
Click on “Unread” under the “Results” tab. This should open up the comments, which are listed in order received. You will also be able to see the dots on the map for all the comments. You can click on the comment box itself, or you can click on dots. When you click on a dot, it will bring the relevant comment box up to the top, and highlight it. Click on “View Details” to open the full comment box.

Ord. 188177, Vol. 2.5, page 12590

Step 4: Mark the record
You can take two actions under "Comment Settings"; both are for your personal organization and tracking of testimony. **There are two other possible actions, but we are requesting that you not use them, so they can be used for staff processing.**

a) "Read" allows you to mark the testimony as read or unread. This mark is relevant only to you, and nobody else can see it. This will allow you to quickly identify which testimony you consider read vs unread. You can use it any way that works for you – to indicate that you have actually read it, or to indicate that you consider it fully considered, etc.
b) "Follow" allows you to sort comments that you want to highlight. ("Followed" is one of the filters you can use when searching for records.) This is also relevant only to you, and nobody else can see it. You might want to use it as a way to highlight testimony/comments that you want to discuss or research more before making a decision about the relevant issue.
c) "Priority" is a universal marker, so everybody looking at the records will see that it is marked "Priority." **Please do not use this marker.**
d) "Status" is also a universal marker, so everybody looking at the records will see that is marked "Active" or "Resolved". **Please do not use this marker.**

You will also see a "Staff Commentary" field. This is intended to be used for communication between staff, at the discretion of project staff and management. It will probably be blank in most cases. **Please do not enter anything in this field.**

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MEMO

DATE: July 21, 2016

TO: Planning and Sustainability Commission

FROM: Barry Manning, Project Manager

CC: Susan Anderson, Joe Zehnder, Eric Engstrom, Bill Cunningham, BPS

SUBJECT: Mixed Use Zones Project — PSC Work Session #4

At the Planning and Sustainability Commission meeting on July 26, 2016 the Commission will hold a fourth work session on the Mixed Use Zones Project. Staff's memo to PSC dated May 23, 2016 identified a number of thematic topics to address in work sessions.

Staff will cover two primary topics at this work session:

- **Topic 6: CE zoning for auto-accommodating uses, grocery stores, and other large site developments (1); building orientation and development standards (2).**

- **Topic 7: Code Issues – Additional issues raised in testimony and/or identified by PSC, Design Commission, Historic Landmarks Commission, BDS, and BPS.** (Note: staff intends to develop code language and return to PSC with proposed approaches to each of the listed items per the staff recommendation, unless items are identified by PSC for further discussion or consideration. Staff asks that Commissioners identify, **by July 25, 2016** any other items in Topic 7 they would like to discuss further.)

The following pages are culled from a 7/5/2016 staff memo to PSC and outline the specific topics for PSC consideration on 7/26/16.

Topic 6: (1) Applying CE zoning on sites suitable for auto-accommodating uses, grocery stores, and other large site developments, and (2) Adjusting CE zoning building orientation and development standards.

6.1 CE Zoning (map) Discussion

The proposed MUZ zoning map is based on a process described on page 316-318 of the Proposed Draft. Its foundation is a conversion table that assigns new MUZ zones based generally on the existing zoning and the new Comprehensive Plan.

As part of the zoning map conversion, some areas or sites that currently have auto-accommodating zoning (CN2, CG) were converted to a more pedestrian-oriented mixed use zone (CM1, CM2). In the case of the CG zone, this primarily occurred in areas designated as "centers" in the Comp Plan. This resulted in an overall loss of area zoned for auto-accommodating uses.

Several stakeholders (Retail Task Force, Space-Age Fuel, Albertsons, Fred Meyer, U-Haul, McDonalds, Bitar, others) have testified that they wish to retain or be zoned to CE, the most auto-accommodating zone, to support business operations or to anticipate future development where pedestrian-oriented or mixed use development is not economically feasible in the foreseeable future.

6.1 CE Zoning — Staff Recommendations:

	Recommendation	Comment
A	Apply CE zoning on a limited number of sites outside of Inner Ring and town centers in response to testimony to accommodate large/grocery retail, and other uses. (See Map 6.1.A)	Staff has analyzed opportunities to rezone specific properties where CE zoning was requested through testimony. **Staff recommendations will be shown on 7/26 with a complete proposed map by 8/2/16.**
B	Consider selective rezoning from CM1 and CM2 to CE outside of Inner Ring and Centers. (See Map 6.1.B)	Staff has analyzed opportunities to rezone specific properties where CE zoning was requested through testimony. **Staff recommendations will be shown on 7/26 with a complete proposed map by 8/2/16.**

6.1 CE Zoning Map — Alternatives/Options:

	Option	Comment
C	Rezone to CE as requested by those that testified (various areas). (See Map 6.1.C)	Several pieces of testimony were received requesting application of the CE zone. This includes testimony from the Retail Task Force, Space-Age Fuel, Albertsons, Fred Meyer, U-Haul, McDonalds, Bitar, Dutch Bros, and several others. Many of these locations are within designated centers and may not be appropriate for CE zoning and allowances.

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		<u>Staff recommends</u>: Do not use CE zone in designated centers.
D	Broad rezoning to CE outside of centers to accommodate additional/new auto-accommodating uses. (See Map 6.1.D)	Some testifiers requested a much broader application of CE zoning and/or an allowance for drive through facilities (Retail Task Force, others). These testifiers argue that this approach supports new Comp Plan Policy 4.24. Staff believes this is not the intent of Policy 4.24. Broader use of CE would allow auto oriented development in some areas where this type of activity is now prohibited. Also, it may be counter to the desires of neighborhoods expressed through community plans and/or rezoning proposals. **<u>Staff recommends</u>: Do not more extensively change the zoning on sites to CE.**

6.2 Development Standards Discussion:

The standards for the CE zone are intended to result in both auto-accommodating and pedestrian friendly development. They allow for generous parking areas, drive thru facilities and uses that are auto-oriented. They also call for buildings to be oriented to the street and provide ground floor windows and entrances.

To better accommodate some large-scale retail uses, the threshold for use of alternative maximum building setbacks was reduced from 100,000 SF to 60,000 SF. This standard allows primary buildings to be set behind parking when smaller, secondary buildings are located in front of the parking along public sidewalks.

Many retailers testified that these standards are still too difficult and/or costly to meet for many tenants such as large-format grocers, national retailers, or national restaurant chains. They also may create nonconformity for users which adds cost and uncertainty in the development process.

6.2 Development Standards — Staff Recommendations:

	Recommendation	Comment
A	Retain building orientation standards in CE zones.	The proposed development standards continue to promote buildings that are near the sidewalk so that they are easily accessible by transit users and pedestrians. They also allow parking areas to the side and rear of buildings. For large sites, the proposed standards increase flexibility by allowing parking in front of buildings. Also in the proposed CE

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		zone, building orientation is less rigorous than in the existing CG zone when sites are located at two transit streets. Recent national retail developments such as Wal-Mart, Safeway, and Walgreens, as well as local retailers such as New Seasons demonstrate that it is possible for national firms and large format retailers to conform closely to Portland building orientation standards. **Staff recommends:** Retain the proposed building orientation standards in CE zones.
B	Retain proposed alternative setback size threshold of 60,000.	Large scale uses that are unable to or choose not to conform to the base zone development standards may pursue adjustments or the alternative setback approach. To add flexibility, the threshold for use of alternative setbacks has been reduced by 40% from 100,000 SF to 60,000 SF. **Staff recommends:** Retain proposed alternative setback size threshold of 60,000.

6.2 Development Standards — Alternatives/Options:

	Option	Comment
C	Change setback allowances in the CE zone.	PSC received testimony requesting that maximum setbacks in the CE zone be dropped and that no maximum setback standard be applied so parking areas can more easily be allowed in front of buildings. **Staff recommends: Do not change the proposed code.**
D	Reduce ground floor window requirements in the CE zone.	PSC received testimony requesting an exemption to the requirement for retail uses to have ground floor windows where the interior is used for truck loading, storage, refrigeration or mechanical equipment. The proposed code provides sufficient flexibility to accommodate these needs. The code requires less window coverage on secondary street frontages. It also allows display windows or public art to substitute for views into interior spaces. Finally, it does not require windows for building walls more than 20' from street frontages (accommodating truck loading areas). **Staff recommends: Do not change the proposed code.**
E	Eliminate transit street main entrance	PSC received testimony requesting that main entrances to building not be required along transit streets.

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	requirements in the CE zone.	**Staff recommends: Do not change the proposed code.**
F	Revise alternative setback size threshold for large retailers to 40,000 or 45,000 SF.	PSC received testimony requesting a reduced threshold for utilization of the Alternative maximum building setback for large retailers (33.130.215.E). Buildings in the 40,000+ SF size range have proven an ability to meet or adapt to the current setback standards and may not need this alternative. **Staff recommends: Do not change the proposed code.**

Topic 7: Code Issues – Additional issues raised in testimony and/or identified by PSC, Design Commission, Historic Landmarks Commission, BDS, and BPS

Topic 7 includes issues raised in testimony or raised by Design Commission, Landmarks Commission, Planning and Sustainability Commission, and BDS that have not been addressed elsewhere.

The following table summarizes all the parts of Topics 7.1 through 7.5. These were identified for discussion at the PSC work session on 7/12/16, however they were not discussed due to lack of time. At the end of the meeting Eric Engstrom indicated that staff intends to develop code language and return to PSC with proposed approaches to each of the listed items per the staff recommendation, unless items are identified by PSC for further discussion or consideration.

Staff believes Topics 7.1.E, 7.1.F, and 7.5 warrant PSC discussion, so they will be on the upcoming PSC agenda. Staff asks that PSC Commissioners identify, **by July 25, 2016** any other items in Topic 7 they would like to discuss further.

7.1 Planning and Sustainability Commission and Public Testimony Issues

	Issue	Comment and Staff Recommendation
A	Required residential open area size.	Staff proposed 48 SF per unit. Research on other jurisdictions show a range of size requirements from zero to 100 SF per unit. For example, Chicago and San Francisco require 36 SF in higher density zones. Tacoma and Santa Monica require 100 SF. **Staff Recommends: Retain 48 SF requirement.**
B	10' setback on outer Civic Corridors.	Staff proposed a 10 foot building setback on Civic Corridors in Eastern and Western pattern areas. This is to address impacts of wide, high traffic volume streets, allow for enhanced pedestrian space and provide opportunity for a "green" edge. **Staff Recommends: Retain proposed 10 foot setback.**

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C	LEED requirement in PD Bonus.	Staff recommended using an energy efficiency standard similar to LEED Gold for buildings using the Planned Development bonus. A specific standard or certification is not spelled out or required due to the fact that certification comes after construction. BPS will develop administrative rules for implementing this feature. **Staff Recommends: Retain the requirement for energy efficient buildings in the Planned Development bonus. Ask BPS to return to PSC with administrative rules for review when drafted.**
D	Sandy Boulevard step-down transitions.	The MUZ project proposes to create three plan districts to replace a main street overlay zone, because the standards that apply to affected areas vary, which is not the way overlay zones are applied. The step-down/transition standard was developed as part of a specific Hollywood and Sandy area planning effort. **Staff Recommends: Retain current standard.**
E	Operating Hours in CM1; change threshold size (15,000 sf) and broaden surrounding R zones to MFR.	**SCHEDULED FOR ADDITIONAL DISCUSSION WITH PSC** PSC received testimony from Irvington neighborhood requesting that limitation on hours of operation for small CM1 zoned sites be extended to sites of 15,000 SF. Others requested the limitation be extended to all Residential zones. BDS expressed concern about code enforcement issues regarding hours of operation. **Staff Recommends: Consider amending standard to 15,000 SF, in situations when surrounded by RF-R1 zones. Alternatively, develop a zone to facilitate such development.**
F	Require Commercial uses in the CM1 zone.	**SCHEDULED FOR ADDITIONAL DISCUSSION WITH PSC** PSC received testimony from community groups and members requesting that specific sites in CM1 and nonconforming uses being rezoned to CM1 be required to have commercial uses (and limit residential). This approach would also support Comp Plan Policy 6.66 that calls for small commercial nodes in areas between centers to expand local access to goods and services. **Staff Recommends: Consider requiring commercial use in CM1 zone; alternatively, develop a zone to facilitate such development.**
G	Ground floor window height issue.	PSC received testimony from community members concerned about the placement, height and measurement of ground floor windows.

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		Staff Recommends: Consider code revisions suggested in testimony and incorporate changes, if necessary, to ensure windows relate to pedestrian viewing areas.
H	Rooftop Mechanical and stairwell enclosures allowances	Concern raised that required step backs combined with open space requirements will make meeting the exceptions of 15' setbacks for stair enclosures in 33.130.210.D difficult to achieve. **Staff Recommends: Retain this existing code language pending further discussion with BDS; return to PSC for further discussion and with a revision if this is an issue.**
I	Auto-Accommodating Development (33.910)	There was a suggestion to re-label the section in 33.910 from "Auto-Accommodating Development" to "Auto-Oriented Development," and also amend references to it in other parts of the code. **Staff Recommends: Retain "Auto Accommodating." This term is used in the zoning code to describe uses, situations and developments that are designed for both vehicle and pedestrian access (limited setback from street, entrances close to sidewalk, windows etc.). Using "Auto-Oriented" suggests that pedestrian oriented features are less important.**

7.2 Design Commission and Historic Landmarks Commission Issues

	Issue	Comment and Staff Recommendation
A	Ground Floor Windows – require 50% overall.	The Portland Design Commission recommended that the standard for Ground Floor Window coverage be increased from 40% to 50%, or an average of 50% for multiple facades. **Staff Recommends: retain the proposed standard.**
B	Limit Ground Floor Residential uses and require separate entrances for each ground-level residential unit.	The Portland Design Commission recommended that residential uses should not be allowed on a corridor unless they are live/work units, and that all ground floor units have an individual entrance. Portland has many miles of CM zoning. It may be difficult to require active uses or live/work in all situations. Although providing individual residential entries is an option for development, requiring individual entries may not be appropriate in all cases. **Staff Recommends: Retain the proposed standard.**

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C	TDR radius – apply a two-mile radius standard.	The Portland Historic Landmarks Commission recommended that the radius for TDR be extended to two miles. **Staff Recommends: Revise the standard to two miles.**
D	Apply minimum FARs to all Commercial/Mixed Use Zones.	The Portland Design Commission recommended that minimum FARs be established for all Commercial/Mixed-Use zones. The MUZ project proposed minimum FAR in the Centers Main Street Overlay zone, where intense activity and development is desired. Because Commercial/Mixed-Use zones are applied citywide and in a number of development contexts, staff does not support applying minimum FARs more broadly. **Staff Recommends: Retain the proposed standard.**

7.3 Urban Forestry Commission Issues

	Issue	Comment and Staff Recommendation
A.	Relationship between MUZ and Title 11, Trees.	The Urban Forestry Commission Chair expressed concerns about whether the Mixed Use Zones project goals for trees align with proposed future amendments to Title 11. **Staff Recommends: Staff will meet with the Urban Forestry Commission and staff to review and discuss the MUZ, and future proposed changes to Title 11.**

7.4 Bureau of Development Services (BDS) Issues

Substantive issues raised by BDS that are not addressed in other topics are outlined in the table below.

	Issue	Comment and Staff Recommendation
A	Height measurement standards for Commercial/Mixed-Use zones.	BDS expressed concern about applying a new height measurement standard to C/MU zones, and different height measurement standards for other zones, including new standards that may be developed for the Residential Infill Project. **Staff Recommends: Staff will work with BDS and BPS staff to determine if a singular new approach may be used. Alternatively, retain the proposed approach, but relocate the standard to Chapter 33.930.**

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B	Setback requirements for residential windows.	The building code currently requires windows to setback a minimum of 3-feet from property lines. Staff proposed a minimum setback of 5 feet as a way to address livability and access to light and air. **Staff Recommends: Retain the proposed 5-foot setback.**
C	Ground floor windows: clarify qualifying areas; add minimum 24" depth of display area; clarify parking structures; application on sloped sites.	PSC received testimony from BDS concerned about the measurement of ground floor windows in situations with sloped lots as well as other aspects of ground floor window requirements. **Staff Recommends: Staff will work with BDS to clarify code, including qualifying areas and depth of display. Some sites, such as sloped sites may require an adjustment.**
D	Consider eliminating specific plan districts, or incorporate plan district provisions into base zone. Drop specific references to allowed and prohibited materials in plan districts.	The Sandy, Division, and Lombard Plan Districts were formerly part of a Main Street overlay zone. They were the result of specific area planning efforts. The overlay zone was broken into separate plan districts in keeping with current code practice. Where redundant with base zone, standards were dropped from plan districts; what remains is unique to the area. **Staff Recommends: Retain the plan districts. Staff will work with BDS to clarify the regulations of plan districts and make changes where appropriate to incorporate in or reference other codes.**

7.5 Bureau of Planning and Sustainability Issues

Substantive issues identified by BPS that are not addressed in other topics are outlined below.

	Issue	Comment and Staff Recommendation
A.	Agriculture uses.	**SCHEDULED FOR ADDITIONAL DISCUSSION WITH PSC** Agriculture is currently a CU in Commercial/Mixed Use zones. Agriculture is Allowed/Limited use in E/I zones. New state law allows marijuana grow operations; these are currently being permitted in the EX zone. Allowing/Limiting Agriculture use in CM3 will be consistent with existing EX code. Allowing Agriculture uses in CE with size with limits will relieve pressure on E/I zones to accommodate these facilities. **Staff Recommends: Consider allowing Limited Agriculture use in CM3 and CE zone up to the size limits allowed for industrial uses.**

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2035 Comprehensive Plan
Composite Zoning Map

Planning and Sustainability Commission Hearing

July 12, 2016

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Ord. 188177, Vol. 2.5, page 12601

Composite Zoning Map = four layers combined into one map

- Employment
- Campus Institutions
- Residential & Open Space
- Mixed Use

Employment Zones:

- Columbia Slough Residential Areas:
  - Comp Plan: Industrial Sanctuary
  - Residential zoning proposed to remain
  - Prime Industrial Overlay is applied, ready for any zone changes

- NW Vaughn:
  - Current Comp Plan is Mixed Employment
  - Change zoning to EG1, with Guilds Lake Plan District limits on office
  - No zone change north of NW Wilson (most of ESCO); need detailed transportation plan for future zoning change

Campus Institutions:

- Design (d) overlay
  - Remove: Concordia, PCC Sylvania, Lewis and Clark, Multnomah Bible College – not in a center
  - Remove: Legacy Emanuel and PCC Cascade. Apply Centers Main Street (m) overlay

- Reed College
  - Eastmoreland NA's objection to CI1 zone changes south of Woodstock (Parker House plus another house)

Residential & Open Space zones:

- Proposals to retain residential zoning in locations with Mixed Use Comprehensive Plan Map designations
- Proposed downzoning to ease David Douglas School District overcrowding
- Zoning Map changes to match 1980 Comp Plan designations

Mixed Use Zones:

- Low-rise commercial store-front areas
- Commercial Employment zones, drive-throughs and quick vehicle services
- Requests for CM2, CM3 and ‘d’ overlay

Next steps

- **Close the public hearing** on the Composite Zoning Map at the conclusion of testimony this afternoon.

- **Continue work sessions** on Mixed Use code and map issues this evening, followed by sessions on July 26 and August 2.

- **Deliberate and make recommendations** on the Zoning Map in its entirety on August 2.

- **Conclude deliberations and recommendations** on Mixed Use Code on August 9.

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MEMO

DATE: July 5, 2016

TO: Planning and Sustainability Commission

FROM: Barry Manning, Project Manager

CC: Susan Anderson, Joe Zehnder, Eric Engstrom, Bill Cunningham, BPS

SUBJECT: Mixed Use Zones Project — PSC Work Session #3

At the Planning and Sustainability Commission meeting on July 12, 2016 the Commission will hold a third work session on the Mixed Use Zones Project. Staff's memo to PSC dated May 23, 2016 identified a number of thematic topics to address in work sessions.

On May 24, the PSC addressed Topic #1, the Low-Rise Commercial Storefront zoning issue. On June 14, PSC heard from PBOT on the TDM issue (Topic #2) and provided direction for the MUZ project.

At work session #3 on June 28, 2016, PSC began to address a number of topics outlined in a staff memo dated June 23, 2016. The bulk of these topics addressed zoning code-related issues that require time for drafting and review prior to August 9, 2016. Due to time constraints, only Topics 3.1 and 4.1 from that memo were addressed by the PSC. Staff proposes to continue to work through the zoning code-related topics from that memo at the July 12, 2016 work session, with some slight changes to the approach to topics and order of discussion. The topics are included in this memo.

The primary change to the agenda is to discuss Division Design Initiative issues (Topic 8) in the context of other discussions about massing and other development design standards (Topic 4). The discussion of CE zone mapping for large retailers and auto accommodating uses (Topic 6.1) is moved to the end of the agenda, but due to time constraints may need to be discussed in the context of other zoning map issues at a later date. Zoning map issues will be addressed at work sessions on July 26 (tentative), August 2, and August 9. Staff will also seek final direction on remaining Low-Rise Commercial Storefront areas (Division, Sellwood, Moreland, Multnomah) in the context of the zoning and design discussions in these coming work sessions.

The final work session and decision is still planned for August 9, 2016. This final work session will allow staff time to develop zoning code language and map changes in response to PSC direction from the work sessions.

Below is an outline of planned work session dates and topics:

July 12, 2016:

Topic 8	Division Design Initiative
Topic 4.2	Step Downs and Step Back Discussion
Topic 4.3	Building Articulation and Length Discussion
Topic 5.1	Drive Thru and QVS Discussion
Topic 5.2	Development Standards Discussion
Topic 6.2	CE Zone Development Standards Discussion
Topic 7.1	Planning and Sustainability Commission and Public Testimony Issues
Topic 7.2	Design Commission and Historic Landmarks Commission Issues
Topic 7.3	Urban Forestry Commission Issues
Topic 7.4	Bureau of Development Services (BDS) Issues
Topic 7.5	Bureau of Planning and Sustainability (BPS) Issues
Topic 6.1	CE Zoning Discussion (if time permits)

July 26, 2016 (tentative) and August 2, 2016

Topic 6.1	CE Zoning Discussion (if not addressed on 7/12)
Topic 6.2	CE Zone Development Standards Discussion (if not concluded on 7/12)
Topic 9	Zoning Map Amendments Requests (CM1, CM2, CM3)
Topic 10	Design Overlay Zone (Sellwood)
Topic 1	Low-Rise Commercial Storefront (confirm directions on remaining areas)

August 9, 2016

1. Address any remaining Zoning Code and Map issues
2. Confirm proposed Zoning Code and Map

This remainder of this memo addresses the topics outlined for July 12, 2016. Staff recommendations for each issue are followed by options the PSC my wish to consider in light of testimony/requests. In some cases staff does not support options that may directly respond to testimony. These are indicated. Staff seeks direction from PSC on these issues and will return to PSC with proposed code prior to August 9, 2016.

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June 28, 2016 recap:

Topic 3.1 FAR Discussion: PSC tentatively accepted the proposed Floor Area Ratios.
Topic 4.1 Height Discussion: Staff will return to PSC with a proposal that provides for more generous heights to accommodate higher ceilings for residential and commercial components of mixed use developments.

July 12, 2016 Topics:

Topic 8. Division Design Initiative

The Division Design Initiative (DDI) submitted a list of five requests:

1. Division Plan District: Incorporate new Division Design Guidelines
2. Enhance Compatibility and Reduce Overly Boxy Building Forms – Restore the Residential FAR Requirement for Mixed Use Buildings now
3. Support for Preservation of "Vintage" Low-rise Areas
4. Support for Design Review and more Quadrant Design Commissions
5. Request for a Southeast Area Plan

The DDI testimony also included a package of "top recommendations" - development standards and design regulations to address issues of development along inner SE Division Street, as well as other similar street-car era main streets in SE Portland.

BPS staff considered DDI proposals as part of the inputs to creating the citywide MUZ base zone update. The attached "Summary of Division Design Initiative Testimony Requests and Staff Responses" outlines the DDI "top recommendations" and staff's response to whether they have been or may be addressed in the MUZ project or a future effort. Overall, staff has the following comments:

1) Many DDI recommendations were incorporated in the MUZ proposal for citywide application, these include: including residential uses in FAR calculations; limiting building length and articulating the mass of buildings; improving screening and including landscaping/greening requirements; and requiring neighborhood contact for new development.

2) Other DDI recommendations are for development standards that are not appropriate to apply more broadly/citywide at this time, these include: step-backs at the 4th floor; more frequent building façade divisions; and side step-backs on upper levels.

3) The Design Overlay zone is proposed for most of SE Division and other inner ring mixed use areas. Some DDI recommendations for design details are more appropriate to address as part of DOZA or a follow up project to address design issues for inner neighborhoods rather than to include in a plan district at this time, these include: 45-

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degree corners; raised window sills; clerestory windows; recessed entries; and permanent awnings.

	Recommendation	Comment
A	Consider selected elements of the DDI proposal for future work program elements such as amendments to the Neighborhood Contact requirements; the DOZA project; and future refinement and/or area plans.	The MUZ Project is a citywide update of base zone regulations for Commercial/Mixed-Use development. The DDI recommendations are specific and detailed with respect to inner SE Division Street or similar streetcar era inner neighborhoods. Some of the elements of the DDI proposal were adapted for citywide application and incorporated into the MUZ proposal. Other more specific elements should be addressed through subsequent planning efforts.

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Topic 4. Development and design standards: building height (1); step-backs/downs (2); articulation, length, etc. (3)

The proposed height limits for "base" and "bonus" levels of development were developed based on existing allowed height limits in base zones and plan districts, conversations with the community about scale of development, and research from approaches employed in other jurisdictions. The height limits relate to the proposed FAR by accommodating the FAR allowances within height limits that respond to neighborhood-scaled development. The height limits assume commercial, residential, and mixed use developments that feature ground floors with heights ranging from 12-15 feet, and residential floors of approximately 10 feet.

4.2 Step Downs and Step Back Discussion:

The MUZ proposed height "step-downs" and "step-backs" in different situations. Step-downs are proposed to transition height of larger buildings adjacent to residentially-zoned properties. Step-backs are proposed on street-facing facades for several reasons: 1) to minimize the impact of bonus height allowances on street walls; 2) to respond to Comprehensive Plan policies that call for better matching allowed building heights to street widths.

4.2 Step-Down and Step-Back — Staff Recommendations:

	Recommendation	Comment
A	Retain step-downs to residentially-zoned properties (33.130, 210.C.2.b & c).	The proposed step-downs address scale transitions to residential zones and are similar to codes employed in many plan districts and through design standards.
B	Retain Bonus step backs in CM2, CM3 (33.130.212B.5.b).	An additional 10 feet of bonus height is available in the CM2 zone in selected areas where Comprehensive Plan designations are MU-UC or MU-CC and the Design overlay zone is applied. Additional building height makes bonus FAR more usable, but additional height has been a concern for community members. This provision allows additional height but reduces the appearance of building height at the street wall.
C	Remove CM3 zone step-back over 55' on narrow streets (33.130.210.C.2.a).	The proposed step-back responds to Comprehensive Plan policies that call for better matching building heights to street width. However, projects in the CM3 zone over 55' feet are currently subject to discretionary design review and may not use Community Design Standards. Design review provides a degree of design oversight that may address the scale issue adequately. Removal of the step back also reduces code complexity, a concern for BDS.

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4.2 Step-Down and Step-Back — Alternatives/Options:

	Option	Comment
D	Map CM3 step back over 55' on selected streets and situation	This alternative limits application of the step-back by requiring step backs only on specific narrow streets, rather than codifying the process for determining to which facades this applies. BPS would produce a map of specific narrow street segments the step-back applies to.

4.3 Building Articulation and Length Discussion:

The building articulation and building length standards work in conjunction with other development standards to address building the mass and size of buildings as viewed from the street. Articulation is intended to break-up/prevent large flat building planes that may be out of character with neighborhood scale, and add variety to development. The building length standard is also intended to reduce mass and scale of new buildings by limiting the length of a continuous building frontage to 200 feet, the length of a traditional Portland block. Some have expressed concerns that these standards may be cumbersome to implement and may be overly prescriptive. The Historic Landmarks Commission has expressed concern that the building length limitation may result in interruptions to the continuity of building street frontages along sidewalks.

4.3 Building Articulation and Length — Staff Recommendations:

	Recommendation	Comment
A	Retain Articulation and Length Provisions (33.130.222).	These provisions respond to community concerns about the mass and bulk of large new mixed use buildings. Other measures to address this issue have been suggested (change in materials, color or other design elements), but these options are best addressed through design standards or a discretionary design review process rather than development standards.

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Topic 5. Drive-through facilities; Quick Vehicle Servicing (QVS) uses (gas stations, oil change, car wash, etc.); other related site development standards

5.1 Drive Thru and QVS Discussion:

The MUZ proposes to allow drive through facilities and Quick Vehicle Servicing uses (gas stations, vehicle lube facilities, car washes, etc.) in the CE zone, but prohibit them in the CM1, CM2, and CM3 zones. Currently, drive through facilities and Quick Vehicle Servicing uses are only allowed in the CG zone and in the CN2 zone when adjacent to major arterial streets. The new array of zones maintains a similar relationship, but as noted in #6.1 above, has resulted in an overall reduction of area zoned for such uses.

5.1 Drive Thru and QVS — Staff Recommendations:

	Recommendation	Comment
A	Retain allowance for QVS and drive through facilities in CE; prohibit new in CM1, CM2, CM3.	Keep use and development allowances as proposed for new uses to limit development on new facilities except in CE zone.
B	Make existing drive thru facilities and QVS uses in CM1, CM2, and CM3 'allowed.'	This would amend code to clarify that drive through facilities and Quick Vehicle Servicing uses that existed as of the effective date of the new code are considered allowed facilities. The facilities may be intentionally destroyed and rebuilt, but would be subject to current development standards. This approach eliminates nonconforming status of existing facilities and allows more flexibility for adjustments if needed. Staff also proposes a three year "sunset" of the allowance for facilities that have been in disuse.
C	Revise code to allow "Click and Collect" facilities for grocers/large retailers.	Revise code to clarify that "click and collect" type facilities where an order is placed from a remote location and then picked up on site at a parking/loading spot, is allowed. The facilities are differentiated from drive thrus. Consider a building or site size threshold.
D	Retain prohibitions on QVS and drive through facilities in Centers Main Street Overlay zone, but revise boundary where appropriate.	The Centers Main Street overlay zone (CMSO) is applied to limited areas within the centers of the proposed Town Centers and Neighborhood centers in order to promote active, pedestrian-oriented development that anchor walkable communities. Staff proposes minor revisions to the boundaries of the CMSO to better accommodate existing uses, while encouraging pedestrian orientation.

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5.1 Drive Thru and QVS — Alternatives/Options:

	Option	Comment
E	Allow new drive-thrus outside of centers more broadly.	PSC received testimony asking to broaden allowances for drive thru facilities. This may require rezoning to CE in many areas – see Option 3.1.B. *Staff does not support this approach.*
F	Allow new drive thrus inside centers.	PSC received testimony asking to broaden allowances for drive thru facilities. This may require rezoning to CE in many areas – see Option 3.1.B. *Staff does not support this approach.*
G	Revise code to allow drive thru and quick vehicle servicing uses accessory to grocery stores.	This proposal would allow drive thru and quick vehicle servicing uses accessory to grocery stores or retailers of a minimum size on a minimum site size. This would result in a minimal number of curb cuts and pedestrian conflicts.
H	Drop prohibition on drive thrus in CMSO and allow rebuilding in when minimum FAR is achieved.	This would drop the prohibition for drive thrus and allow rebuilding of facilities when minimum FAR is met. Similar to Hollywood and St Johns provisions.

5.2 Development Standards Discussion:

The Buffer overlay zone (44.410), which addresses the interface of commercial activities and residential uses, is being removed from the zoning map in many areas. To address the loss of the buffer standards, the proposed base zone (33.130) includes several development standards that buffer commercial use activities such as exterior work areas and drive through facilities allowed in CE from adjacent and nearby residential zones. PSC received testimony that these standards overly constrain the ability to locate drive through facilities on small sites adjacent to residential zoning, requesting that standards be reduced or eliminated.

5.2 Development Standards – Staff Recommendations:

	Recommendation	Comment
A	Revise "buffering" standards to allow drive thru and exterior work activities closer to Residential zones (25'); mitigate impacts with landscaping.	Revise code language to remove prohibition within 50 feet of residential zone. Change the standard to state that drive through facilities are "not allowed" within 25 feet of a residential zone. This is a reduction from the proposed 50 feet, and removal of the prohibition allows for adjustments. Also remove the provision that prohibits drive thrus across the street from a residential zone; mitigate with landscaping.

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Topic 6. CE zoning for auto-accommodating uses, grocery stores, and other large site developments (1); building orientation and development standards (2)

6.1 CE Zoning (map) Discussion: time permitting – see page 15

6.2 Development Standards Discussion:

The development standards of the CE zone are intended to be both auto-accommodating and pedestrian friendly. They allow for generous parking areas, drive thru facilities and uses that are auto-oriented; they also call for buildings to be oriented to the street and provide ground floor windows and entrances. To better accommodate some large-scale retail uses, the alternative maximum building setback standard threshold was reduced from 100,000 SF to 60,000 SF. This standard allows primary buildings to be set behind parking when smaller, secondary buildings are located in front of the parking along public sidewalks. However, many retailers have testified that the development standards of the zone are still too difficult and/or costly to meet for many tenants such as large-format grocers, national retailers, or national restaurant chains. They may also create nonconformity for users which adds cost and uncertainty in the development process.

6.2 Development Standards — Staff Recommendations:

	Recommendation	Comment
A	Retain building orientation standards in CE zones.	The proposed development standards largely continue regulations that promote buildings near the sidewalk that are easily accessible by transit users and pedestrians, while allowing for parking areas to the side and rear of buildings. The proposed standards provide increased flexibility for large sites, allowing parking in front of portions of buildings. In the CE zone, building orientation is less rigorous than in the existing CG zone when sites are located at two transit streets. Recent national retail developments such as Wal-Mart, Safeway, and Walgreens, as well as local retailers such as New Seasons demonstrate that it is possible for national firms and large format retailers to conform closely to Portland building orientation standards.
B	Retain proposed alternative setback size threshold of 60,000.	Large scale uses that are unable or choose not to conform to the base zone development standards may pursue adjustments or this alternative setback approach in which the threshold size has been reduced by 40% from the existing 100,000 SF to the proposed 60,000 SF.

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6.2 Development Standards — Alternatives/Options:

	Option	Comment
C	Change setback allowances in the CE zone.	PSC received testimony requesting that maximum setbacks in the CE zone be dropped and that no maximum setback standard be applied to facilitate buildings being located behind parking areas. *Staff does not support this approach.*
D	Reduce ground floor window requirements in the CE zone.	PSC received testimony requesting an exemption to the ground floor window standards for retail store walls devoted to truck loading or external to internal areas used for storage, refrigeration or mechanical equipment. The proposed code provides sufficient flexibility to accommodate these needs, such as by requiring less window coverage on secondary street frontages, allowing display windows or public art to substitute for views into interior spaces, and by not requiring windows for building walls more than 20' from street frontages (accommodating truck loading areas). *Staff does not support this approach.*
E	Eliminate transit street main entrance requirements in the CE zone.	PSC received testimony requesting an exemption to the transit street main entrance requirements. *Staff does not support this approach.*
F	Revise alternative setback size threshold for large retailers to 40,000 or 45,000 SF.	PSC received testimony requesting a reduced threshold for utilization of the Alternative maximum building setback for large retailers (33.130.215.E). Buildings in the 40,000+ SF size range have proven an ability to meet or adapt to the current setback standards and may not need this alternative. *Staff does not support this approach.*

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Topic 7. Code Issues – Additional issues raised in testimony and/or identified by PSC, Design Commission, Historic Landmarks Commission, BDS, and BPS

Many of the issues raised in testimony or raised by Design Commission, Landmarks Commission, Planning and Sustainability Commission, and BDS have been addressed in the thematic issues in topics 3-6. Below are other issues that may not be addressed in the topics above. ***Given limited time at the work session, staff requests that PSC members call out any elements of the topics they wish to specifically address or consider in detail.***

7.1 Planning and Sustainability Commission and Public Testimony Issues

	Issue	Comment and Staff Recommendation
A	Required residential open area size.	Staff proposed 48 SF per unit. Research on other jurisdictions show a range of size requirements from zero to 100 SF per unit. For example, Chicago and San Francisco require 36 SF in higher density zones. Tacoma and Santa Monica require 100 SF. **Staff Recommendation: Retain 48 SF requirement.**
B	10' setback on outer Civic Corridors.	Staff proposed a 10 foot building setback on Civic Corridors in Eastern and Western pattern areas. This is to address impacts of wide, high traffic volume streets, allow for enhanced pedestrian space and provide opportunity for a "green" edge. **Staff Recommendation: Retain proposed 10 foot setback.**
C	LEED requirement in PD Bonus.	Staff recommended using an energy efficiency standard similar to LEED Gold for buildings using the Planned Development bonus. A specific standard or certification is not spelled out or required due to the fact that certification comes after construction. BPS will develop administrative rules for implementing this feature. **Staff Recommendation: Retain the requirement for energy efficient buildings in the Planned Development bonus. Ask BPS to return to PSC with administrative rules for review when drafted.**
D	Sandy Boulevard step-down transitions.	The MUZ project proposes to create three plan districts to replace a main street overlay zone, because the standards that apply to affected areas vary, which is not the way overlay zones are applied. The step-down/transition standard was developed as part of a specific Hollywood and Sandy area planning effort. **Staff Recommendation: Retain current standard**
E	Operating Hours in CM1; change threshold size (15,000 sf) and broaden surrounding R zones to MFR.	PSC received testimony from Irvington neighborhood requesting that limitation on hours of operation for small CM1 zoned sites be extended to sites of 15,000 SF. Others requested the limitation be extended to all Residential zones. BDS expressed concern about code enforcement issues regarding hours of operation.

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		Staff Recommendation: Consider amending standard to 15,000 SF, in situations when surrounded by RF-R1 zones.
F	Require Commercial uses in the CM1 zone.	PSC received testimony from community groups and members requesting that specific sites in CM1 and nonconforming uses being rezoned to CM1 be required to have commercial uses. This approach would also support Comp Plan Policy 6.66 that calls for small commercial nodes in areas between centers to expand local access to goods and services. **Staff Recommendation: Consider requiring commercial use in CM1 zone; exempt vacant sites and sites in residential use as of effective date of new code.**
G	Ground floor window height issue.	PSC received testimony from community members concerned about the placement, height and measurement of ground floor windows. **Staff Recommendation: Consider suggested code revisions and incorporate changes, if necessary, to ensure windows relate to pedestrian viewing areas.**
H	Rooftop Mechanical and stairwell enclosures allowances	Concern raised that required step backs combined with open space requirements will make meeting the exceptions of 15' setbacks for stair enclosures in 33.130.210.D difficult to achieve. **Staff Recommendation: Retain this existing code language pending further discussion with BDS; return to PSC for further discussion and with a revision if this is an issue.**
I	Auto-Accommodating Development (33.910)	Suggestion to re-label the section in 33.910 from "Auto-Accommodating Development" to "Auto-Oriented Development," and also amend references to it in other parts of the code. **Staff Recommendation: Retain Auto Accommodating language. The term "Auto-Accommodating" is used in the zoning code to describe uses, situations and developments that are designed to facilitate access for vehicles, but that still have pedestrian orientation (limited setback from street, entrances close to sidewalk, windows etc.). Recasting as "Auto-Oriented" might suggest that pedestrian oriented features of development are less important.**

7.2 Design Commission and Historic Landmarks Commission Issues

	Issue	Comment and Staff Recommendation
A	Ground Floor Windows – require 50% overall.	The Portland Design Commission recommended that the Ground Floor Window standard be increased to 50% coverage, or an average of 50% for multiple facades. **Staff Recommendation: retain the proposed standard.**

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B	Limit Ground Floor Residential uses and require separate entrances for each ground-level residential unit.	The Portland Design Commission recommended that residential uses should not be allowed on a corridor unless it is a live/work unit, and that all ground floor residential units be required to have an individual entrance. With many miles of CM zoning, it may be difficult to require active uses or live/work in all situations. Although an option, requiring individual entries may not be appropriate in all cases. **Staff Recommendation: Retain the proposed standard**.
C	TDR radius – apply a two-mile radius standard.	The Portland Historic Landmarks Commission recommended that the radius for TDR be extended to two miles. **Staff Recommendation: Revise the standard to two miles**.
D	Apply minimum FARs to all Commercial/Mixed Use Zones.	The Portland Design Commission recommended that minimum FARs be established for all Commercial/Mixed-Use zones. The MUZ proposed minimum FAR in the CMSO, where intense activity and development is desired. Because the zones are applied citywide in a number of development contexts, staff does not support applying minimum FARs broadly. **Staff Recommendation: Retain the proposed standard.**

7.3 Urban Forestry Commission Issues

	Issue	Comment and Staff Recommendation
A.	Relationship between MUZ and Title 11, Trees.	The Commission Chair expressed concerns about the relationship of Mixed Use Zones project goals to Title 11: Trees, and about the proposed future amendments to Title 11. **Staff Recommendation: Staff will meet with the Urban Forestry Commission and staff to review and discuss the MUZ, and any future proposed changes to Title 11.**

7.4 Bureau of Development Services (BDS) Issues

Many thematic comments/concerns raised by BDS are addressed through the topics above. Staff will continue to work with BDS on technical fixes to code issues identified by BDS and others. Substantive issues raised by BDS that are not addressed in other topics are outlined in the table below.

	Issue	Comment and Staff Recommendation
A	Height measurement standards for Commercial/Mixed-Use zones.	BDS expressed concern about applying a new height measurement standard to C/MU zones, and different height measurement standards for other zones, including new standards that may be developed for the Residential Infill Project.

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		Staff Recommendation: Staff will work with BDS and BPS staff to determine if a singular new approach may be used. Alternatively, retain the proposed approach, but relocate the standard to Chapter 33.930.
B	Setback requirements for residential windows.	The building code currently requires windows to setback a minimum of 3-feet from property lines. Staff proposed a minimum setback of 5 feet for windows adjacent to property lines to address livability and provide light and air. **Staff Recommendation: Retain the proposed 5-foot setback.**
C	Ground floor windows: clarify qualifying areas; add minimum 24" depth of display area; clarify parking structures; application on sloped sites.	PSC received testimony from BDS concerned about the measurement of ground floor windows in situations with sloped lots as well as other aspects of ground floor window requirements. **Staff Recommendation: Staff will work with BDS to clarify code, including qualifying areas and depth of display. Some sites, such as sloped sites may require an adjustment.**
D	Consider eliminating specific plan districts, or incorporate plan district provisions into base zone. Drop specific references to allowed and prohibited materials in plan districts.	The Sandy, Division, and Lombard Plan Districts were formerly part of a Main Street overlay zone. They were the result of specific area planning efforts. The overlay zone was broken into separate plan districts in keeping with current code practice. Where redundant with base zone, standards were dropped from plan districts; what remains is unique to the area. **Staff Recommendation: Retain the plan districts. Staff will work with BDS to clarify the regulations of plan districts and make changes where appropriate to incorporate in or reference other codes.**

7.5 Bureau of Planning and Sustainability Issues

BPS continues to identify substantive zoning code and zoning map issues that warrant discussion by PSC.

	Issue	Comment and Staff Recommendation
A.	Agriculture uses.	Agriculture is currently a CU in Commercial/Mixed Use zones. Agriculture is Allowed/Limited use in E/I zones. New state law allows marijuana grow operations; these are currently being permitted in EX. Allowing/Limiting Agriculture use in CM3 will be consistent with existing EX code. Allowing Agriculture uses in CE with size with limits will relieve pressure on E/I zones to accommodate these facilities. **Staff Recommendation: Consider allowing Limited Agriculture use in CM3 and CE zone up to the size limits allowed for industrial uses.**

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6.1 CE Zoning Discussion: (7/12 time permitting; alternate dates: 8/2 or 8/9)

The proposed MUZ zoning map is based on a process described on page 316-318 of the Proposed Draft. Its foundation is a conversion table that assigns new MUZ zones based generally on the existing zoning and the new Comprehensive Plan. As part of the zoning map conversion, some areas or sites that are currently zoned for auto-accommodating zoning (CN2, CG) were converted to a more pedestrian-oriented mixed use zone (CM1, CM2); this primarily occurred in areas designated as "centers" in the Comp Plan. This resulted in an overall loss of area zoned for auto-accommodating uses. Several stakeholders (RTF, Space-Age Fuel, Albertsons, Fred Meyer, U-Haul, McDonalds, others) have testified that they wish to retain or be zoned to CE, the most auto-accommodating zone, to support business operations or to anticipate future development where pedestrian-oriented or mixed use development is not economically feasible in the foreseeable future.

6.1 CE Zoning — Staff Recommendations:

	Recommendation	Comment
A	Apply CE zoning on a limited number of sites outside of Inner Ring and town centers in response to testimony to accommodate large/grocery retail, and other uses.	Staff is analyzing opportunities to rezone specific properties where CE zoning was requested through testimony. A preliminary map for PSC feedback will be shown with a complete proposed map by August 9, 2016.
B	Consider selective rezoning from CM1 and CM2 to CE outside of Inner Ring and Centers more broadly map CE.	Staff is analyzing opportunities for rezoning from CM1 or CM2 to CE outside of Inner Ring districts and Centers. A preliminary map for PSC feedback will be shown with a complete proposed map by August 9, 2016.

6.1 CE Zoning Map — Alternatives/Options:

	Option	Comment
C	Rezone to CE as requested by those that testified (all areas).	Several pieces of testimony were received requesting application of the CE zone. Many of these locations are within designated centers and may not be appropriate for CE zoning and allowances.
D	Broad rezoning to CE outside of centers to accommodate additional/new auto-accommodating uses.	Some testimony was received requesting a much broader application of CE zoning and/or allowance for drive through facilities (RTF, Space-Age Fuel, Albertsons, Fred Meyer, U-Haul, McDonalds, Bitar, others). Testimony suggests taking this approach in support of new Comp Plan Policy 4.24. This approach would create opportunity for auto-accommodating and auto oriented development in areas where this type of activity has been prohibited since at least 1990; it may be counter to the desires of neighborhoods that have developed plans and/or worked with city staff on rezoning proposals. *Staff does not support this approach.*

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Attachment: Summary of Division Design Initiative Testimony Requests and Staff Responses

Testimony Request	Response	
	MUZ Proposed Draft (citywide code)	**Other Additional Responses/Approaches**
Building Form		
Step-back building façades at the 4th floor.	YES, PARTLY Current proposal does not include a step-back at the 4th floor, but would be one option for meeting façade articulation requirements. A small portion of Division is part of the CM1 low-rise storefront proposal (with height limited to 3 stories). This topic is addressed by the Community Design Guidelines, which includes a guideline (D7) that calls for new development to respond to the "massing, proportions, and materials" of nearby quality buildings. Staff does not support application of a mandatory step-back to the whole corridor. Division is not a uniquely low-scale corridor, and the lower threshold for requiring a step back would add to construction costs.	YES, PARTLY There could be an opportunity to consider design guideline language specific to Division or SE main streets as part of the DOZA recommendations to update to the Community Design Guidelines.
Building facades – divide into smaller building segments to match older neighborhood context (request 25 - 50' increments).	YES, PARTLY MUZ project proposes façade articulation requirements and setting maximum building length at 200', but these do not specify dividing buildings into 50' increments.	YES, PARTLY There could be an opportunity to consider design guideline language specific to Division or SE main streets as part of the DOZA recommendations to update to the Community Design Guidelines.

Attachment: Summary of Division Design Initiative Testimony Requests and Staff Responses

Testimony Request	Response	
	MUZ Proposed Draft (citywide code)	**Other Additional Responses/Approaches**
	Staff believes that a requirement for a 25-50-foot increment would unreasonably restrict architectural options. This topic is addressed by Community Design Guideline D7, which calls for new development to respond to the "massing, proportions, and materials" of nearby quality buildings. Design review allows for a broader, more flexible range of approaches for responding to neighborhood patterns than would Zoning Code standards.	
Require side step-backs on upper level sides (to encourage more windows and access to light on sides of buildings).	YES, PARTLY The proposal includes a 5' setback for walls with windows. Applying an upper-level setback to all side property lines along SE Division could result in a gap-tooth street wall. Applying these step-backs along side property lines could also add to the costs related to the proposed height step-downs adjacent to residential zones and to the step-backs proposed for bonus height (above 45'). Additional step-backs may also have implications on housing capacity and development feasibility.	NO

Attachment: Summary of Division Design Initiative Testimony Requests and Staff Responses

Testimony Request	Response	
	MUZ Proposed Draft (citywide code)	**Other Additional Responses/Approaches**
Landscape and Parking Approaches		
Add screening requirements to prevent light, privacy, noise impacts.	YES, PARTLY Screening for privacy impacts is addressed in part by proposed landscaping requirements (see below) and new limits on balconies in setback areas. Off-site impacts (including noise and glare) are regulated by Chapter 33.262, changes to which are outside the MUZ Project scope.	NO
Increase building & site landscape requirements.	YES MUZ Project includes draft regulations that would: 1. Increase the amount of landscaped area adjacent to residential (10' depth instead of current 5'). 2. Require landscaping/green options in areas that currently do not require landscaping (including the C/MU zoning that applies along SE Division).	NO
Parking impact management plans – require for buildings 10 or more units when no parking included.	YES, PARTLY MUZ Project includes draft requirements for TDM approaches for projects with more than 10 units.	YES, PARTLY Parallel with the MUZ Project PBOT is proposing a new option for residential parking permits in high growth mixed use areas.

Attachment: Summary of Division Design Initiative Testimony Requests and Staff Responses

Testimony Request	Response	
	MUZ Proposed Draft (citywide code)	**Other Additional Responses/Approaches**
Incentives and Bonuses		
Incentives for adaptive reuse of existing buildings.	YES MUZ project is expanding possibilities for historic TDR (but not available for properties that are not documented historic resources). Other incentives for adaptive reuse such as broader waivers of SDCs are beyond the current scope of this project.	YES BPS' historic preservation work plan includes updating the Historic resources Inventory, which may prompt additional preservation strategies. BPS has also suggested that the City advocate for changes in state law to enable stronger historic preservation tools.
Beneficial Uses – incentives for affordable housing, senior housing, day care and alternative transit-oriented businesses.	YES, PARTLY The MUZ proposal includes bonuses for affordable housing and affordable commercial spaces. SDC waivers are already provided for affordable housing projects.	NO
Innovative Energy Performance	YES, PARTLY Requirements for low carbon development are part of the Planned Development bonus. (The MUZ Discussion Draft also included a separate high-performance green bonus, but this was not included in the Proposed Draft.)	YES BPS is expanding building energy performance reporting requirements through a separate project.
Residential FAR - Close the residential floor area ratio gap now (include residential in FAR calculations).	NO There is no proposal to change regulations to count residential as part of floor area limits prior to effective date of the MUZ code amendments (Jan 1,	YES, PARTLY Adoption of inclusionary housing regulations in late 2016 may provide a mechanism to partly implement this request, because including residential floor

Attachment: Summary of Division Design Initiative Testimony Requests and Staff Responses

Testimony Request	Response	
	MUZ Proposed Draft (citywide code)	**Other Additional Responses/Approaches**
	2018). There is not a practical and legal mechanism to make a portion of the proposed MUZ code go into effect sooner than early 2018. Oregon law requires due process, public hearings, a decision by City Council, and a process for state acknowledgement.	areas will be necessary to allow for a zoning bonus to be part of the state-required incentive package.
New Division Plan District		
Integrate the Division Design Guidelines into the Division Plan District	YES, PARTLY Design guidelines are typically not part of plan district regulations, because they are guidelines, and not clear and objective standards. The Design overlay zone is proposed for Division, which will make the Community Design Guidelines applicable to Division as design review criteria.	YES, PARTLY There could be an opportunity to consider design guideline language specific to Division or SE main streets as part of the DOZA recommendations to update to the Community Design Guidelines.
Expand the Division Plan District to extend from SE 11th to SE 60th	NO Proposed Division Plan District extends from SE 18th to SE 50th, corresponding to current m-overlay mapping. Staff does not support expanding the plan district as part of the MUZ Project. The proposed plan district includes most of the more intense zoning (CS/CM2) along Division. Extending the plan district would bring in lower-intensity zoning,	NOT NOW This could be considered as part of a future SE or main streets planning project.

Attachment: Summary of Division Design Initiative Testimony Requests and Staff Responses

Testimony Request	Response	
	MUZ Proposed Draft (citywide code)	**Other Additional Responses/Approaches**
	including CM1 and R2, and overlap with the Ladd's Addition Historic District.	
Add permit submittal requirements to evaluate context sensitivity and compatibility, including: • Submittal of building elevations showing existing context, • Statement of compatibility with existing neighborhood goals and design guidelines, • Solar shading analysis, • Visual impact analysis.	NO The City is required to provide clear and objective regulations for residential development, and as currently proposed, none of those regulations would require the type of analysis mentioned in this request. This type of analysis is more common in a discretionary decision-making context. The City typically would not require analysis that is not relevant to any of the zoning standards.	YES, PARTLY Some of these elements could be incorporated into submittal requirements for neighborhood contact and/or for design review, both of which will be the subject of upcoming projects.
45-degree angle cut building corners.	NO Existing base zone and Division-specific regulations provide this as an option. This topic is addressed by Community Design Guidelines (E4 - "Corners that Build Active Intersections"). Staff believes this is too specific for a zoning code regulation, and it is not clear that this feature should be required in all situations.	YES, PARTLY There could be an opportunity to consider design guideline language specific to Division or SE main streets as part of the DOZA recommendations to update to the Community Design Guidelines.
Raised window sills.	NO Not a requirement in the MUZ Proposed Draft.	YES, PARTLY Could be addressed by future Community Design Standards (CDS) geared to continuing Streetcar Era storefront characteristics.

Attachment: Summary of Division Design Initiative Testimony Requests and Staff Responses

Testimony Request	Response	
	MUZ Proposed Draft (citywide code)	**Other Additional Responses/Approaches**
	Staff believes this is too specific for a zoning code regulation, and it is not clear that this feature should be required in all situations.	
Clerestory windows.	NO Not a requirement in the MUZ Proposed Draft. This is addressed in part by the existing Community Design Standards, which include clerestory windows as an option for meeting requirements for distinct ground floors. With application of the Design Overlay zone in MUZ, these standards would apply to SE Division.	YES, PARTLY Could be further addressed as part of DOZA by creating Community Design Standards (CDS) geared to continuing Streetcar Era storefront characteristics.
Recessed entries.	NO Not a requirement in the MUZ Proposed Draft. Proposed Division Plan District regulations (currently in m overlay) require that main entrances be within 5' of street facades. Addressed in part by building code regulations that require entrances to be set back from sidewalks to avoid doors from being opened onto pedestrians.	NOT NOW This could be considered as part of a future planning or design update for this area.

Attachment: Summary of Division Design Initiative Testimony Requests and Staff Responses

Testimony Request	Response	
	MUZ Proposed Draft (citywide code)	**Other Additional Responses/Approaches**
Maintain regular rhythm of entries every 15'- 20'.	NO Centers Main Street overlay proposes entrance frequency requirement of one entrance every 100 feet. Entrances at this frequency, or less, typically do not work for many retail/commercial uses such as grocery stores and other uses that require more than very small spaces. Additionally, requirements for off-street parking may lead to parking solutions that leave opportunity for shallow but wider retail spaces rather than deep and narrow spaces.	NOT NOW This could be considered as part of a future planning or design update for this area.
Include permanent awnings and overhangs for windows and entries.	NO Not a requirement in the MUZ Proposed Draft. Addressed in part by existing Community Design Guidelines (E5), which encourages weather protection for pedestrians.	NOT NOW This could be considered as part of a future planning or design update for this area.
Window variation and patterns that relate to adjacent buildings.	NO Not a requirement in the MUZ Proposed Draft. Difficult to regulate as a clear and objective standard (requires site-specific analysis of adjacent buildings). Addressed in part by existing Community Design Guidelines, which encourage incorporation of details and proportions of nearby buildings.	YES, PARTLY There could be an opportunity to consider design guideline language specific to Division or SE main streets as part of the DOZA recommendations to update to the Community Design Guidelines.

Attachment: Summary of Division Design Initiative Testimony Requests and Staff Responses

Testimony Request	Response	
	MUZ Proposed Draft (citywide code)	**Other Additional Responses/Approaches**
Articulated roofline.	YES, PARTLY Proposed allowances for parapets to exceed building height limits helps accommodate roofline variety. Addressed by existing Community Design Guidelines, which includes a guideline that calls for new development to respond to the massing and proportions of nearby buildings. Staff does not support including this as a plan district standard. More effective to address this topic through design guidelines than by standards, due to the wide range of approaches to achieving architectural variety.	YES, PARTLY There could be an opportunity to consider design guideline language specific to Division or SE main streets as part of the DOZA recommendations to update to the Community Design Guidelines.
Oriel windows (projecting bay windows).	NO Allowed but not required by existing base zone regulations. Projections into street ROW would not qualify to meet proposed façade articulation requirements. Requiring projecting bay windows could work against standards designed to provide more light and solar access at the street level (step-backs above the 4th floor, façade articulation, etc.).	NO

Attachment: Summary of Division Design Initiative Testimony Requests and Staff Responses

Testimony Request	Response	
	MUZ Proposed Draft (citywide code)	**Other Additional Responses/Approaches**
Balconies that protrude from façade over street ROW (break up building massing).	YES, PARTLY Allowed but not required by existing base zone regulations. New standards require outdoor area for each unit, which will increase the number of projects with balconies, though other options are available – such as combined outdoor areas.	NOT NOW This could be considered as part of a future planning or design update for this area.
Stepdowns to adjacent lower scale development (including existing lower-scale buildings in the commercial/mixed use zones).	YES, PARTLY Existing and proposed regulations require step-downs to adjacent SFR zones, but not to lower-scale buildings in commercial zones. Addressed in part by the existing Community Design Guidelines, which includes a guideline (D7) that calls for new development to respond to the massing and proportions of nearby buildings. Continuity of scale with main street storefront patterns is also addressed by the Community Design Standards, which include options for cornices above the ground level and changes in building materials as options for meeting requirements for distinct ground floor levels.	NO

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MEMO

DATE: July 5, 2016

TO: Planning and Sustainability Commission

FROM: Deborah Stein, Principal Planner

CC: Susan Anderson, Director; Joe Zehnder, Chief Planner; Eric Engstrom, Principal Planner

SUBJECT: **Follow-up on the Proposed Residential and Open Space Zoning Map Update**

At the April 26, 2016 work session on the Proposed Residential and Open Space Zoning Map Update, the PSC provided preliminary direction to staff on the proposed Zoning Map, recognizing that the PSC will continue receiving public testimony through July 12, 2016, the date of the next scheduled hearing on the Proposed Draft of the Composite Zoning Map. The PSC asked staff a number of questions that entailed further research and analysis. This memo addresses your questions and is intended to inform upcoming deliberations on proposed Zoning Map changes.

Questions raised on April 26th

The PSC asked for additional data to better understand who is likely to benefit or be burdened by proposed Residential Zoning Map changes. You asked us to review demographic data and evaluate the implications of possible Residential Zoning Map changes on:

- The racial composition of neighborhoods;
- Intergenerational wealth creation; and
- Potential displacement of lower-income residents, particularly communities of color.

The PSC also asked for a better understanding of how the Zoning Review Areas (ZRAs)[1] fit into the growth assumptions documented in the Comprehensive Plan Update Growth Scenarios Report (July

[1] Zoning Review Areas are places where the 1980 Comprehensive Plan Map anticipated greater residential density than allowed by the current Zoning. The Proposed Draft of the Residential and Open Space Zoning Map Update (March 2016) describes the process staff used to evaluate ZRAs for suitability and readiness for zone changes, based on an evaluation of factors including infrastructure constraints and conditions, actual built densities, recent market activity, demographic data and policy direction in the 2035 Comprehensive Plan.

2015). Specifically, the PSC asked: *How would the city's residential growth projections be affected if Zoning Map proposals that are now under consideration were not approved?*

Policy support for expanding housing options

A variety of policies in the 2035 Comprehensive Plan support expanding housing choices to meet the evolving needs of Portland households. Adding capacity for new housing in locations with good access to transit, services and amenities and minimal development constraints is fully consistent with policy direction endorsed by the PSC and adopted by City Council. There are various ways to accomplish this: through Zoning Map amendments (some of which are now before the PSC in the Proposed Composite Zoning Map, and others that may be considered in the future); through potential amendments to the Zoning Code (some of which are under discussion through the Residential Infill Project and others that may be considered in the future); and through development incentives that could make it more feasible or desirable for a property owner to develop at a higher residential density than what is built today.

What portion of the "20%" in the 50/30/20 growth plan do the ZRAs represent? What is lost by not up-zoning these areas?

The ZRAs have an estimated capacity of almost 1,000 dwellings. This represents less than 1% of the total citywide growth forecast, but about 5% of the dispersed residential growth (ZRAs are 5% of the 20%). The ZRAs would all be proposed as R1, R2 or R2.5 zones, where staff have recommended a change. The ZRAs in total represent about 7% of the total capacity of those three zones.

- The R2.5 ZRA areas provide about 11% of the citywide R2.5 capacity.
- The R2 ZRA areas provide about 1% of the citywide R2 capacity.
- The R1 ZRA areas provide about 3% of the citywide R1 capacity.

2035 housing capacity is calculated based on the Comprehensive Plan Map, which provides enough capacity to accommodate anticipated residential growth through the 20-year planning period. Not all of the capacity must be zoned at the beginning of the planning period, as long as the Comprehensive Plan allows for the zoning in the 20-year future.

That said, the R1, R2 and R2.5 zones allow small-lot detached and attached houses (an aspect of the "missing middle"). Houses built in these zones tend to be smaller starter homes, in comparison to the larger lots/homes in R5 and R7. Although Portland has adequate land for housing in the aggregate, our growth scenario forecasts suggest there will be a tight supply in some housing types. This is especially true for the kind of entry-level small-lot housing ("missing middle") allowed in R1, R2 and R2.5 zones. Portland has a lot of land available for apartments, and a lot of land available for larger homes on 5,000-square-foot lots, or larger. But our economic analysis suggests that most people in the region will not be able to afford large-lot housing. Unless we can make more land available for entry-level homes, many young families will be living in apartments because they won't find other options, and the larger homes will be out of reach economically. In the absence of these zoning changes, the "missing middle" housing supply would further shrink by a small amount.

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There is also a geographic element. In our housing policies, we say that we want to create more housing opportunity in close-in areas, near services (see attached opportunity map). The Zoning Review Areas are all in relatively good locations, from an access-to-opportunity point of view. There are limited opportunities for new development in high opportunity areas. The ZRAs, for example, provide almost 20% of the R2.5 capacity in the Inner Neighborhoods. Outside of these ZRAs, a large share of the city's remaining supply of R1, R2, and R2.5 zoning is in North and Outer East Portland. In the absence of these Zoning Map changes, we would expect to see a larger share of the "missing middle" housing built in East Portland or North Portland, because that is where the other available lots are.

Essentially, choosing to not up-zone these areas would be working against the "middle housing" and "access to opportunity" housing policies.

Who potentially benefits and who is potentially burdened by Residential Zoning Map changes?

- **Portlanders generally:** All Portlanders benefit from living in a city that offers a broad spectrum of housing options, including a range of sizes, types, locations, ages and prices to correspond with the evolving needs of Portland's population. New housing is generally more expensive than existing housing, all other factors remaining equal. But adding to the city's supply of housing units - particularly of smaller homes and housing types that aren't readily available, such as accessible units – can lessen the pressures of today's tight housing market and open doors for a wider range of Portlanders to purchase or rent.

- **Households seeking housing:** Proposed Zoning Map changes may open up opportunities for new construction, or internal conversions of existing structures, and development of various single-dwelling housing types, such as duplexes and attached houses, allowed in R2.5, R2, and R1 zones. An expanded supply of smaller units can provide both homeownership and/or rental opportunities in neighborhoods with access to transit, services and amenities.

- **Renters in areas proposed for Zoning Map changes:** Where a neighborhood includes a high percentage of renters, a change of zoning is more likely to present a risk of displacing current residents, who would not have a choice in whether or not a property were redeveloped to take advantage of expanded development potential. In the review of Zoning Review Areas, staff considered the renter/owner composition of each area and did not recommend Zoning Map changes where the percentage of renters was high (i.e., exceeded the citywide average), except where a substantial portion of the housing stock is already in multi-family development, and/or at a greater residential density than what the current zoning allows to be built

- **Property owners in areas proposed for Zoning Map changes:** An increase in residential density most often provides a property owner with the choice of adding one or more dwelling units

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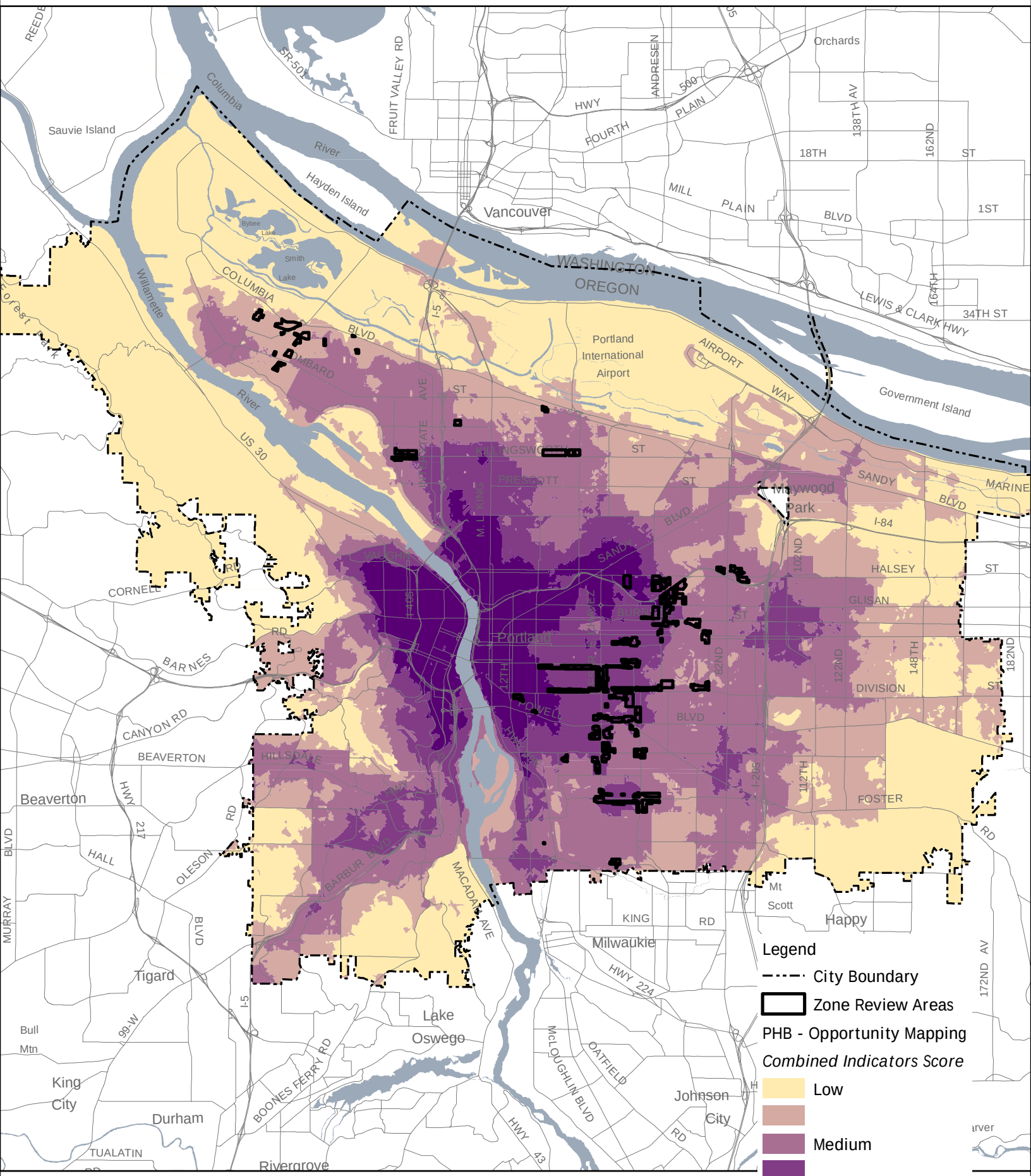
Zoning Review Areas Compared with Opportunity Areas



June 21, 2016

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NORTH

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Ord. 188177, Vol. 2.5, page 12636

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(depending on the zone change). Addition of residential units would generally increase the sales price of any given property. This will range by location, based on a host of factors and market conditions.

Some testifiers have asserted that an increase in residential zoning represents a decrease in property value. This is not likely to be true when measuring a property's real estate valuation, since the increase in the potential for additional units would generally increase the sales price of any given property. However, the *perceived* value of a neighborhood may decrease for a property owner who wants to maintain the status quo, if a neighboring property is redeveloped with a duplex or multi-dwelling structure while other houses in the neighborhood are uniformly single family houses. Findings from recent research do not support arguments that increasing density weakens the quality of a neighborhood. Instead, research finds that increases in residential density allowances might increase surrounding single family residential property values.[2]

For a long-term property owner, an increase in property value based on the potential for an additional residential unit (through an addition or redevelopment) may represent a significant form of wealth creation that can be passed on to the next generation. Zoning changes to R1, R2 or R2.5 zones also present opportunities for long time property owners to add additional residential units that support multi-generational housing.

In neighborhoods with a relatively larger population of minority residents, this may be a benefit to those long-term property owners who eventually choose to sell, but may precipitate neighborhood turnover and alter the racial composition of a neighborhood because the redevelopment potential may attract real estate speculation.

Cumulatively, this could significantly erode the stability and demographic cohesion of a neighborhood that is historically Black or comprised of other communities of color (as has occurred notably in North and Northeast Portland, where well-established cultural enclaves have been displaced). On the other hand, retaining existing zoning patterns that limit development to single-dwelling homes will not necessarily stem the tide of neighborhood demographic change; most of the neighborhoods where these ZRA changes are proposed have become less racially diverse and more affluent with *current* zoning in place, at a rate generally outpacing changes at the citywide level.

To what degree will a change from R5 to R2.5 precipitate redevelopment?

A single-dwelling home zoned R2.5 could possibly be redeveloped into a duplex given a sufficiently large lot size, or possibly redeveloped into another, likely larger, single-dwelling house. Alternatively, it may remain unchanged for years to come. Which of these outcomes is more likely for a given home or neighborhood depends greatly on the location and the market.

[2] Sohn, Dong Wook, Anne Vernez Moudon, and Jeasun Lee. "The Economic Value of Walkable Neighborhoods." URBAN DESIGN International Urban Des Int 17.2 (2012): 115-28. Web.

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Currently, where houses are relatively more affordable, houses that are demolished are more commonly redeveloped with larger, more expensive single family houses. In neighborhoods where land values are higher, it may only be financially feasible for a single family house to be redeveloped with multiple units.

ZRAs with a proposed zone change to R2.5 are also areas that are mostly owner-occupied; owners would be choosing to move if they decided to redevelop, rather than facing involuntary displacement. If redevelopment occurs, location and market factors will influence whether a house is replaced by one or two units.

Racial composition of neighborhoods and displacement potential

Staff originally analyzed Zoning Review Areas for suitability and readiness for Zoning Map changes following an evaluation process that is summarized on pp. 13-15 of the *Residential and Open Space Zoning Map Proposed Draft* (March 2016). As part of this evaluation process, staff:

- Identified areas where residential zoning has been lower than what the Comprehensive Plan Map shows.
- Ruled out areas outside the Inner Neighborhood pattern areas, since these would generally not further the goal of increasing the variety of housing near high opportunity areas with strong infrastructure[3].
- Conducted a multi-factor analysis considering the suitability of infrastructure, proximity to centers and transit, and rate of non-conforming development, to arrive at a composite score.
    - From this score, three areas were eliminated from further consideration because of location, infrastructure, and natural constraints.
    - For areas with a moderate or high score, staff considered data and maps for other factors, including displacement risk factors, specific location of recent development, and other factors presented through resident comments.

In response to PSC direction on April 26, 2016, staff have further reviewed demographics for areas recommended for Zoning Map changes, with a focus on race and potential indicators of displacement risk.

This data was not used as a determining factor in any one individual map change, but instead was used to test and evaluate the overall impact of all residential map changes. Recent federal guidance warns that rezoning decisions that primarily benefit or burden one group over another can be problematic under the federal Fair Housing Act. For example, if most down-zoning occurred in white high income neighborhoods, the plan could be judged to have a discriminatory effect, even if it was not intentional.

Taken on average (weighted by the proportion of properties proposed to change), the racial composition of areas where staff recommended a Zoning Map change does not differ significantly from

[3] Initial conversations were held with the Cully neighborhood on the subject of these areas, but Cully was not formally included in the set of Zoning Review Areas due to strong concerns about the lack of infrastructure and community stability.

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areas where staff have not recommended a change (Figure 1), and figures for median household income are also comparable.

Figure 1: Comparison of ZRAs, Proposed for Zone Change or No Change

Demographic Factor	Proposed Change	No Change	Citywide
White	83%	83%	77.4%
Black or African American	4%	3%	6.1%
Asian-American	5%	7%	7.5%
Hispanic/Latino	5%	5%	9.6%
American Indian/Alaskan Native	<1%	<1%	0.8%
Native Hawaiian/Pacific Islander	<1%	<1%	0.5%
Biracial/Multi-racial	5%	5%	4.6%
Bachelor's Degree or Higher	53%	44%	44.4%
Renter Households by Property Data	31%	33%	47.2%
Household Median Income	$63,000	$65,000	$53,230
Total Lots	3158	979	-

Comparing only ZRAs with an existing Comp Plan designation of R2.5 (Figure 2), the two sets are again close: an average 29% of households are renters in areas proposed to change, versus 27% in areas not changing, versus 47% citywide. The difference in median household income appears somewhat more noticeable, though both figures are greater than the citywide median.

Figure 2: Comparison of ZRAs with Current R2.5 Comp Plan Designation Only

Demographic Factor	Proposed Change	No Change	Citywide
White	84%	83%	77.4%
Black or African American	3%	4%	6.1%
Asian-American	5%	7%	7.5%
Hispanic/Latino	5%	4%	9.6%
American Indian/Alaskan Native	<1%	<1%	0.8%
Native Hawaiian/Pacific Islander	<1%	<1%	0.5%
Biracial/Multi-racial	6%	4%	4.6%
Bachelor's Degree or Higher	55%	44%	44.4%
Renter Households by Property Data	29%	27%	47.2%
Household Median Income	$66,000	$73,000	$53,230
Total Lots	2523	726	-

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Among ZRAs with an existing Comp Plan designation of R2, R1, or RH (Figure 3), those proposed for a zone change are still somewhat comparable to those not proposed for change. Those areas proposed not to change have a somewhat higher proportion of renters and lower median income.

Figure 3: ZRAs with Current R2, R1, or RH Comp Plan Designation

Demographic Factor	Proposed Change	No Change	Citywide
White	80%	78%	77.4%
Black or African American	7%	4%	6.1%
Asian-American	6%	9%	7.5%
Hispanic/Latino	5%	9%	9.6%
American Indian/Alaskan Native	2%	1%	0.8%
Native Hawaiian/Pacific Islander	<1%	<1%	0.5%
Biracial/Multi-racial	4%	7%	4.6%
Bachelor's Degree or Higher	46%	40%	44.4%
Renter Households by Property Data	39%	44%	47.2%
Household Median Income	$55,000	$48,000	$53,230
Total Lots	602	248	-

Beyond the broad comparisons, we also looked at outlier areas within the ZRAs with regard to demographics. An outlier among ZRAs proposed for a zone change is Piedmont, a more racially diverse area with a lower median income than the other ZRAs. Communities of color also appear disproportionately represented in the renter population here. ***In this situation, staff is recommending to respond to community concerns about displacement by reversing their previous proposal and not up-zoning the Piedmont Zoning Review Area.*** As one of the smaller ZRAs (33 taxlots), the corresponding diminished capacity for diverse housing types may not be great enough to outweigh the more immediate displacement risk.

In the North Tabor and Rose City Park ZRAs nearest the 60th Ave MAX Station, staff also see a higher proportion of renters, and a higher relative proportion of people of color. However, this area also has a significant extent of existing multi-family development, both in multi-family zones outside the ZRA, and in non-conforming development. Census data confirm that most renting households in these areas live in housing types that are not buildable in the existing R5 zoning, including duplexes, triplexes, and apartment buildings of various scales. In these situations, staff is maintaining the recommendation to change zoning.

Area-Specific Data

In ZRAs with relatively larger communities of color and renter populations, we have also investigated disaggregated population data with greater detail. Data on tenure by number of units in a building, illustrates whether renter households actually live in the types of structures most apt to be redeveloped.

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Information on tenure by race seeks to address whether or not communities of color are disproportionately represented among renter households[4].

Most often, households of color, taken as a whole, were renting at similar rates to the overall proportion of renter households for a given block group area. Two ZRAs stood out as areas where people of color are disproportionately represented among renter households: Piedmont, and Rose City Park. For Rose City Park, this disproportionate representation appeared strongly in one of two relevant block groups, however, multi-family zoning covers most of the area, and just 7% of renter households live in detached single-dwelling houses. Often, different communities have divergent experiences; for example, in Concordia, African-American households are more likely to own their home than the average of the block group area, while Hispanic and Latino households may be more likely to rent. These situations are detailed by specific area below.

Concordia 1: NE Killingsworth. R5(R2.5)
196 taxlots

- As a whole, communities of color are proportionately represented among renter households in this block group area. Hispanic and Latino households are somewhat disproportionately represented among renters, and likely represent about 10 households in the area of nearly 200 taxlots.
- Black or African American households in the block group area are more likely to own their home than the average area household, despite being overrepresented among renter households citywide.
- Since the 2000 Census, this area has seen substantial changes—what used to be an area 55% White and 31% Black has become 72% White and 19% Black.

Creston-Kenilworth, South of Gladstone. R5(R2) & R5(R2.5)
60 taxlots

- As a whole, communities of color are proportionately represented among renter households in this block group area. Asian-American households, the largest minority (5.9% of area population), are more likely to own their home.
- 25% of renters in the block group area rent detached single-dwelling homes.

[4] **Notes on the data:** This information is based on sample estimates from the American Community Survey (ACS) 2010-2014 5-year data. Due to relatively small populations of communities of color in many of these areas, data about tenure by race for smaller populations often yielded figures where the margin of error exceeds the total household population, so that information has sometimes been inferred. Note also that where we discuss households by race, the Census Bureau defaults to the "householder," which can be any adult household member, but is most often the person whose name is on the deed, lease, etc. This can also obscure multi-racial households. More detail on available data is given in the Appendix.

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Creston-Kenilworth, Near SE Foster & Powell. R5(R2.5)
31 taxlots

- As a whole, communities of color are proportionately represented among renter households in this block group area. Almost all Hispanic and Latino households, and Biracial/Multi-racial households, within this block group area are renters, though they likely represent 5 or fewer households combined. The ZRA appears to have far more owner-occupied households than the surrounding block group.
- 18% of renter households in the block group area rent detached single-dwelling homes.

Creston-Kenilworth, North of Gladstone. R5(R2.5), R5(R1), R2(R1)
124 taxlots

- As a whole, communities of color are proportionately represented among renter households in this block group area. Hispanic and Latino households are somewhat overrepresented among renters, and are estimated to represent about 7 households in this 124 taxlot area.
- Just 6% of renter households in the block group rent detached single-dwelling homes and just 3% rent in duplexes.

HAND. R2(R1) and R2.5(R1)
50 taxlots

At the 2000 Census, this area was 80% White, but now measures over 97% White, even as comparable citywide figures show the city as having a small decrease in the overall proportion of White residents during that time period.

- As a whole, communities of color are proportionately represented among renter households in this block group area.
- 20% of renter households in this area of HAND rent detached houses. Nearly 2/3 are renting units in triplexes or multi-unit unit buildings.
- In the West ZRA boundary, there are four REACH-owned properties maintained as affordable housing, totaling eight units, providing additional stability to the neighborhood

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North Tabor, North of Glisan. R5(R2.5), R5(R2), R5(R1)
228 taxlots

- In the overlapping block groups for this ZRA, communities of color are overrepresented in the renter population. This is particularly true for Black and African American households.
    - The block group containing areas of the ZRA *East* of 65th, where all proposed changes would be from R5 to R2.5, *0%* of Black or African American households responding to the ACS were renters. The disproportionate representation applies to the *West* block group, which also contains more multi-family zoning and existing multi-family development. In the block group West of 65th, North of Glisan, fewer than 7% of renter households rented single-dwelling homes.
- The block group area contains an existing extent of multi-family zoning and some non-conforming multi-family development, including affordable housing near the 60th Ave MAX Station.
- East of 65th, still more than half of renter households live in buildings with two or more units.
- The area of North Tabor is one of the few ZRAs that has seen a small *increase* in the Black or African American population since the 2000 Census, although other communities of color have seen small decreases.

North Tabor, Between Burnside and Glisan: R2(R1)
12 taxlots

- As a whole, communities of color are proportionately represented among renter households in this block group area. Hispanic and Latino households are somewhat overrepresented, but there is most likely one or zero such households within this small ZRA.
- 4% of renter households in the block group rent single-dwelling homes, and 27% live in attached or duplex units.

North Tabor, North of Burnside, West of 60th, proposed not to change. R2(R1)
91 taxlots

- As a whole, communities of color are proportionately represented among renter households in this block group area. Hispanic and Latino households are overrepresented; assuming the ZRA is representative of the block group, one would expect about seven Hispanic/Latino renter households within this area.
- 9% of renter households rent single-dwelling homes, and 19% live in attached or duplex units.

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Piedmont. R5(R2.5)
33 taxlots

Piedmont has seen substantial loss of the Black and African American population in particular. In the 2000 Census, over 27% of this block group reported as Black or African American, versus 16% now. The Asian-American population has also dropped from 5.2% of this block group to just 0.8%, and the Hispanic or Latino population has reduced slightly, even as citywide representation has increased.

- As a whole, communities of color are somewhat overrepresented as renters in this block group, particularly Black/African American households and Hispanic/Latino households. In this small ZRA, one would expect about five renter households of color.
- 35% of renter households in the block group are renting single-dwelling detached homes.

St Johns 2, R5(R2.5)
132 taxlots

- As a whole, communities of color are not overrepresented as renters. Households identified as Biracial/Multi-racial are however, and one would expect about 10 such renter households in the ZRA.
- 47% of renter households rent detached single-dwelling homes.

Reed 1 (26 of 65 properties proposed for upzone to R2.5)

- As a whole, communities of color are not overrepresented as renters in the related block group area. Households identified as Biracial/Multi-racial are however, and one would expect about 2 such renter households in the ZRA.
- 47% of renters in this block group live in a building with at least 50 units, of which there is only one example, a Home Forward property outside of the ZRA boundaries. The Home Forward property may at least partially account for the somewhat lower median income, and the higher proportion of residents qualifying for SSI in this area, since this property specifically serves low-income seniors and people with disabilities.
- For the portion that is proposed to change, most lots are 4,600 sq ft or smaller, meaning most development is already closer to the R2.5 standard.
- Only 19% of renters in the block group overall rent detached single-dwelling homes, while 22% live in two-unit structures.

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Rose City Park 60th Ave Station Area. R5(R2), R5(R1)
207 taxlots

Compared with the 2000 Census, this area of Rose City Park has become more White, although the population of Black or African American households has grown from 6.1% to 8.2%. Representation of other communities of color has decreased, most notably among Asian-American residents—10.4% of this area in 2000, versus just 4.1% now.

- As a whole, communities of color are not overrepresented as renters in the related block group area. Black/African American households are however, and one would expect about 10 such renter households in the ZRA.
- 36% of renter households in the block group rent detached single-dwelling homes. 30% rent in 2-4 unit buildings. 33% of renters live in buildings with five or more units.
- This ZRA area includes existing non-conforming multi-family development.

Woodstock 1 R5(R2.5)
252 taxlots

- As a whole, communities of color are not overrepresented in the renter population, and the largest racial minorities (Asian-American and Biracial households) are more likely to own their homes compared to the overall proportion of renters.
- 51% of renter households rent detached single-dwelling homes. 36% are renting in duplexes or other 2-unit structures, and the remainder live in 3-9 unit buildings or row-houses.

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MEMO

DATE: July 5, 2016

TO: Planning and Sustainability Commission

FROM: Deborah Stein, Principal Planner

CC: Susan Anderson, Director

SUBJECT: **Composite Zoning Map Errata**

The Composite Zoning Map was published in May 2016 for your consideration, along with a memo (June 16, 2016) that outlined changes between the Composite Zoning Map and previous Proposed Draft maps associated with the Residential and Open Space, Employment, Institutional Campus, and Mixed Use Zoning projects.

Since publication of the proposed Composite Zoning Map, some minor errors have been identified. In most cases, these are situations where an amendment to the Comprehensive Plan Map was adopted by City Council in June, but the corresponding change to the Zoning Map was not incorporated on the Zoning Map in time for the publication of the Composite Zoning Map.

Additionally, staff has identified two residential adjustments to the proposed Composite Zoning Map following further analysis of residential zones.

Errata and proposed map adjustments are listed on the following pages.

Zoning Map Corrections—July 5, 2016

Address	Description
4503-4515 N Interstate	Apply CM3 to entire property to correct split-zoned situation.
SE Belmont between SE 16th and SE 18th Avenues	Apply 'd' overlay, matching CM2 properties.
3011 SW Canby	Apply 'd' overlay, matching balance of properties.
4736 and 4752 NE Going	Change from R5 to R3 to be consistent with the Comprehensive Plan Map designation.
2518 NE 15th Ave	Change from R5 to CM1 to recognize non-conforming situation, which has already been acknowledged in the Comprehensive Plan Map.
4210 NE Shaver	Change from R5 to R2 to be consistent with the Comprehensive Plan Map designation.
6210 NE Going, 4532 NE 62nd Ave	Change from R5 to R2 to be consistent with the Comprehensive Plan Map designation.
5640, 5620-24 and 5606 NE Killingsworth	Change from R3 to R2 to be consistent with the Comprehensive Plan Map designation.
5308 N Commercial	Change from R1 to CM1 to recognize non-conforming situation, which has already been acknowledged in the Comprehensive Plan Map.
NE Pacific, West of NE 102nd	Change from RX to CXd to be consistent with the Comprehensive Plan Map designation and adjacent zoning.
412 SE 108th	Change from R2.5 to CM1 to be consistent with the Comprehensive Plan Map designation.

Additional recommended Zoning Map Changes, based on new information & further analysis

Location	Description	Rationale
North Tabor: 22 NE 53rd Ave & 18 other taxlots (See Figure 1)	Change from R2 to R1 within this ZRA, limited to properties on the same blocks that contain CM2 zoning	The area under re-consideration for a staff recommended zone change is within the same blocks that contain Commercial Mixed Use 2 zoning abutting East Burnside Street between NE 53rd and NE 57th Avenues. This area is developed with a mix of single-dwellings, single-dwelling on small lots (under 3,000 sq. ft.) and duplexes. In 2007 there was a zone change from R2 to R1 for the property at 32 NE 56TH AVE. In Trimet's North/Central Service Enhancement Plan – Final Report, dated Summer 2016, Bus Line #20 Burnside will receive an "upgrade line to Frequent Service and add later and earlier service" in the spring of 2017. The infrastructure capacity analysis supported a zone change. The North Tabor Neighborhood Association Board submitted comment to staff dated December 2015 officially requesting the areas within North Tabor to be up-zoned to match the residential comprehensive map designation.

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		The American Community Survey (ACS) data show that this area is somewhat less racially diverse than Portland as a whole (86% White Alone/Not Hispanic), but is otherwise similar to citywide averages with regard to the rate of renting households (51%) and median household income ($54,000). Fewer than 14% of renter households in the block group live in detached single-dwelling homes in this area, which has a significant amount of existing multi-family zoning and development.
Piedmont: 6525 N Borthwick & 32 other taxlots (See Figure 2)	Retain existing R5 zoning	This recommendation is in response to neighborhood comments and testimony about gentrification and displacement risk for current residents, which aligned with staff analysis which shows a relatively large representation of people of color, and that people of color were disproportionately represented among renter households, and more apt to be at risk of displacement (see BPS memo on Residential and Open Space zoning also dated July 5, 2016 for further details).
NE MLK & NE Killingsworth (See Figure 3)	Change zoning to CM3 rather than CM2	This recommendation would acknowledge the significance of a prominent intersection, be more consistent with the zoning of neighboring major intersections, and would acknowledge potential redevelopment opportunities in a Mixed Use Urban Center designation. The recommendation is also supported by community testimony.

Additional Recommended Map Changes, Map Areas:

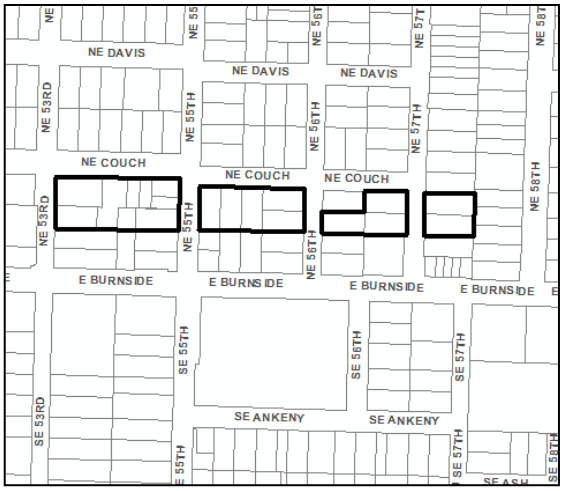

Figure 1: N Tabor properties recommended to change to R1 rather than retain R2(R1)

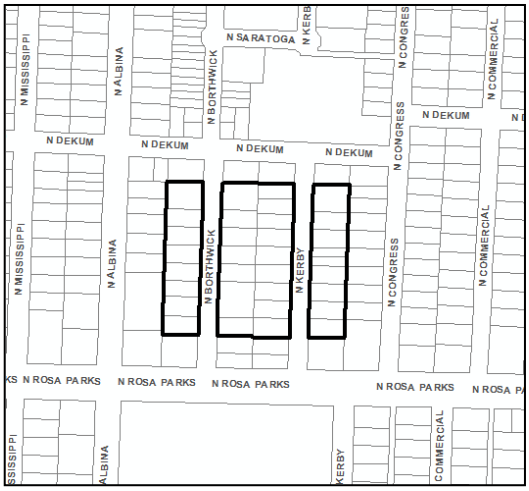

Figure 2: Piedmont properties recommended to retain R5(R2.5) rather than change to R2.5

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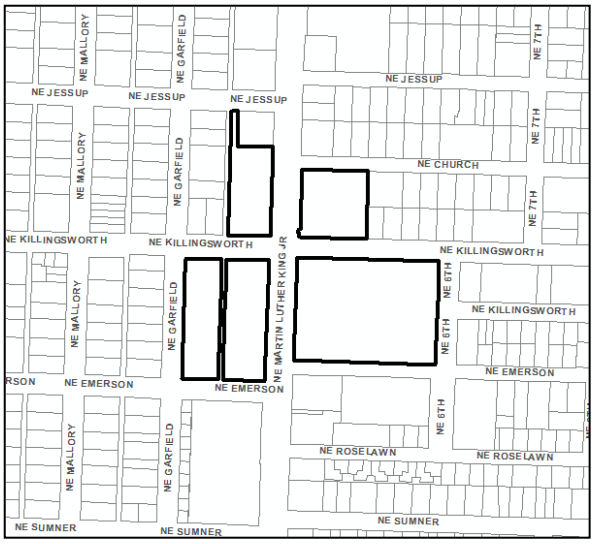

Figure 3: NE MLK & NE Killingsworth properties proposed for CM3 instead of CM2

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Mixed Use Zones Project

PSC Work Session – June 28, 2016

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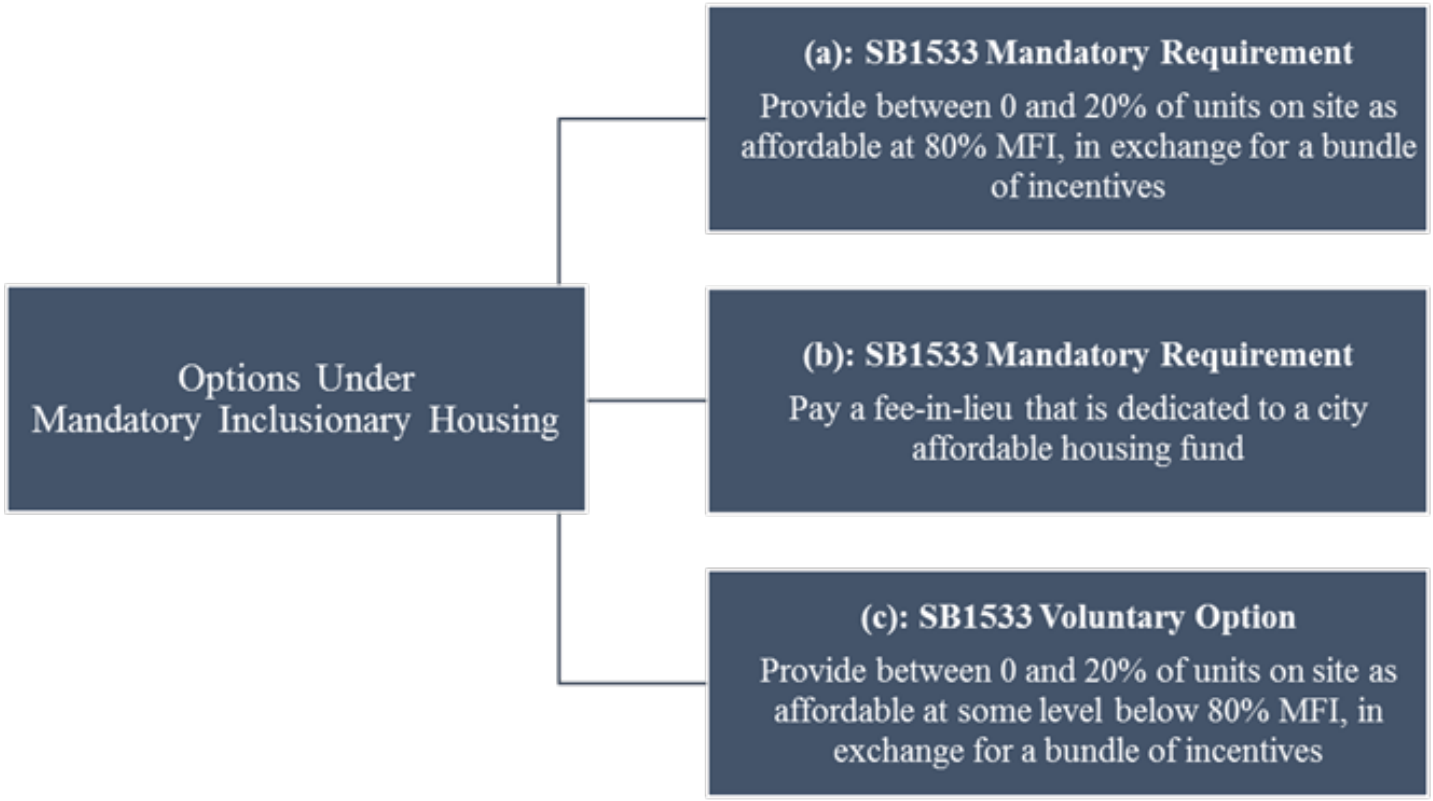
Inclusionary Housing Program Concept



Process/Timeline



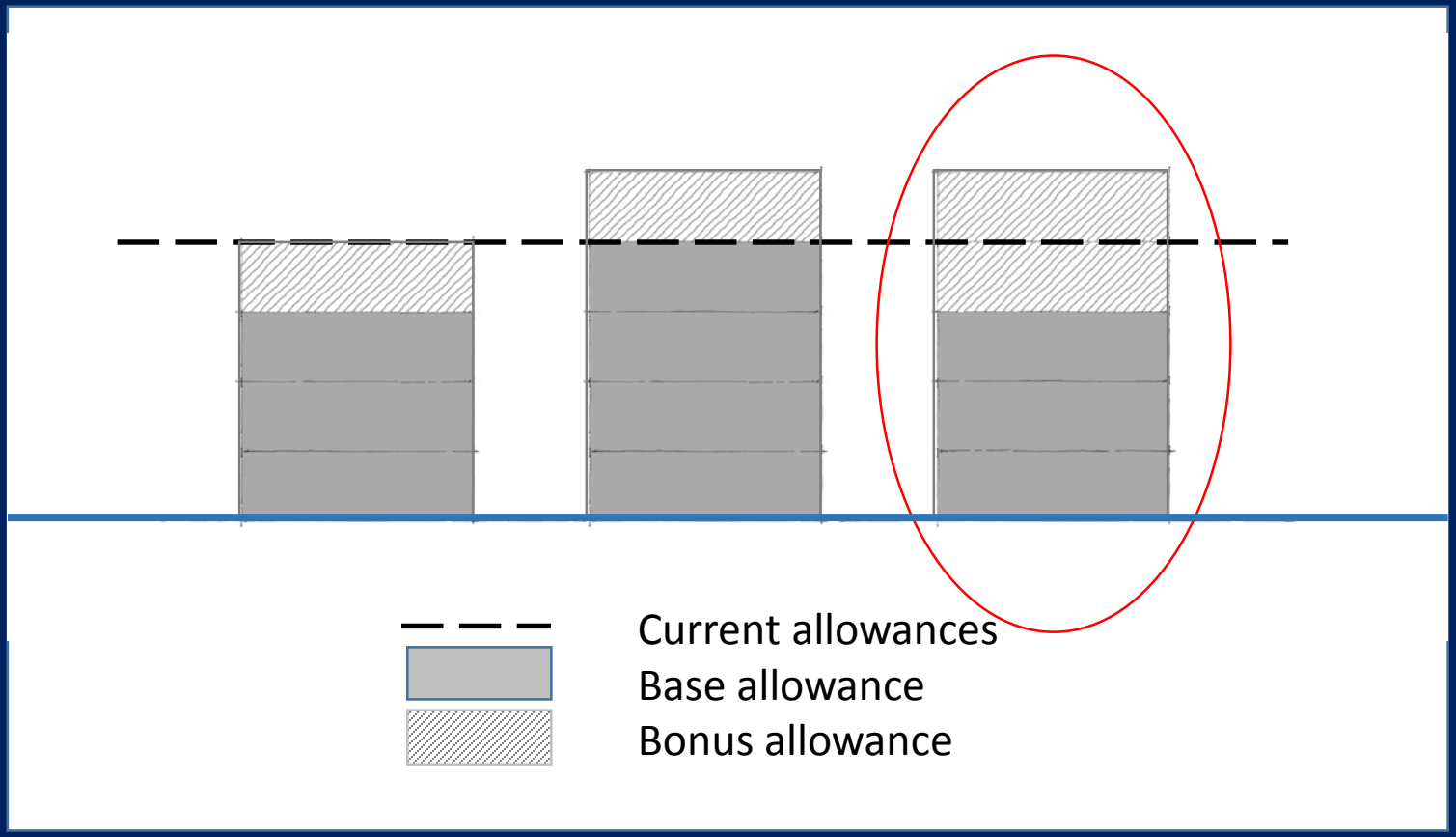
Topic 3: Base and Bonus FAR allowances

Staff Recommendation:

- Retain proposed structure of base and bonus FAR allowances, subject to future changes resulting from Inclusionary Zoning/Housing work.

Topic 3: Zoning Concept: Bonus for Community Benefits

Setting “base” and “bonus” levels will be a key part of concept modeling, testing and refinement.



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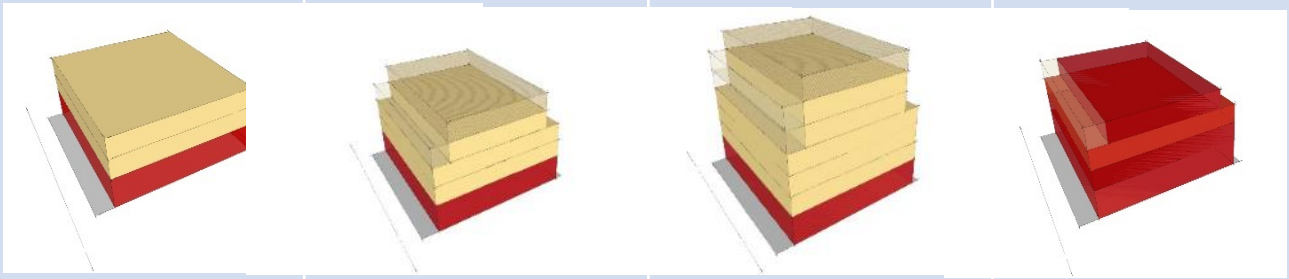
Topic 3: FAR Recommendations

	Commercial Mixed Use 1 (CM1)	Commercial Mixed Use 2 (CM2)	Commercial Mixed Use 3 (CM3)	Commercial Employment (CE)
Preliminary Form				
Examples				
Height Limit FAR	1.5:1	2.5:1	3:1	2.5:1
Bonus Ht Limit Bonus FAR	2.5:1	4:1	5:1	3:1

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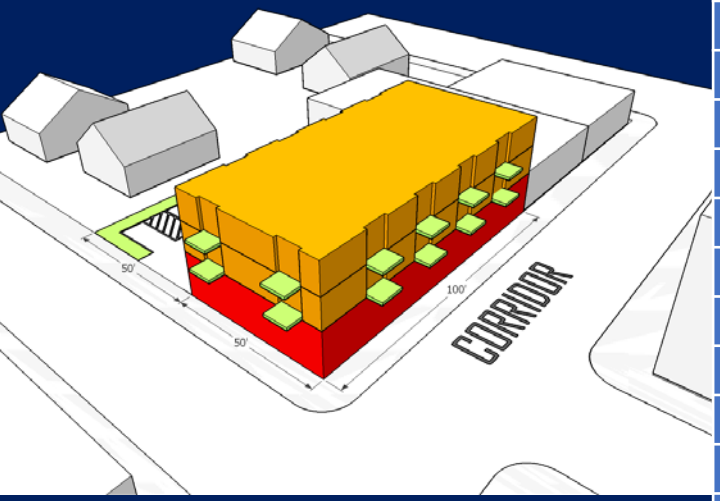
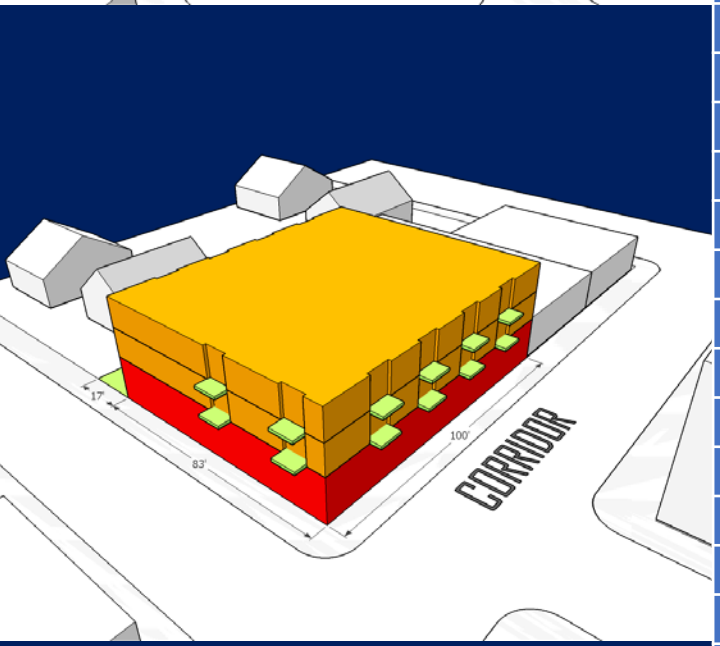
CM1 Zone





	Small Scale Zones			
	CM1	**CN1**	**CN2**	**CO1**
Height – Maximum Base (feet)	**35'**	**30'**	**30'**	**30'**
Height – Maximum with Bonus	**35'**	**30'**	**30'**	**30'**
FAR – Maximum Base	**1.5:1**	**.75:1**	**.75:1**	**.75:1**
FAR – Maximum* w/ Bonus	**2.5:1**	**2.5:1**	**2:1**	**1.5:1**
* existing = estimated max for housing				
Commercial				
Retail Sales And Service	L	L	Y	N
Office	L	L	Y	Y
Quick Vehicle Servicing	N	N	L	N
Vehicle Repair	N	N	N	N
Commercial Parking	N	N	N	N
Self-Service Storage	N	N	N	N
Residential				
Household Living	Y	Y	Y	Y
Group Living	L/CU	L/CU	L/CU	L/CU
Industrial				
Manufacturing and Production	L	L/CU	L/CU	N
Warehouse and Freight Movement	N	N	N	N
Wholesale Sales	N	N	N	N
Industrial Service	N	N	N	N
Institutional				
Basic Utilities	Y/CU	Y/CU	Y/CU	Y/CU
Community Service	L/CU	L/CU	L/CU	L/CU
Parks and Open Areas	Y	Y	Y	Y
Schools, Religious Institutions, etc.	Y	Y	Y	Y

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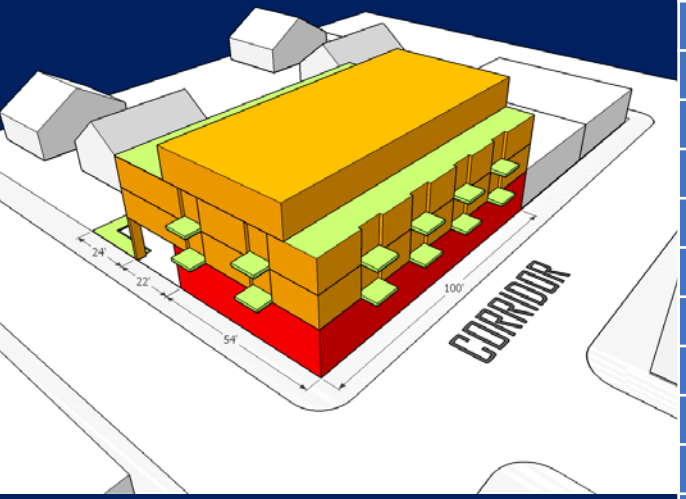
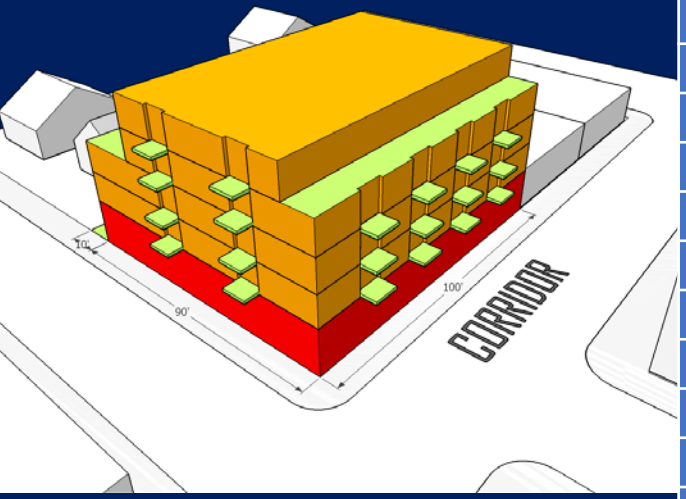
CM2 Zone





	Medium Scale Zones			
	CM2	**CO2**	**CM**	**CS**
Height – Maximum Base (feet)	**45'**	**45'**	**45'**	**45'**
Height – Maximum with Bonus	**55'***	**45'**	**45'**	**45'**
FAR – Maximum Base	**2.5:1**	**2:1**	**1:1**	**3:1**
FAR – Maximum* w/ Bonus	**4:1**	**2.6:1**	**4:1**	**4:1**
* existing = estimated max for housing				
Commercial				
Retail Sales And Service	Y	L	L	Y
Office	Y	Y	L	Y
Quick Vehicle Servicing	N	N	N	N
Vehicle Repair	Y	N	N	Y
Commercial Parking	L	N	N	Y
Self-Service Storage	N	N	N	N
Residential				
Household Living	Y	Y	Y	Y
Group Living	L/CU	L/CU	L/CU	L/CU
Industrial				
Manufacturing and Production	L	N	L/CU	L/CU
Warehouse and Freight Movement	N	N	N	N
Wholesale Sales	L	N	L	L
Industrial Service	CU	N	N	CU
Institutional				
Basic Utilities	Y/CU	Y/CU	Y/CU	Y/CU
Community Service	L/CU	L/CU	L/CU	L/CU
Parks and Open Areas	Y	Y	Y	Y
Schools, Religious Institutions, etc.	Y	Y	Y	Y

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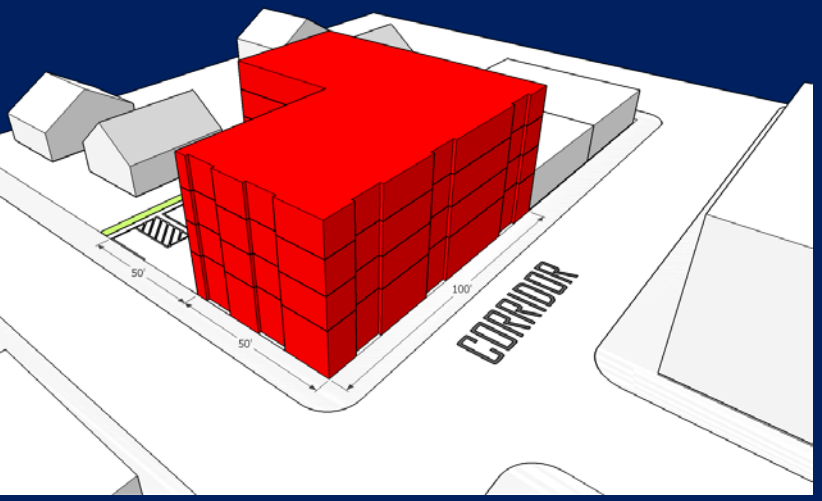
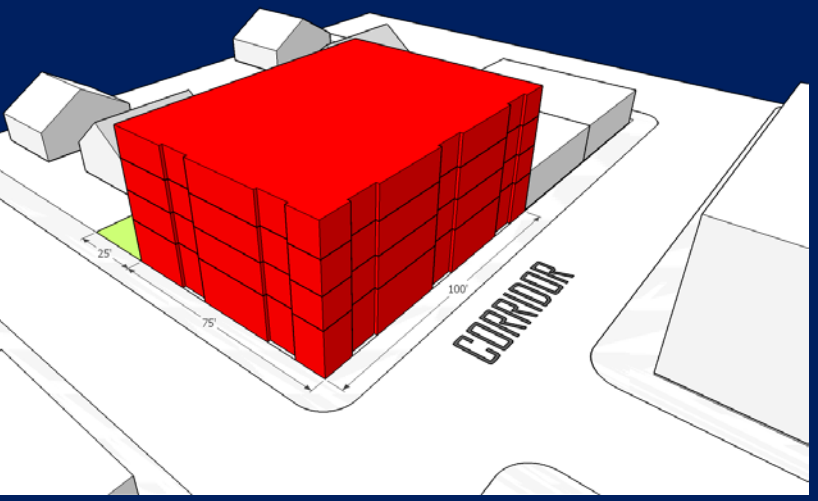
CE Zone





	Medium Scale Zones	
	CE	**CG**
Height – Maximum Base (feet)	**45'**	**45'**
Height – Maximum with Bonus	**45'**	**45'**
FAR – Maximum Base	**2.5:1**	**3:1**
FAR – Maximum* w/ Bonus	**3:1**	**3.4:1**
* existing = estimated max for housing		
Commercial		
Retail Sales And Service	Y	Y
Office	Y	Y
Quick Vehicle Servicing	Y	Y
Vehicle Repair	Y	Y
Commercial Parking	Y	CU
Self-Service Storage	Y	L
Residential		
Household Living	Y	Y
Group Living	L/CU	L/CU
Industrial		
Manufacturing and Production	L	L/CU
Warehouse and Freight Movement	L	CU
Wholesale Sales	L	L
Industrial Service	CU	CU
Institutional		
Basic Utilities	Y/CU	Y/CU
Community Service	L/CU	L/CU
Parks and Open Areas	Y	Y
Schools, Religious Institutions, etc.	Y	Y

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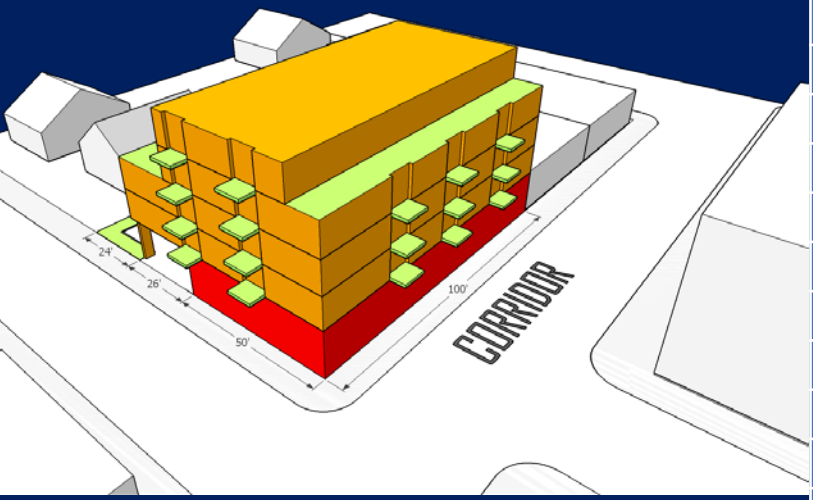
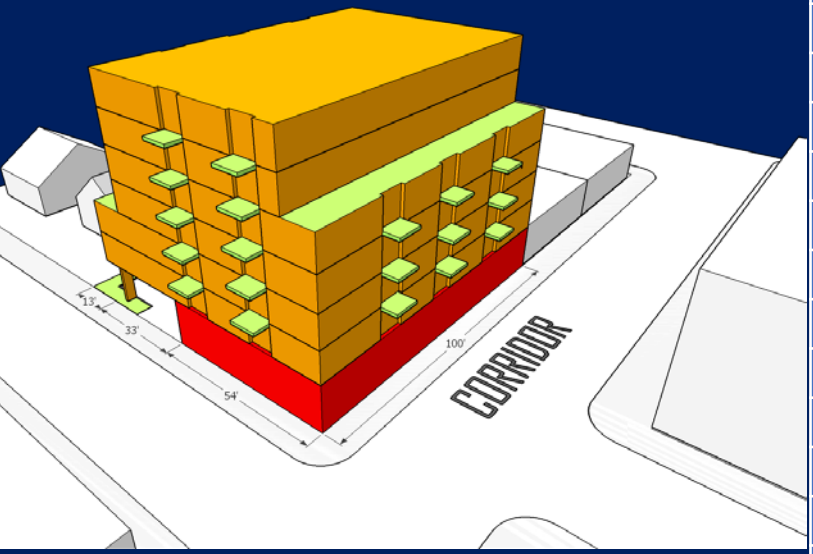
CM3 Zone





	Large Scale Zones		
	CM3	**EX**	**CX**
Height – Maximum Base (feet)	**65’**	**65’**	**75’**
Height – Maximum with Bonus	**75’**	**65’**	**75’**
FAR – Maximum Base	**3:1**	**3:1**	**4:1**
FAR – Maximum* w/ Bonus	**5:1**	**3:1**	**7:1**
* existing = estimated max for housing			
Commercial			
Retail Sales And Service	Y	Y	Y
Office	Y	Y	Y
Quick Vehicle Servicing	N	N	L
Vehicle Repair	Y	Y	L
Commercial Parking	L	CU	CU
Self-Service Storage	L	L	L
Residential			
Household Living	Y	Y	Y
Group Living	L/CU	L/CU	L/CU
Industrial			
Manufacturing and Production	L	Y	L/CU
Warehouse and Freight Movement	L	Y	N
Wholesale Sales	L	Y	L
Industrial Service	CU	Y	CU
Institutional			
Basic Utilities	Y/CU	Y/CU	Y/CU
Community Service	L/CU	L	L/CU
Parks and Open Areas	Y	Y	Y
Schools, Religious Institutions, etc.	Y	Y	Y

Ord. 188177 Vol. 2.5, page 12659

Topic 3: FAR Base and Bonus Analysis

	Base FAR	Max FAR at Alternative Affordable Housing Targets			
		10%@60%	20%@60%	10%@80%	20%@80%
	1.00	1.69	5.43	1.39	2.28
	1.25	2.11	6.79	1.74	2.85
CM1	1.50	2.53	8.15	2.09	3.42
	1.75	2.96	9.50	2.43	3.99
	2.00	3.38	10.86	2.78	4.56
	2.25	3.80	12.22	3.13	5.13
CM2	2.50	4.22	13.58	3.48	5.70
	2.75	4.64	14.93	3.82	6.27
CM3	3.00	5.07	16.29	4.17	6.84
	3.25	5.49	17.65	4.52	7.41
	3.50	5.91	19.01	4.87	7.98
	3.75	6.33	20.37	5.21	8.55
	4.00	6.76	21.72	5.56	9.12
	4.25	7.18	23.08	5.91	9.69
	4.50	7.60	24.44	6.26	10.25

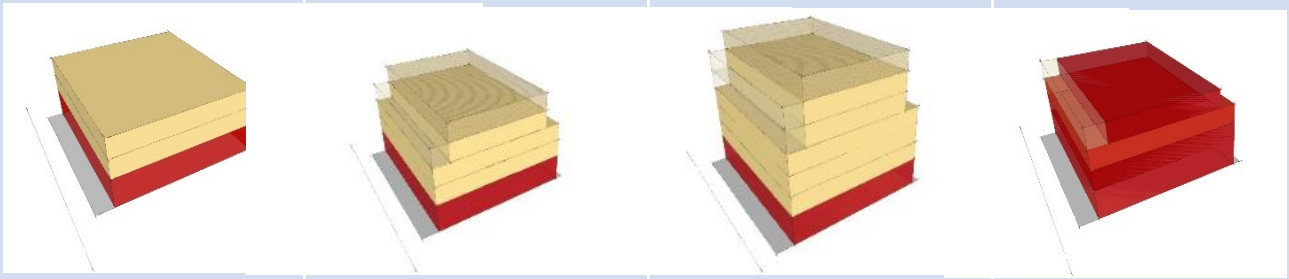
Ord. 188177, Vol. 2.5, page 12660

Topic 4: Development and Design standards

Staff Recommendation:

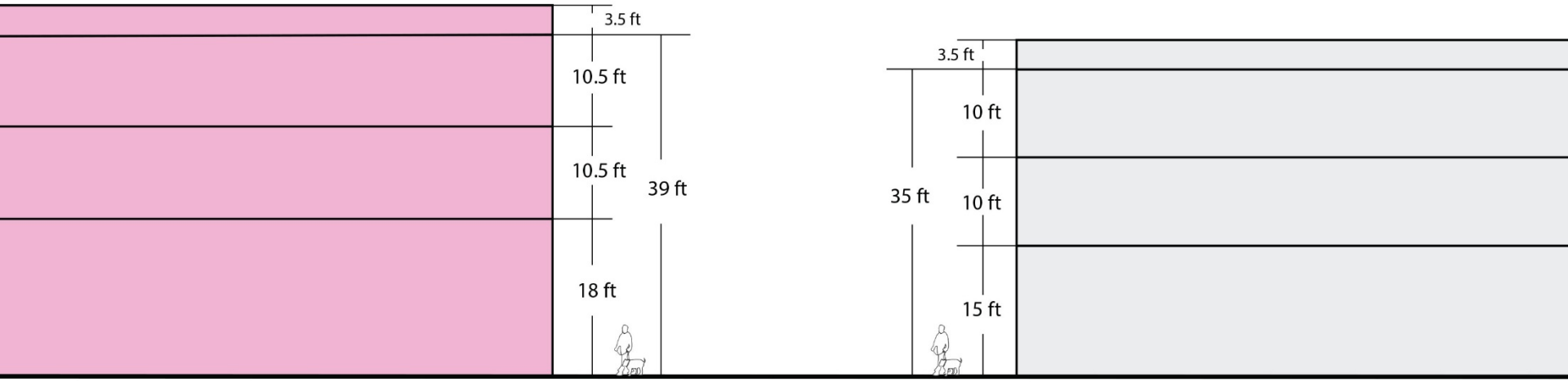
- Retain proposed height limits.
- Allow 3-foot additional height for high ground floor citywide.
- Retain step-downs to adjacent Residential zones.
- Retain bonus step-backs in CM2, CM3 zones.
- Remove step-back over 55’ in CM3 zone on narrow streets.
- Retain building articulation and length standards.

Topic 3: FAR Recommendations

	Commercial Mixed Use 1 (CM1)	Commercial Mixed Use 2 (CM2)	Commercial Mixed Use 3 (CM3)	Commercial Employment (CE)
Preliminary Form				
Examples				
Height Limit FAR	35’ (3)	45’ (4)	65’ (6)	45’ (4)
Bonus Ht Limit Bonus FAR	35’ (3)	55’ (5)* * In key locations	75’ (7)	45’ (4)

Ord. 188177, Vol. 2.5, page 12662

Topic 4: Height Alternative – CM1

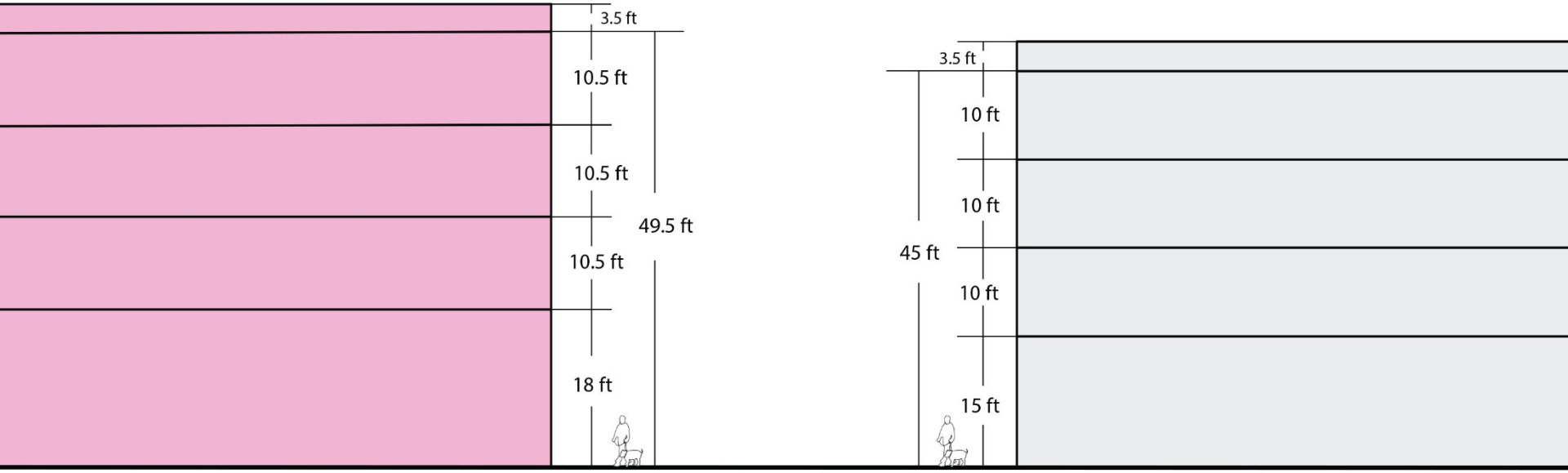


Height of CM1

Proposed Code

Alternative Height

Height Alternative - CE



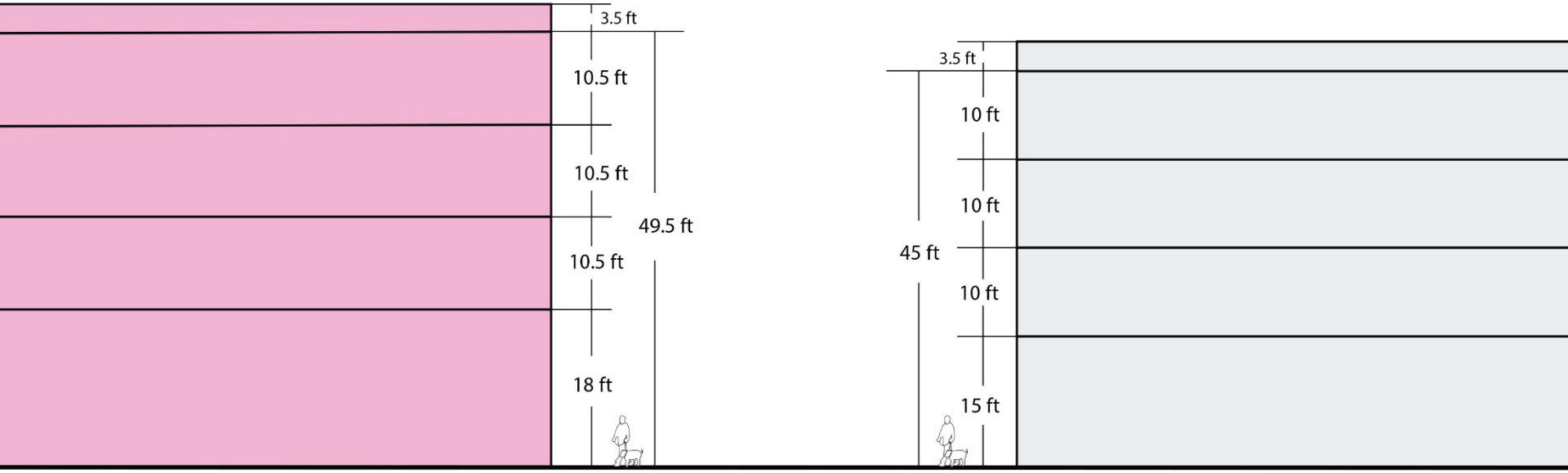
Height of CE

Proposed Code

Alternative Height

Ord. 188177, Vol. 2, Page 1264

Height Alternative – CM2



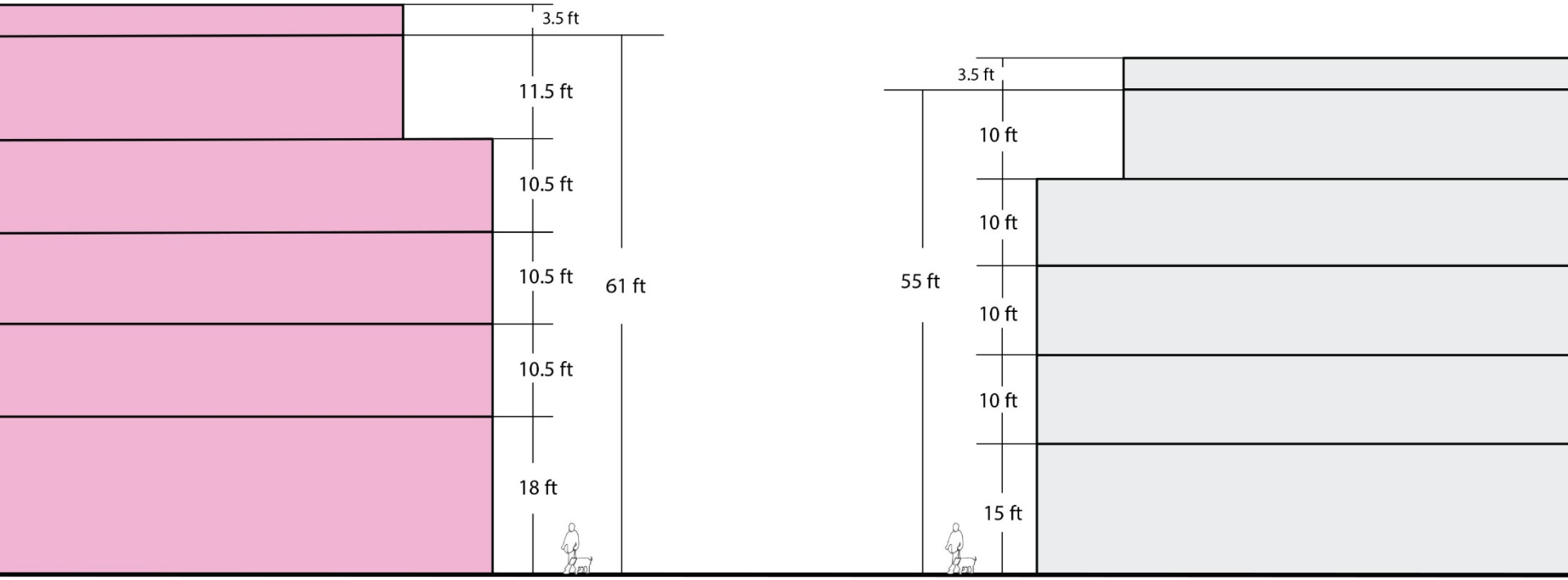
Height of CM2

Proposed Code

Alternative Height

Ord. 188177, Vol. 2, Page 1266

Height Alternative – CM2 Bonus



Height of CM2 Bonus

Proposed Code

Alternative Height

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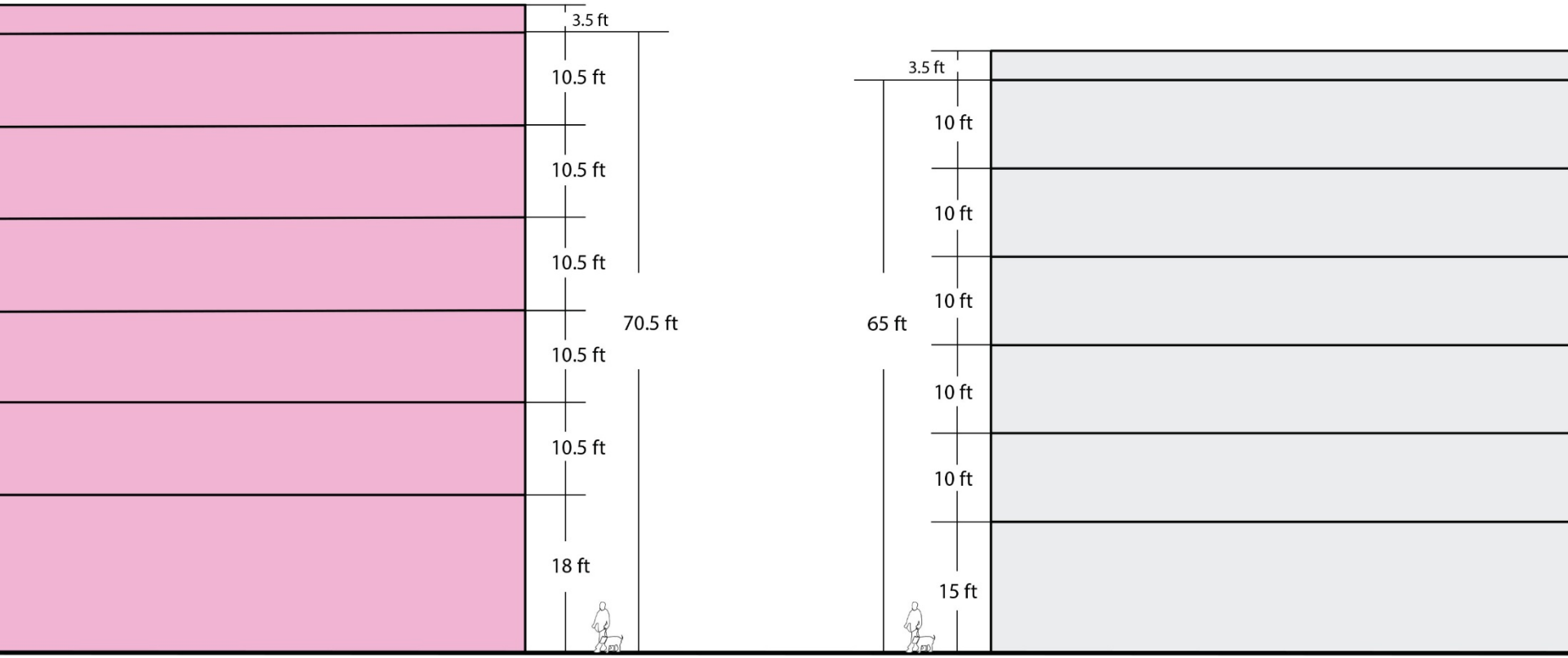
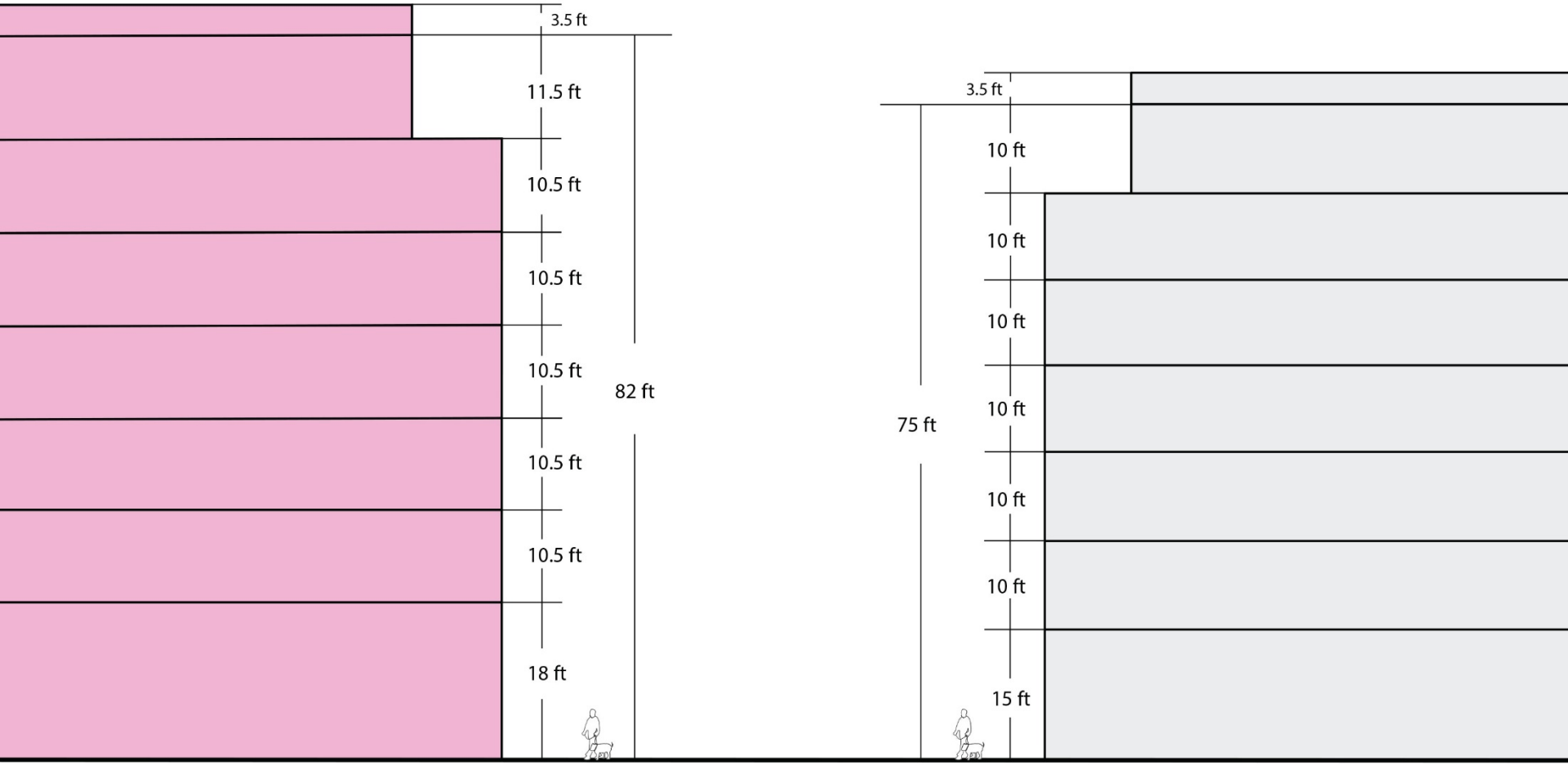
Height Alternative – CM3



Ord. 188177, Vol. 2.5, page 12667

Height Alternative – CM3 Bonus



Height of CM3 Bonus

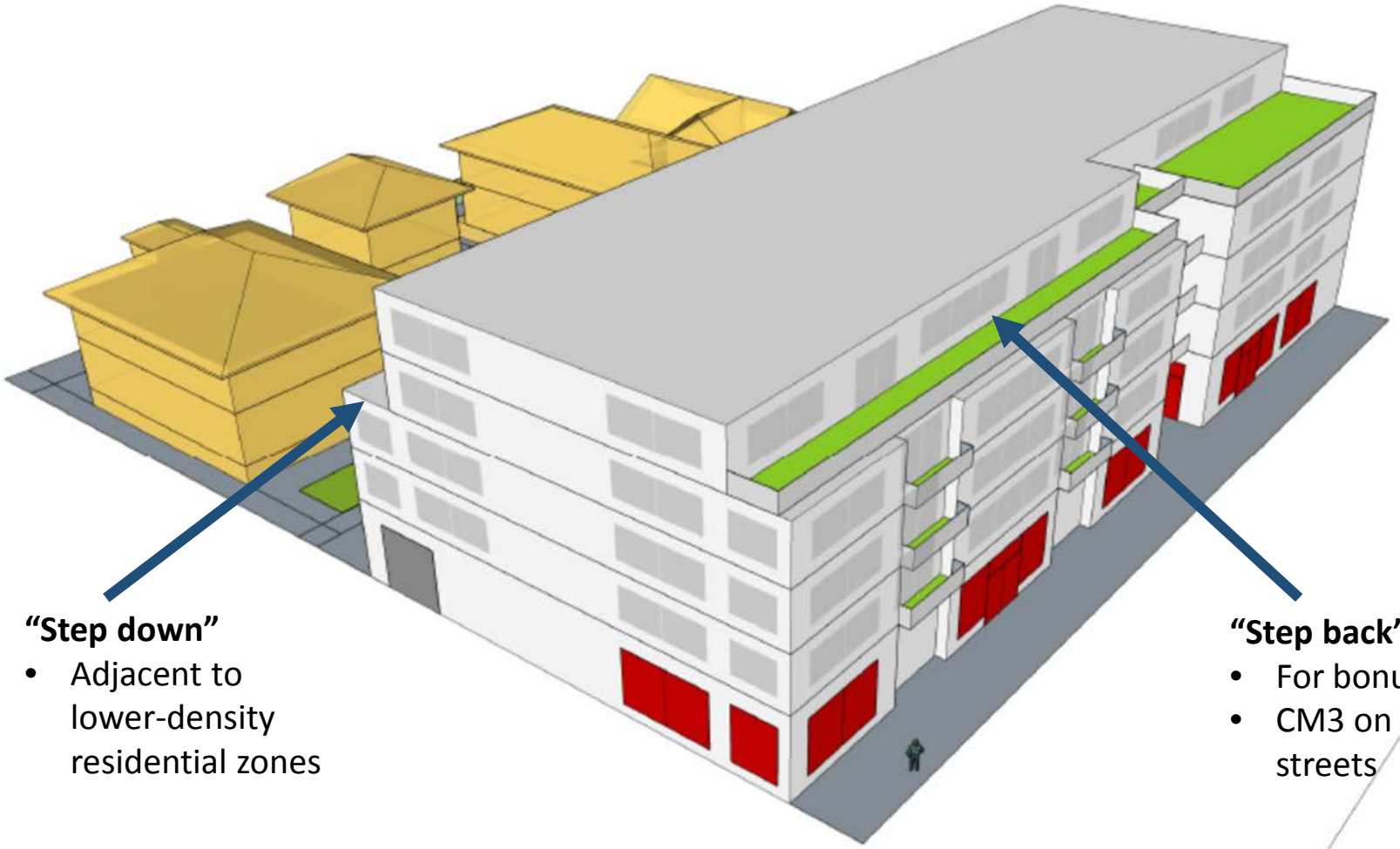
Proposed Code

Alternative Height

Ord. 188177, Vol. 2.5, page 12668

Building Form Standards

Step Down Height and Building Articulation



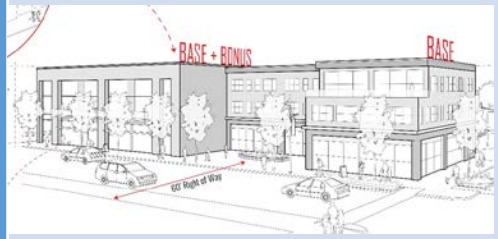
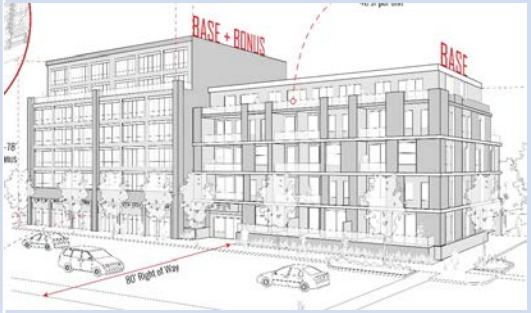
“Step down”

- Adjacent to lower-density residential zones

“Step back”

- For bonus height
- CM3 on narrow streets

When Step Downs or Step Backs Are Required

	CM1	CM2 and CE	CM3
			
Step Downs to Residential Zones	**Never required**	**Adjacent to SFR zones**	**Adjacent to SFR zones and R3 – R1 MFR zones**
Front Step Backs	**Never required**	**Only required for bonus height above 4 stories (45')**	**Required for bonus height above 6 stories (65') and on narrow streets above 5 stories (55')**

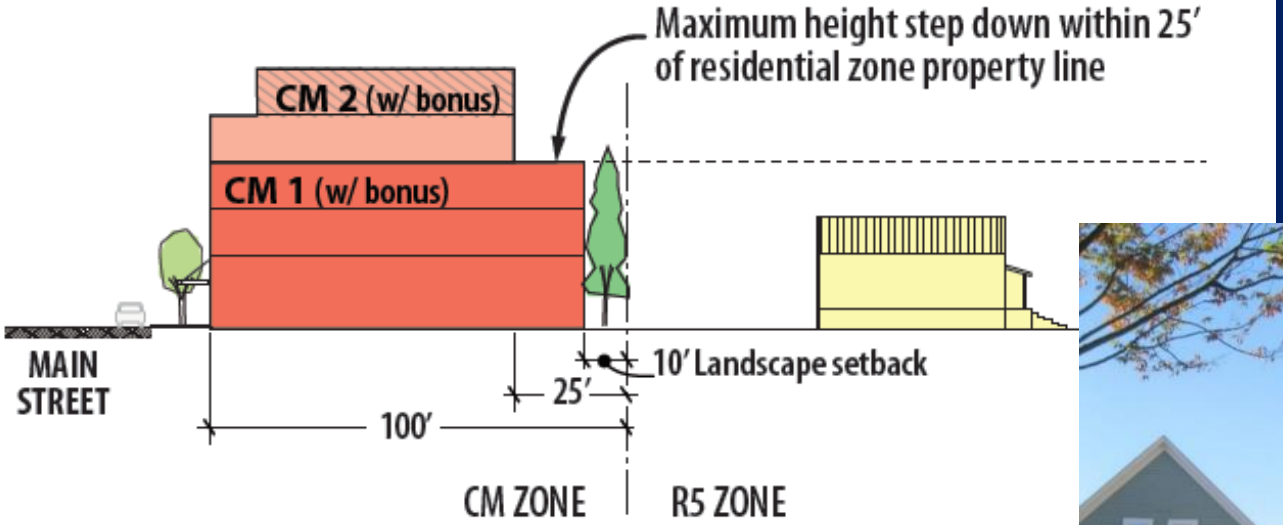
Ord. 188177, Vol. 2.5, page 12670

Height Step Downs to Residential Zoning



- **Addresses community concerns about need for scale transitions adjacent to single-dwelling zoning**

Height Step Downs to Residential Zones





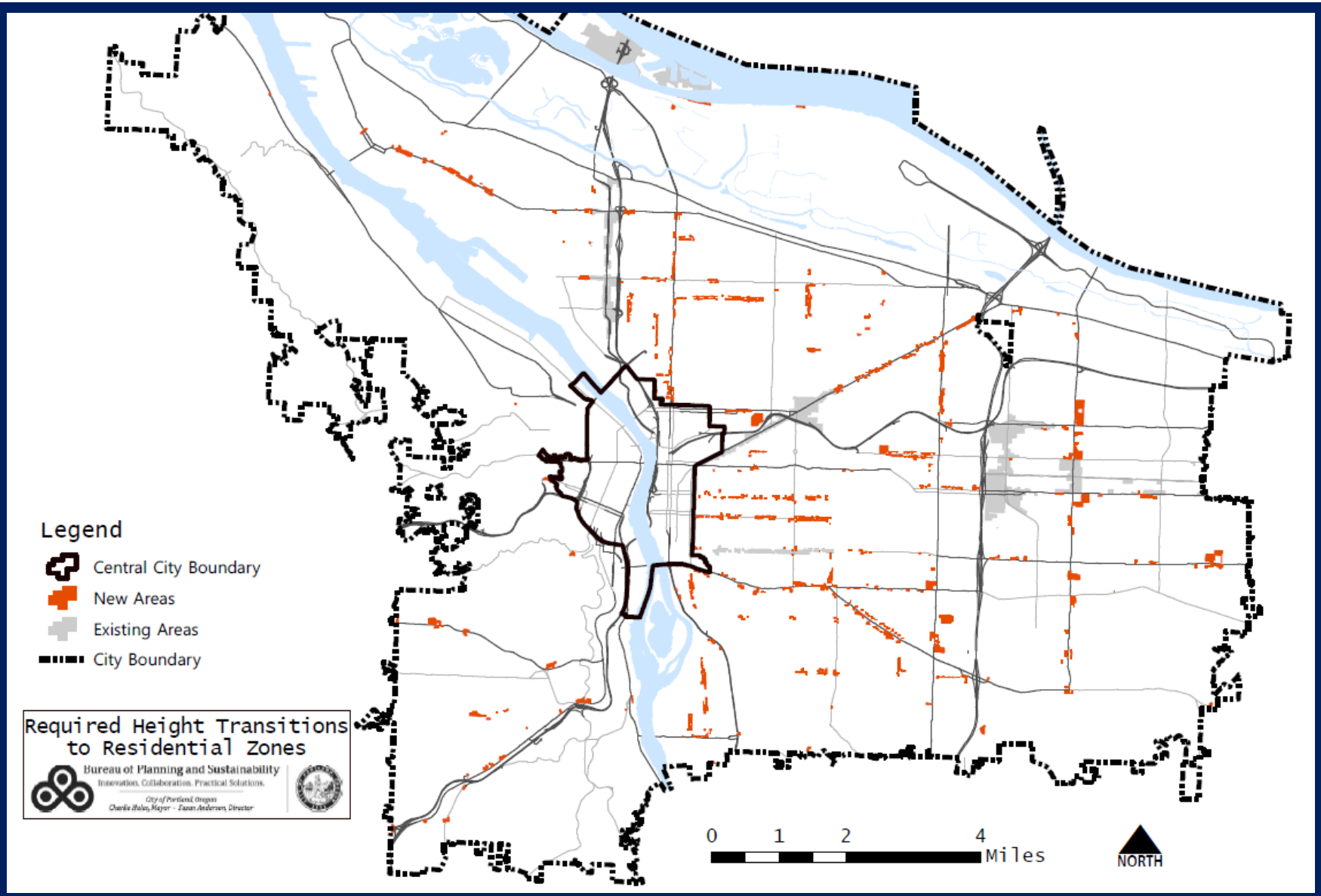
MUZ Proposal

Within 25' of abutting residential zones:

- Height limited to 35' adjacent to SFR zones
- Height limited to 45' adjacent to R3 – R1 MFR zones

Ord. 188177, Vol. 2.5, page 12672

Height Step Downs to Residential Zoning



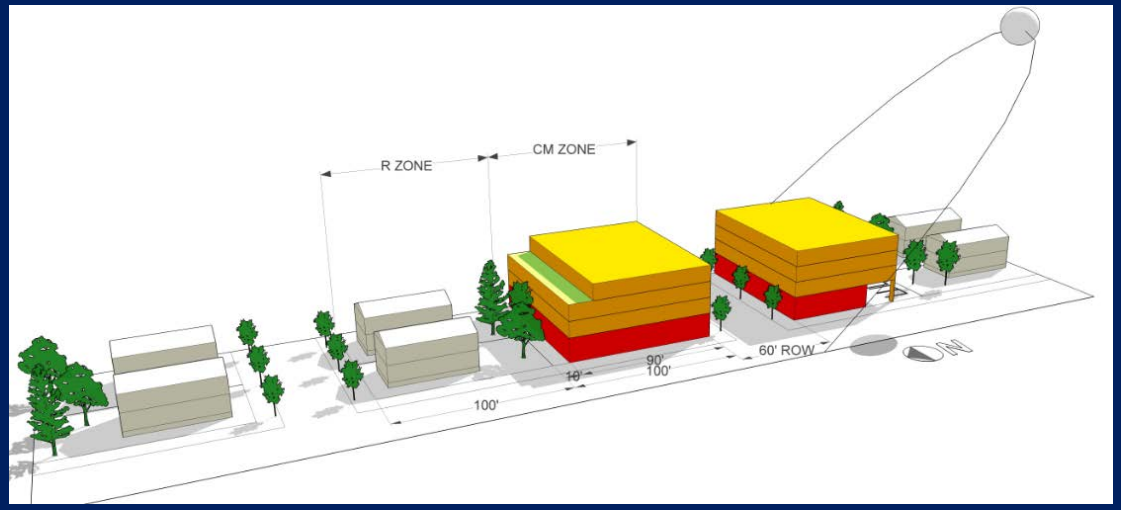
Map of where height transitions will apply

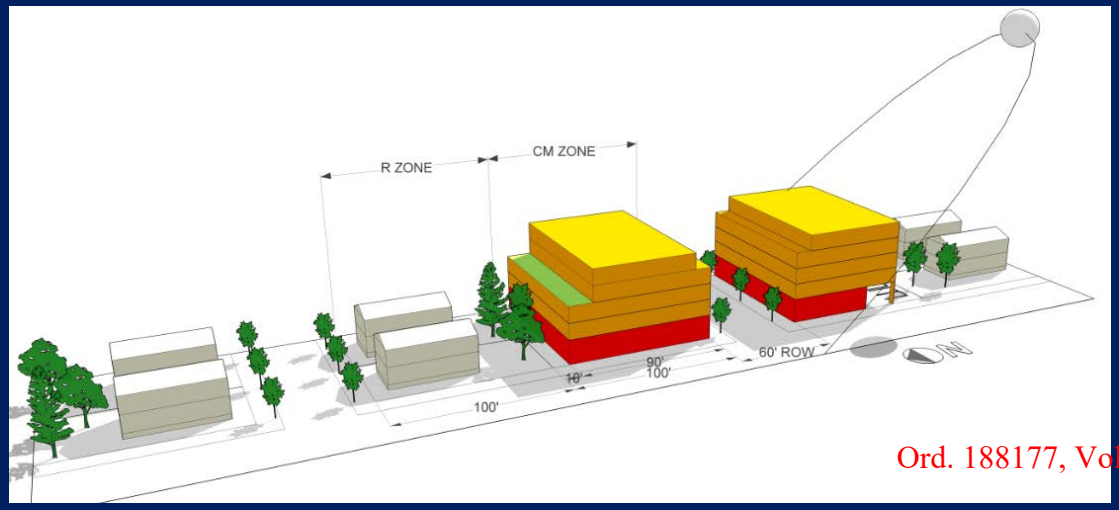
Ord. 188177, Vol. 2.5, page 12673

Front Step Backs

Bonus height step backs

Solar access modeling for CM2 zone: both 4-stories and 5th story bonus preserve solar access across the street (Spring and Fall equinox)





Ord. 188177, Vol. 2.5, page 12674

Front Step Backs - Examples





Step backs not required on secondary streets

- Mixed use zoning typically less continuous on side streets
- Avoids costs and design issues of step backs on all frontages

Front Step Backs

Bonus height step backs

- Responds to community concerns about building scale
- Retains base zone street wall height, stepping back additional bonus height to minimize appearance of greater scale



Ord. 188177, Vol. 2.5, page 12676

Front Step Backs

Bonus height step backs

- Responds to community concerns about building scale
- Retains base zone street wall height, stepping back additional bonus height to minimize appearance of greater scale

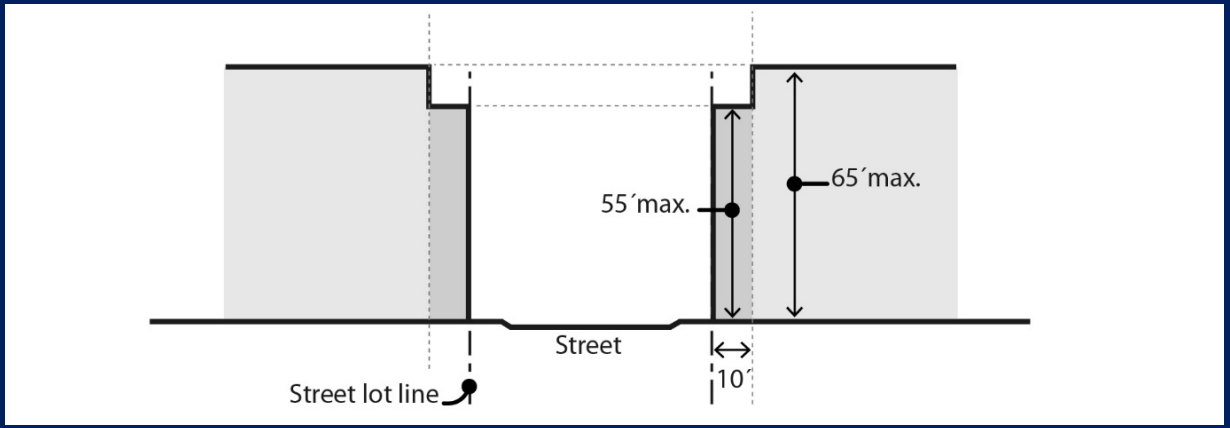


Ord. 188177, Vol. 2.5, page 12677

CM3 - Front Step Backs (drop from proposal)

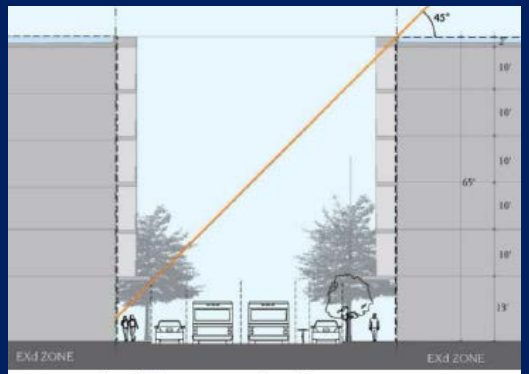
CM3 zone along narrow streets:

- Limit street wall height to 55' along streets with less than 70 feet of ROW
- Responds to solar access and street space enclosure considerations

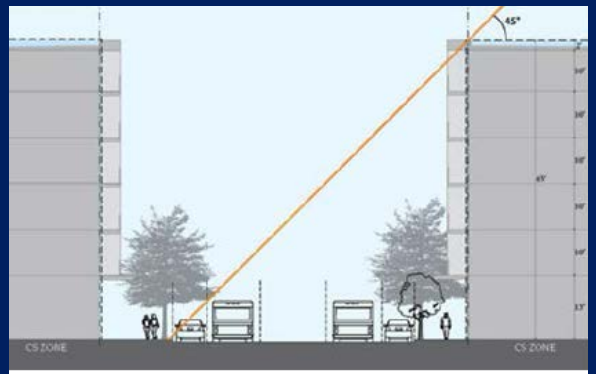




4-story building frontage on 60'-wide street



6-story building on 60'-wide street



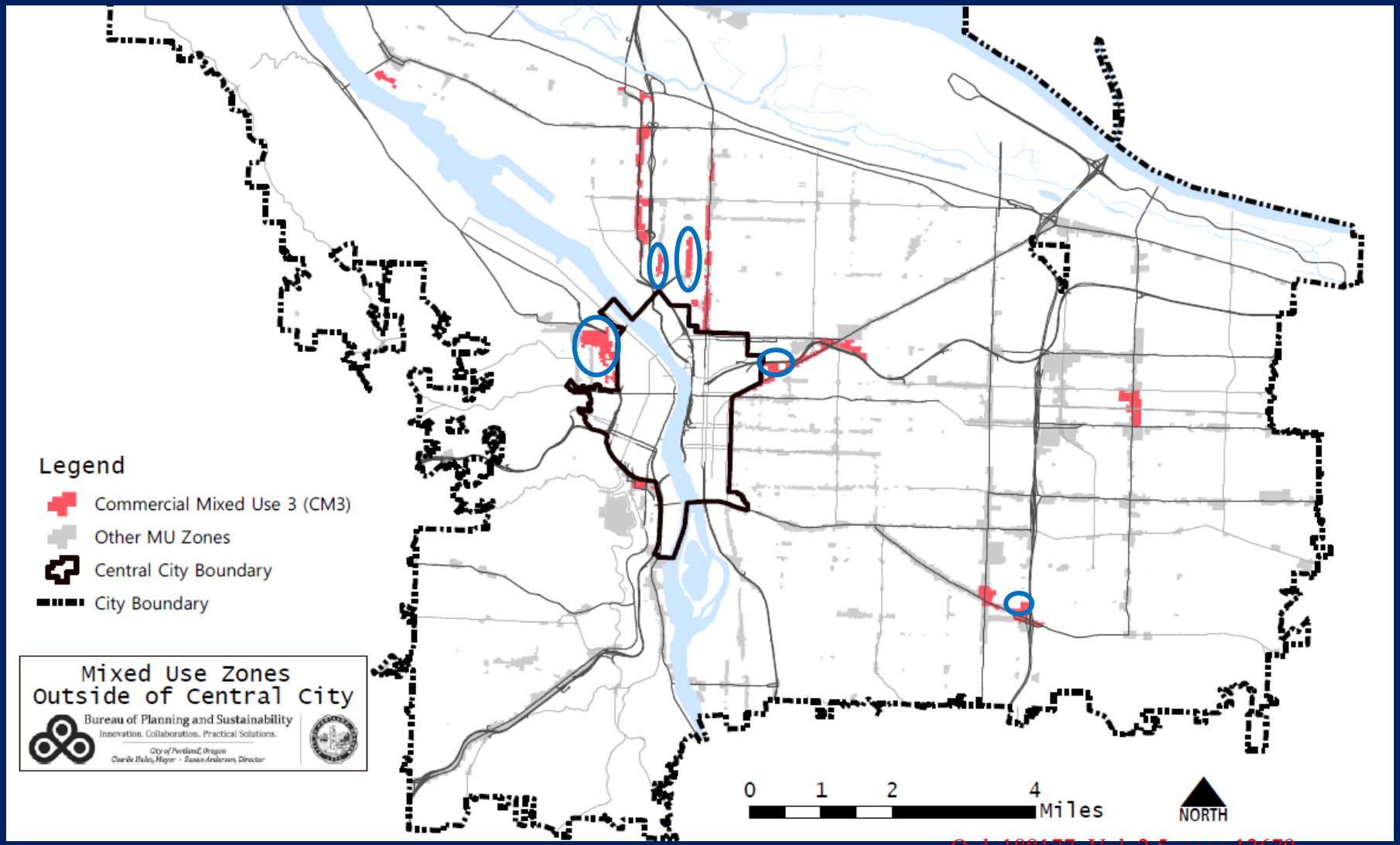
6-story building on 80'-wide street

Height-to-street-width analysis

Ord. 188177, Vol. 2.5, page 12678

CM3 Front Step Backs (drop from proposal)

CM3 zone along narrow streets



Ord. 188177, Vol. 2.5, page 12679

Some areas where CM3 step downs (above 5th story) would apply

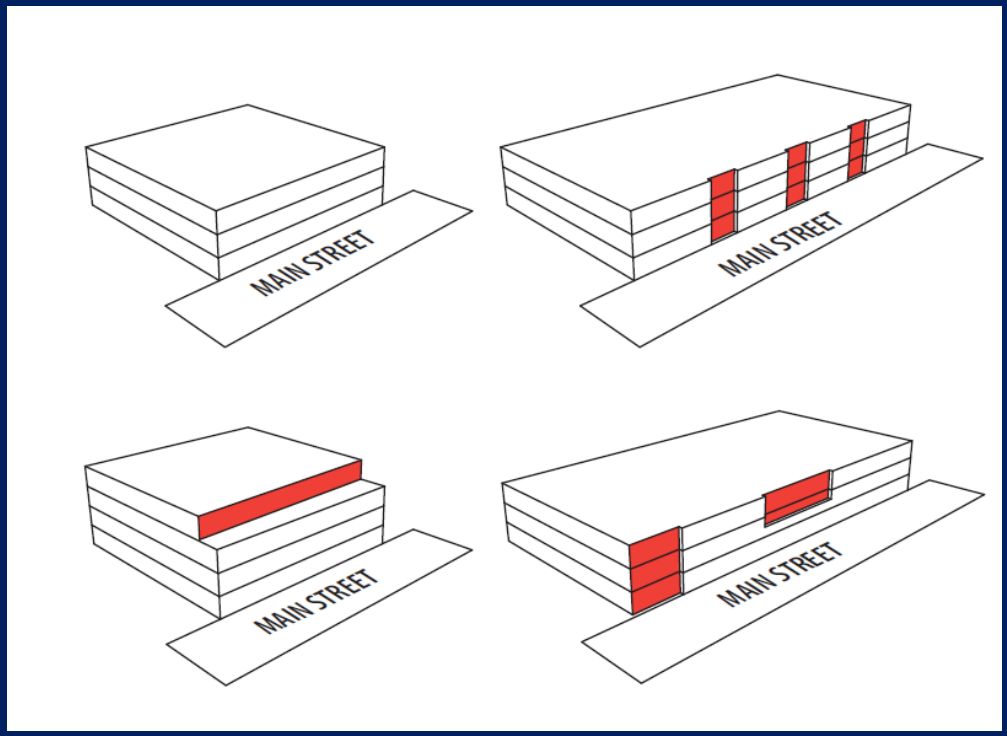
Façade Articulation

Façade Articulation:

CM2: required when over 35’ and over 3500 SF area

CM3: required when over 45’ and over 4500 SF area

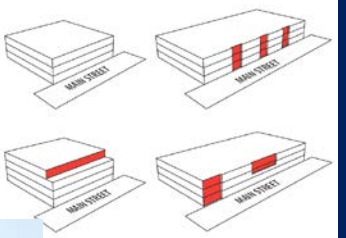
Only counts façade planes within 20 feet of lot line



Ord. 188177, Vol. 2.5, page 12680

Façade Articulation

Examples providing 25% (or more) façade articulation
- can be met through a variety of design approaches





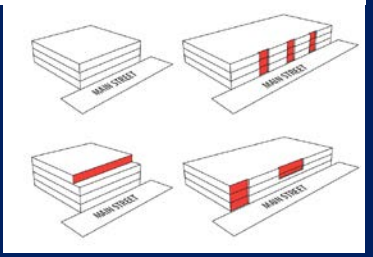






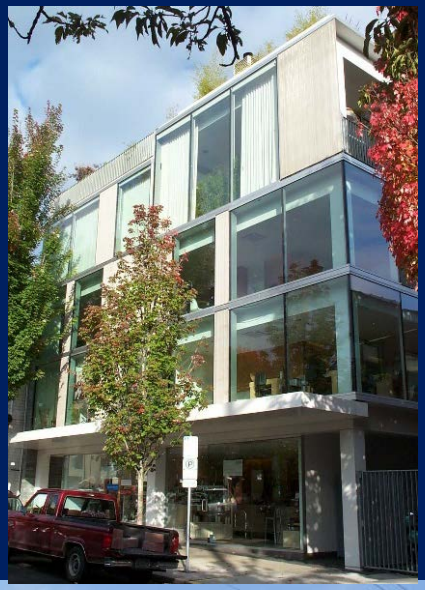
Ord. 188177, Vol. 2.5, page 12681

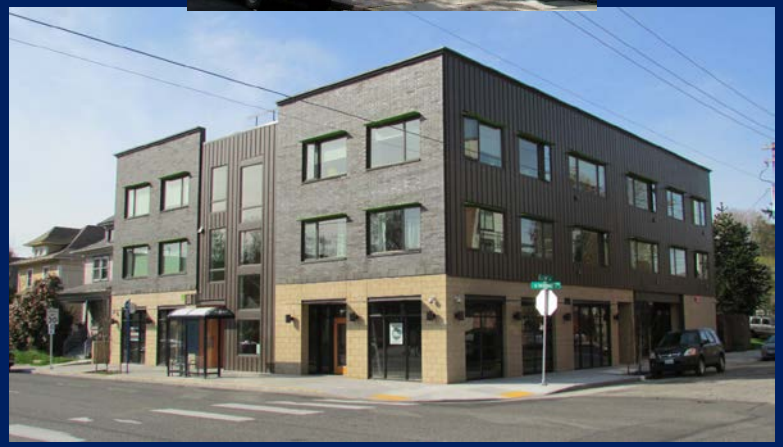
Façade Articulation



Examples that would not require façade articulation
(façades smaller than triggering threshold)

CM2





CM3





(two separate façade areas)

Ord. 188177, Vol. 2.5, page 12682

Building Length Limits

Building with façade length exceeding the common 200' pattern



Divided building volumes





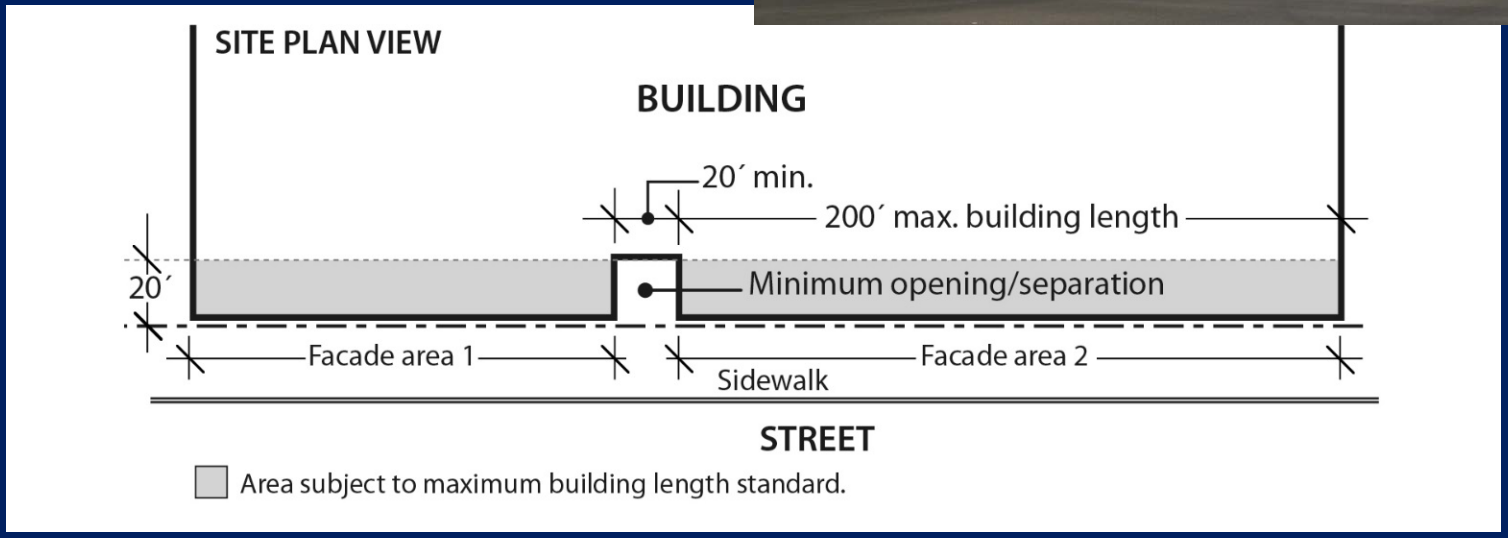
- Responds to community interest in continuing the fine grain development patterns of neighborhood mixed use areas, avoiding "monolithic" buildings.

Ord. 188177, Vol. 2.5, page 12683

Building Length Limits







Building Length

- Limits building length to 200’ close to street frontages

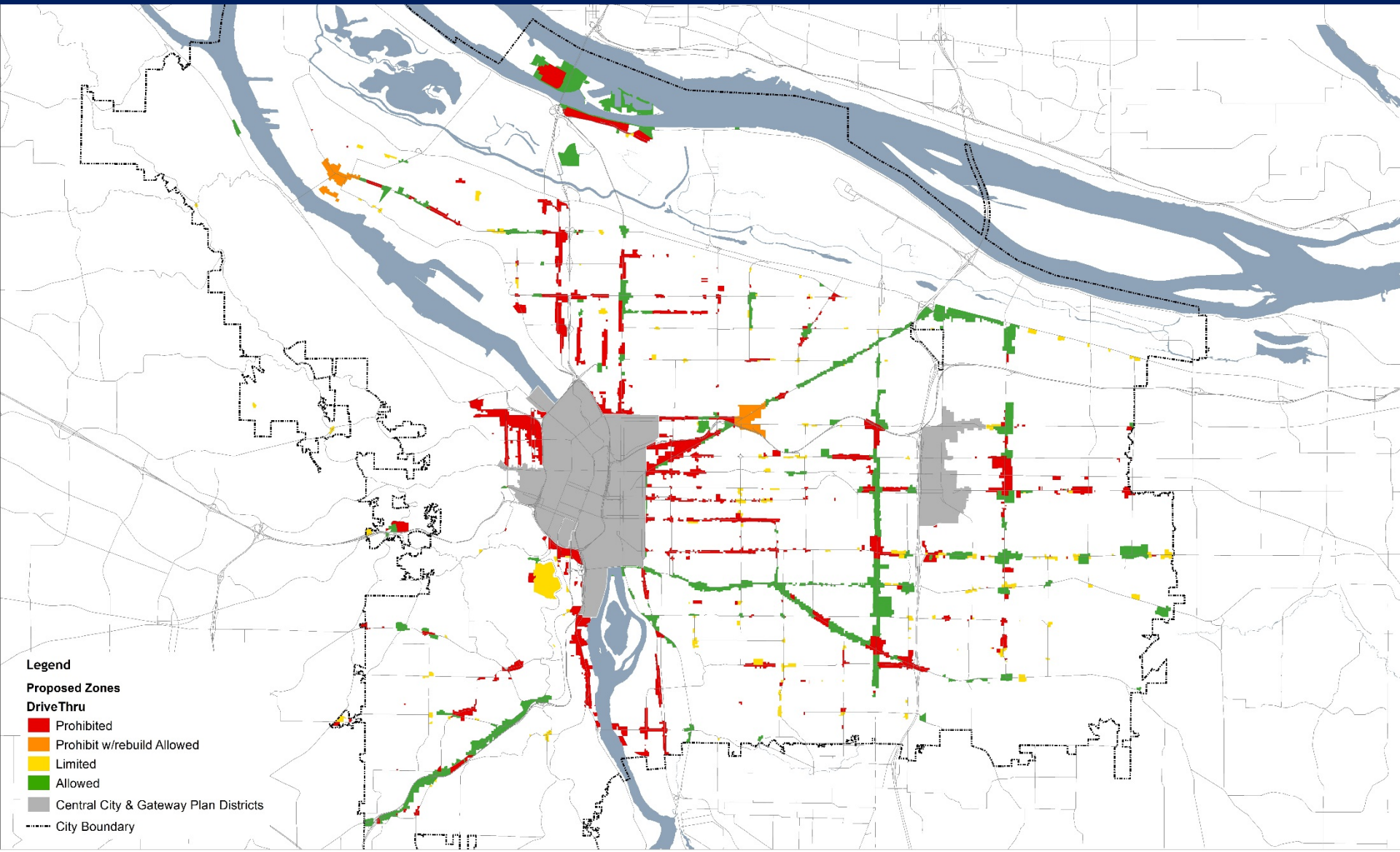
Ord. 188177, Vol. 2.5, page 12684

Topic 5: Drive Thrus; QVS; development standards

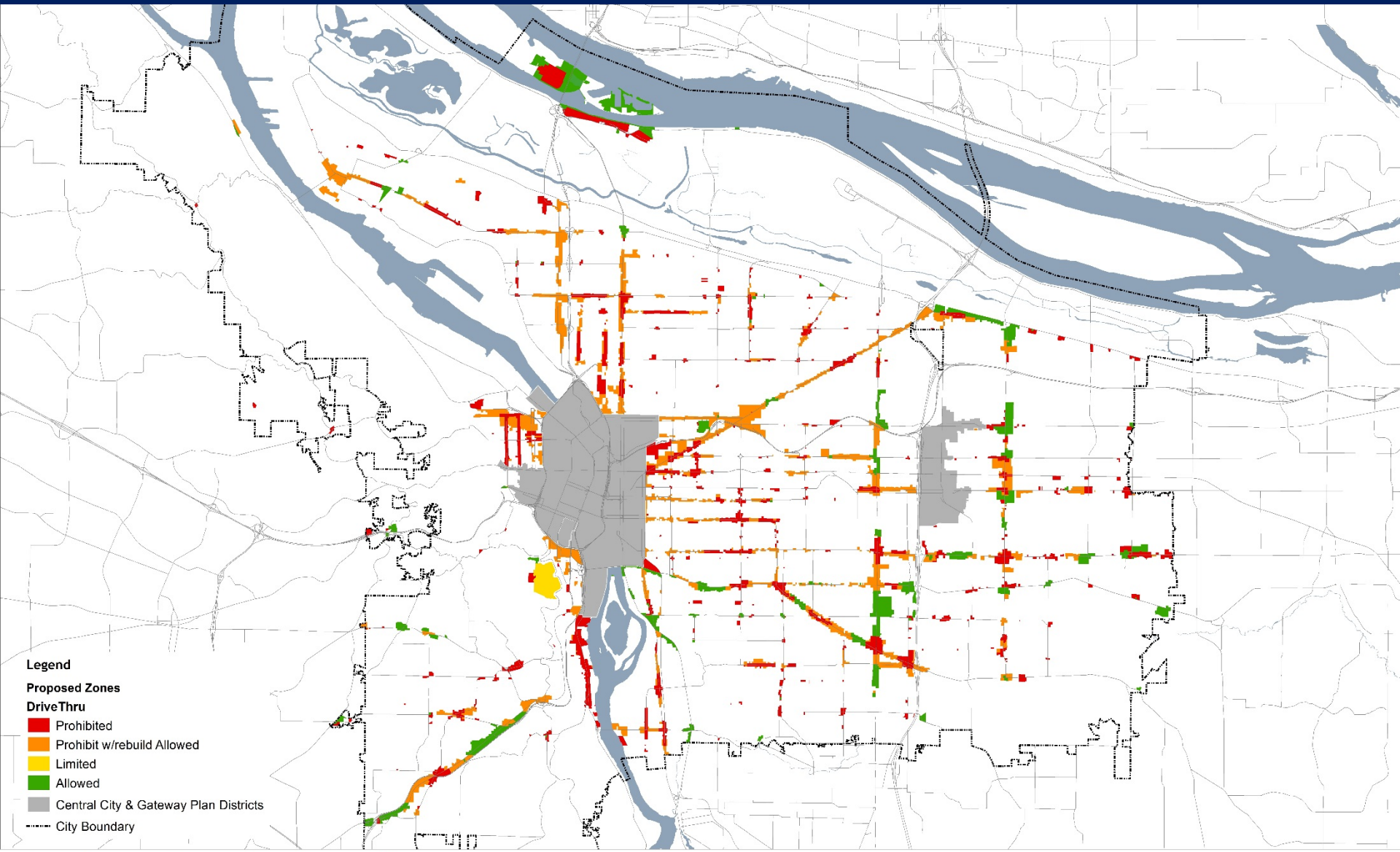
Staff Recommendation:

- CE zone: allow drive throughs and Quick Vehicle Servicing uses.
- CM1, CM2, CM3: allow existing drive throughs and Quick Vehicle Servicing uses; prohibit new facilities.
- Revise code to allow “Click and Collect” type facilities.
- Retain DT + QVS prohibition in Centers Main Street overlay.
- Revise buffering standards adjacent to Residential zones.

Topic 5: Drive Thrus; QVS; development standards



Topic 5: Drive Thrus; QVS; development standards



Map 2.: Proposed Zones - Drive Through Allowances

May 11, 2016
City of Portland, Oregon \\ Bureau of Planning & Sustainability
Geographic Information System

NORTH 0 4,000 8,000 12,000 Feet

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Charlie Hales, Mayor • Susan Anderson, Director

Topic 6: CE Zoning - grocery, etc.; Development standards

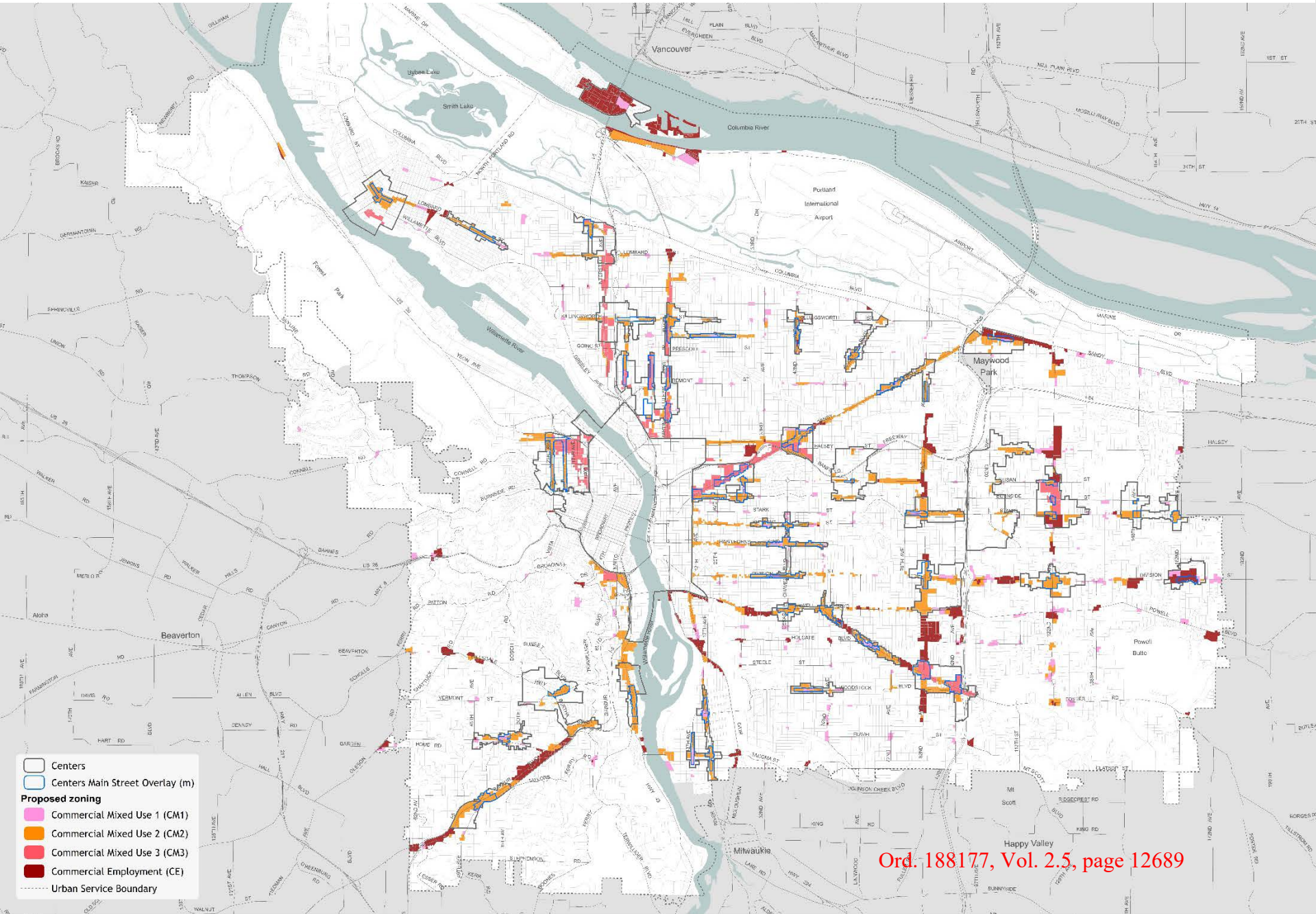
Staff Recommendation:

- Limited CE zone changes in response to requests.
- Consider limited RTF recommendations for CE zoning.
- Consider limited expansion of CE zoning based on Policy 4.24:

  "Prohibit drive-through facilities in the Central City and limit development of new ones in the Inner Ring Districts and centers in order to support a pedestrian-oriented environment."

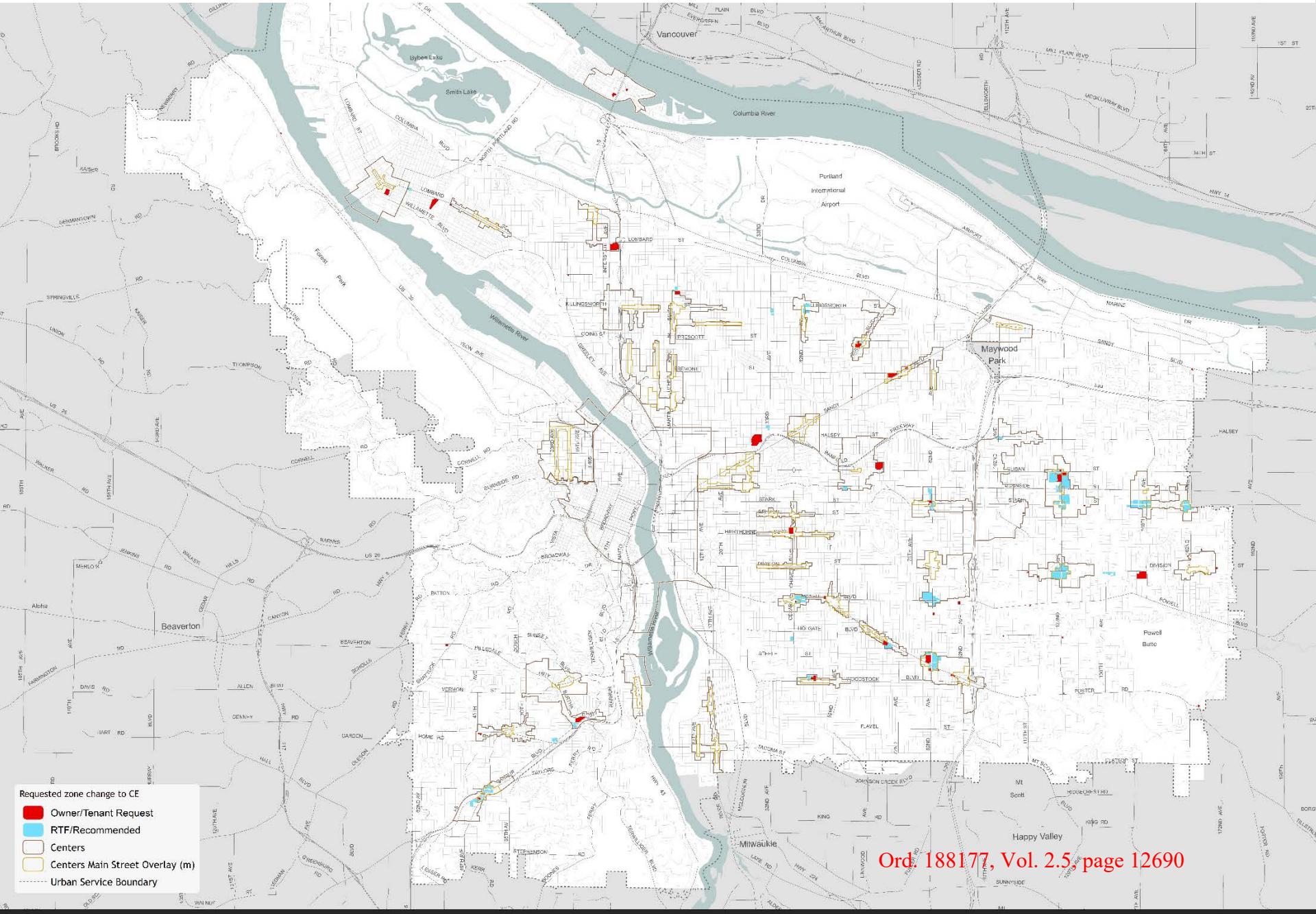
- Retain proposed development standards.

Proposed Zoning Map

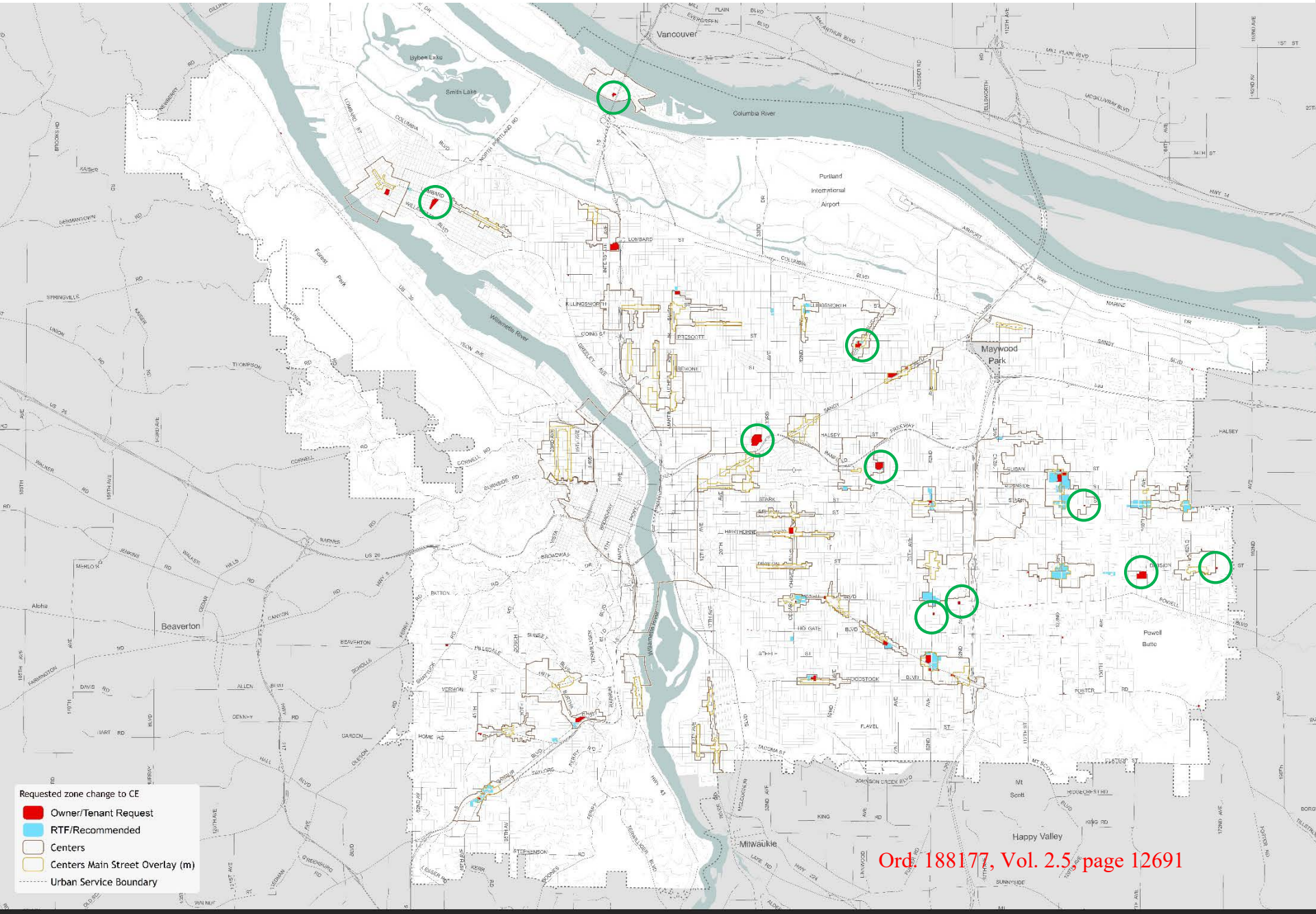


Ord. 188177, Vol. 2.5, page 12689

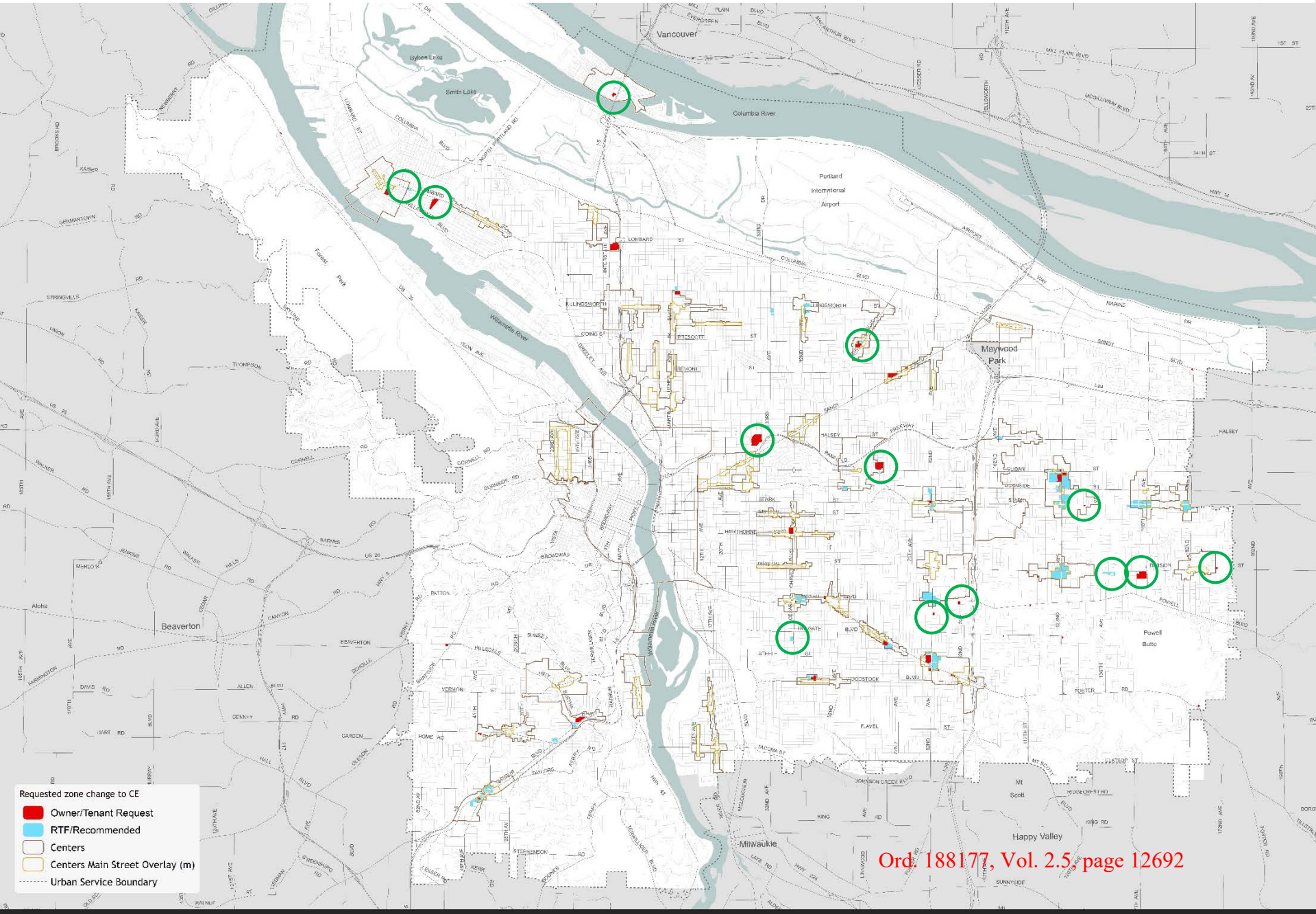
CE Requests + RTF Recommendations



CE Requests

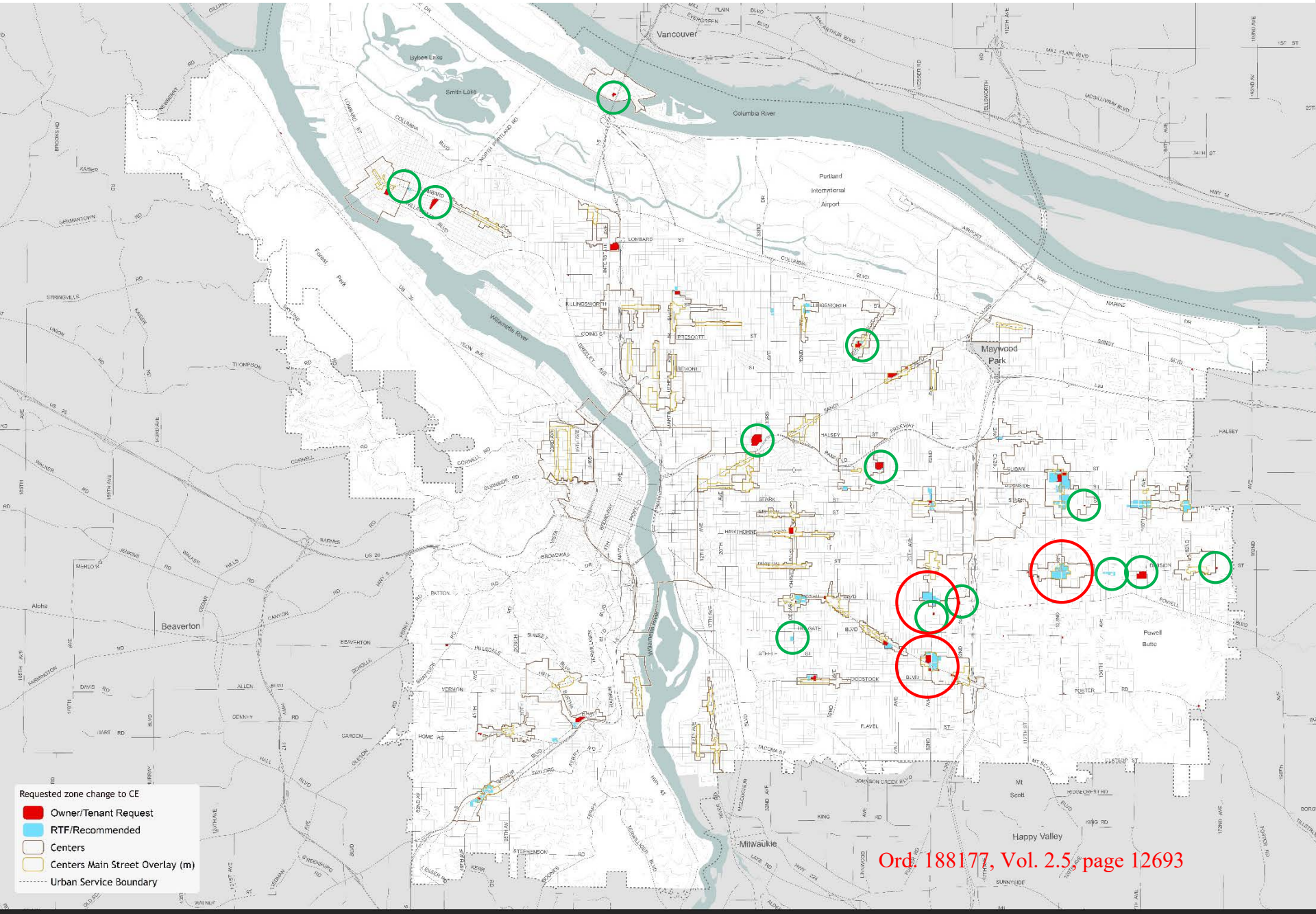

Requested zone change to CE
Owner/Tenant Request
RTF/Recommended
Centers
Centers Main Street Overlay (m)
Urban Service Boundary
Ord. 188177, Vol. 2.5, page 12691

CE Requests + RTF Recommendations

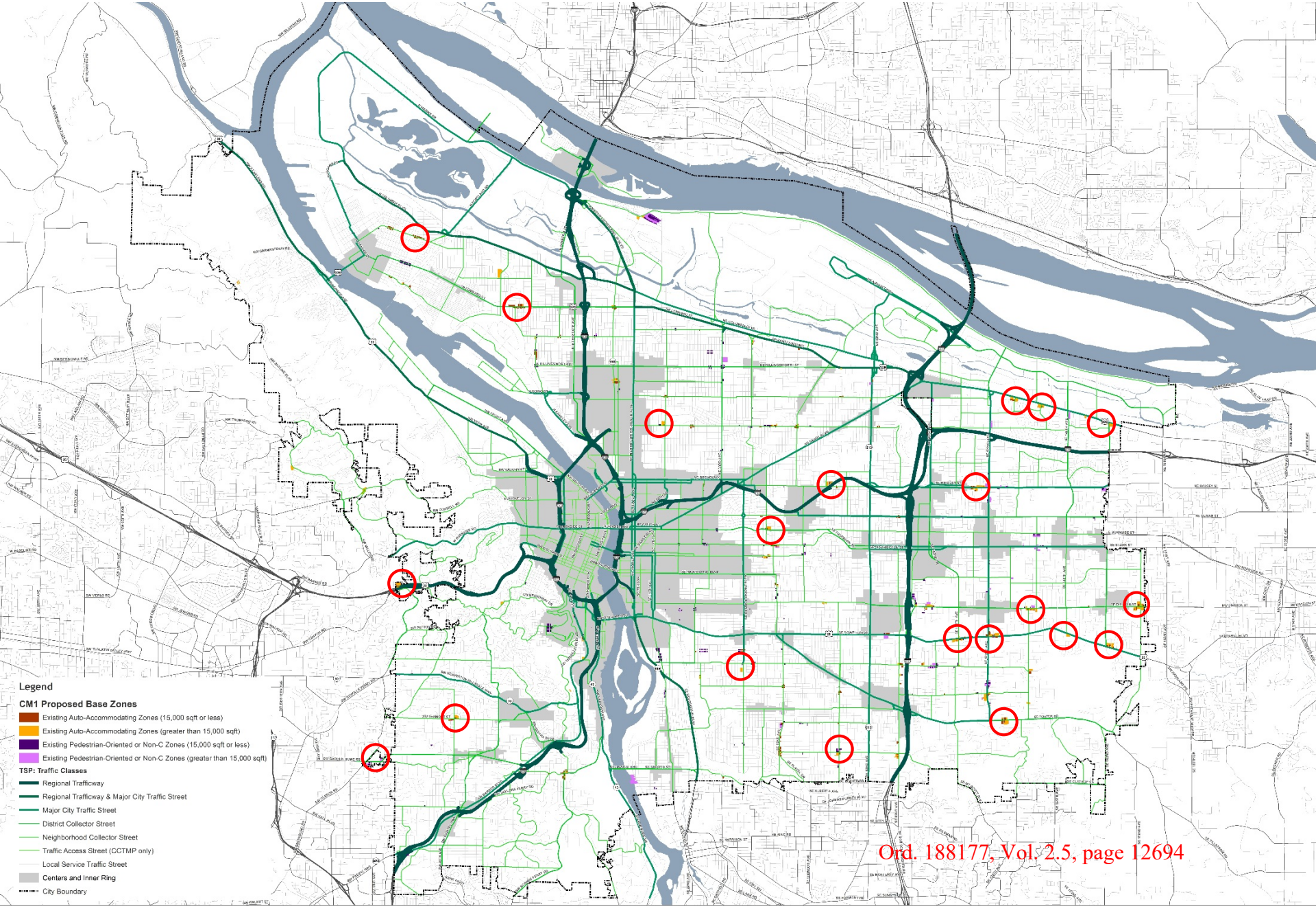


Ord. 188177, Vol. 2.5, page 12692

CE Requests + RTF Recommendations

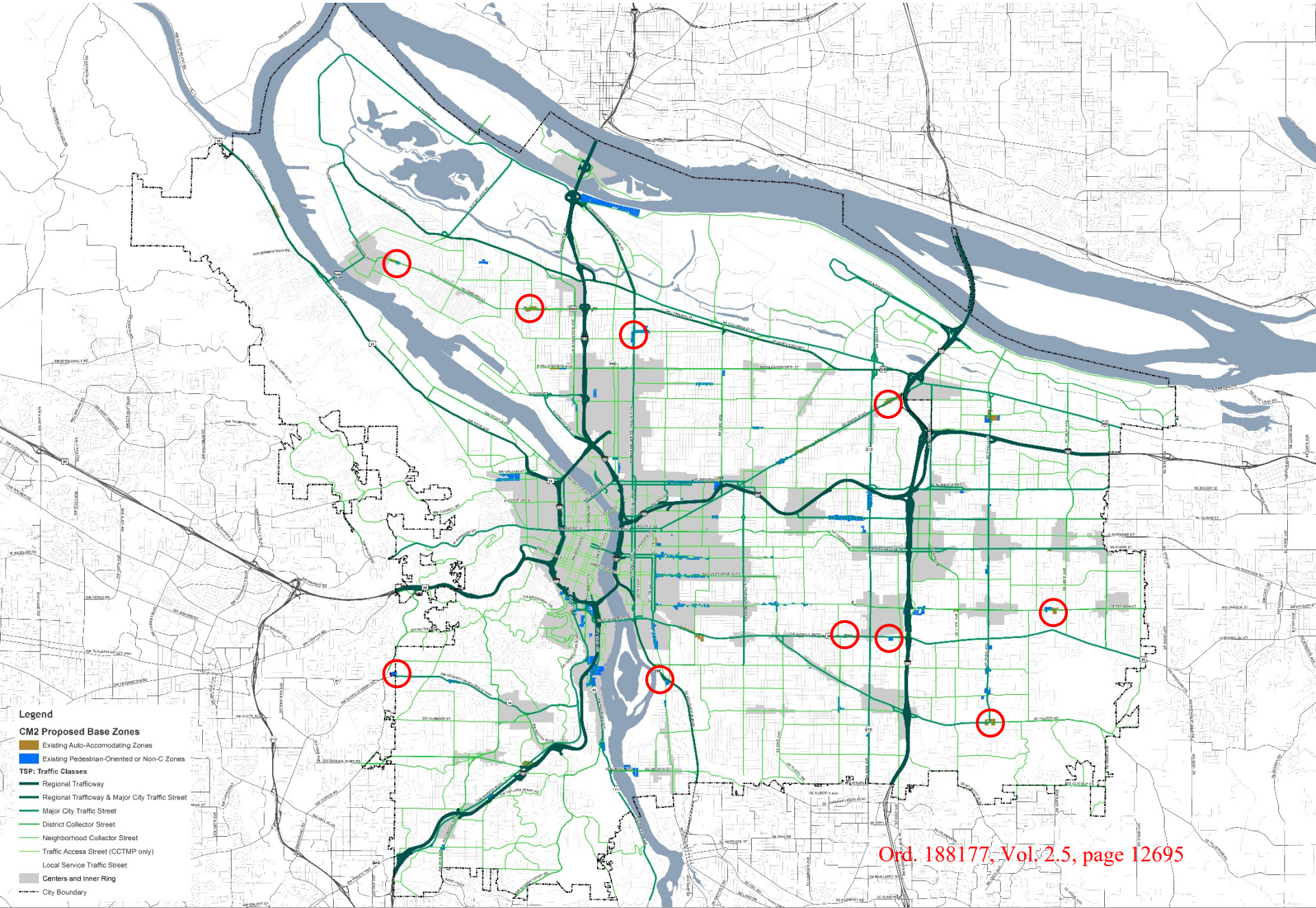


CE/Drive Thru Policy Expansion Areas – CM1



Ord. 188177, Vol. 2.5, page 12694

CE/Drive Thru Policy Expansion Areas – CM2



Ord. 188177, Vol. 2.5, page 12695

Development Standards



Development Standards



Ord. 188177, Vol. 2.5, page 12697

Development Standards



Ord. 188177, Vol. 2.5, page 12698

Development Standards



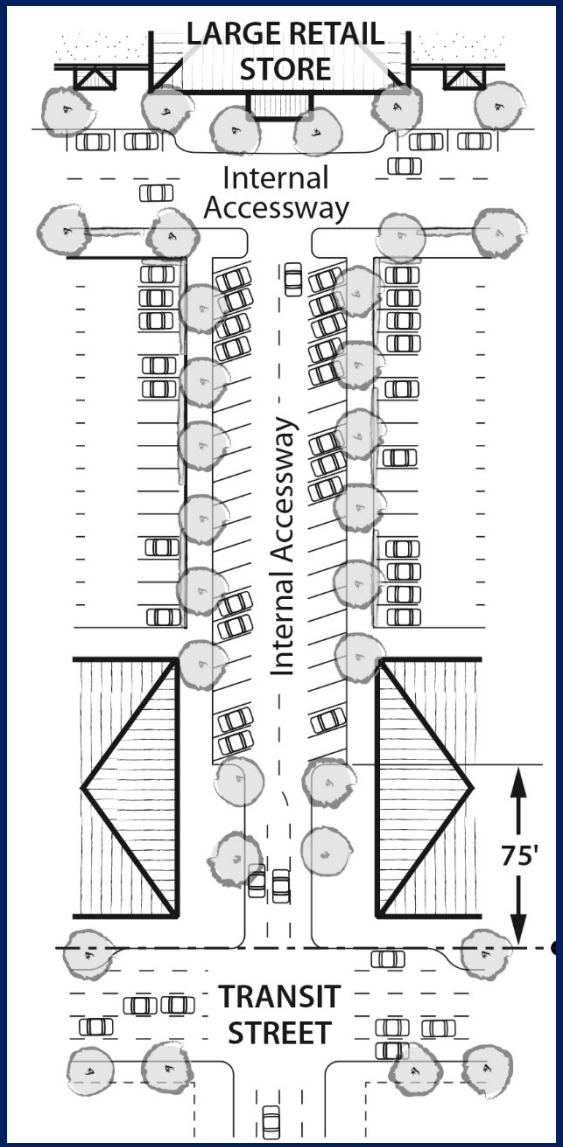
Auto-Accommodating Development



Development Standards

Alternative maximum building setback for large retailers

- Provides flexibility for shopping centers.
- Allows large retail buildings to be set behind parking, when smaller secondary buildings are built close to public streets.
- Proposed Draft reduces qualifying threshold from a 100,000 SF to 60,000 SF retail building.



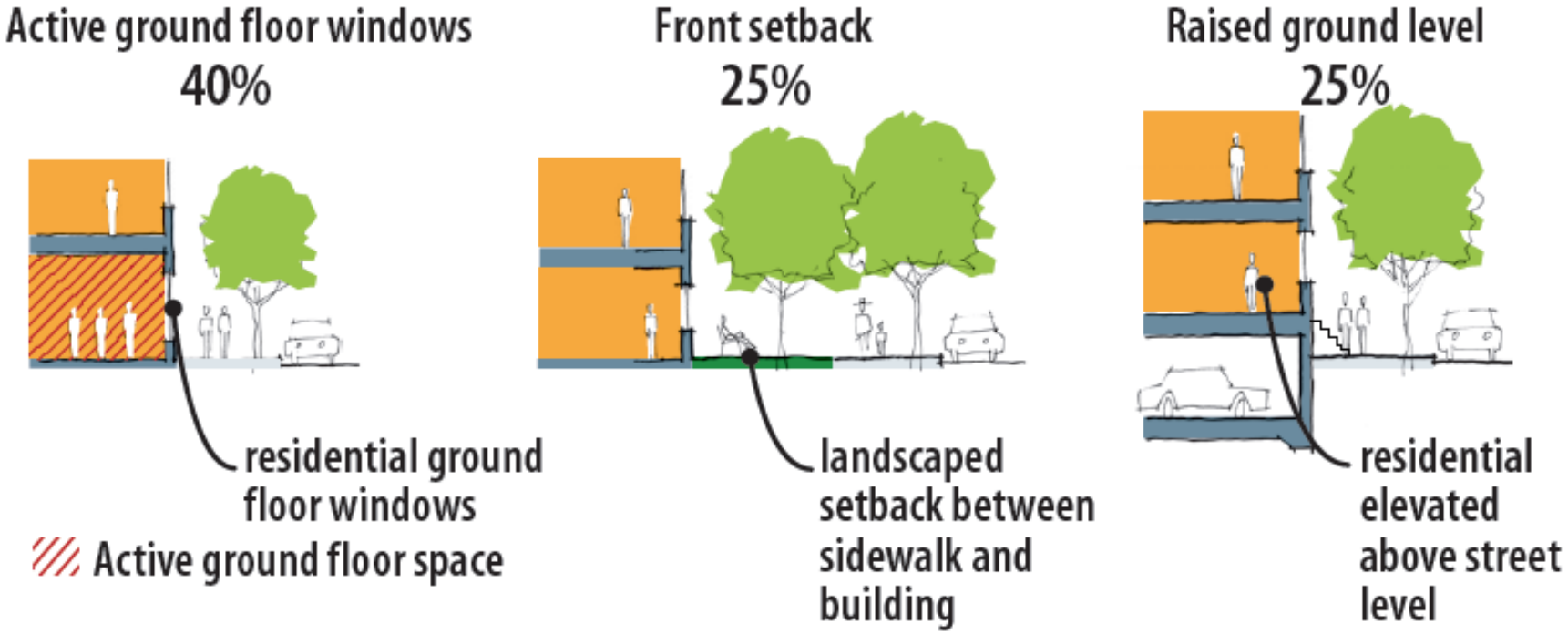
Ord. 188177, Vol. 2.5, page 12701

Topic 7: Code Issues raised in testimony and identified by: PSC; Design, Historic Landmarks and Urban Forestry Commissions; BDS; BPS

Staff Recommendation:

- Tentatively approve staff recommendations shown in items 7.1 to 7.5.
- Provide direction on 7.1.F and 7.5.A.
- Review final code prior to August 9, 2016 work session.

Topic 7: Street Frontage Design



Ground Floor Options for Residential Uses

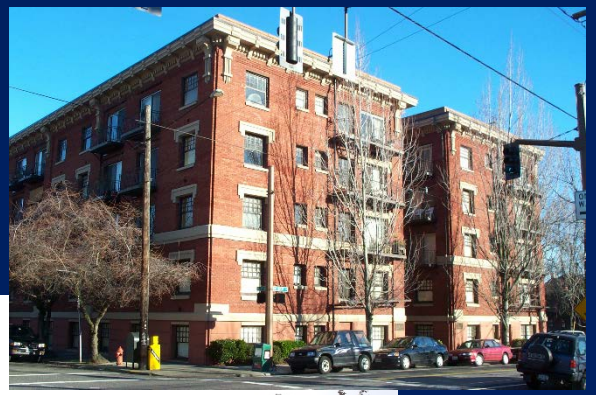
- Design to accommodate future commercial uses, or
- Setback or elevate units for privacy

Ord. 188177, Vol. 2.5, page 12703

Street Frontage Design







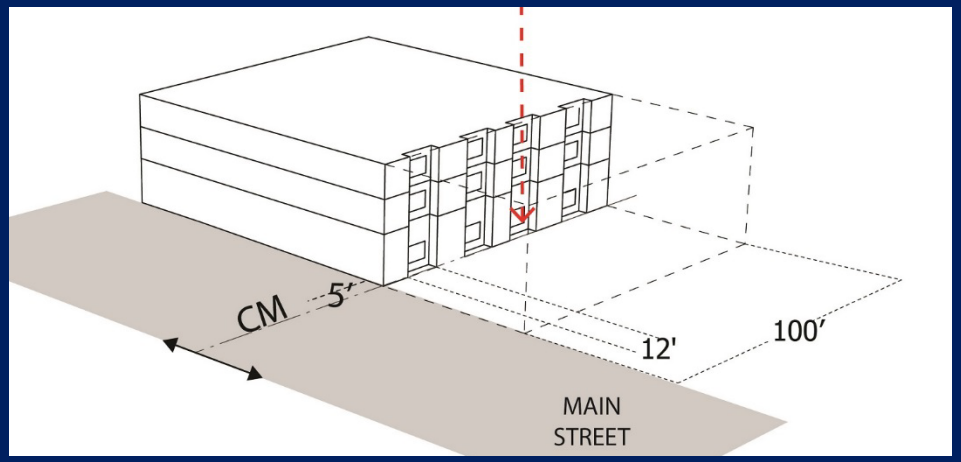
Historic examples with shared entrances

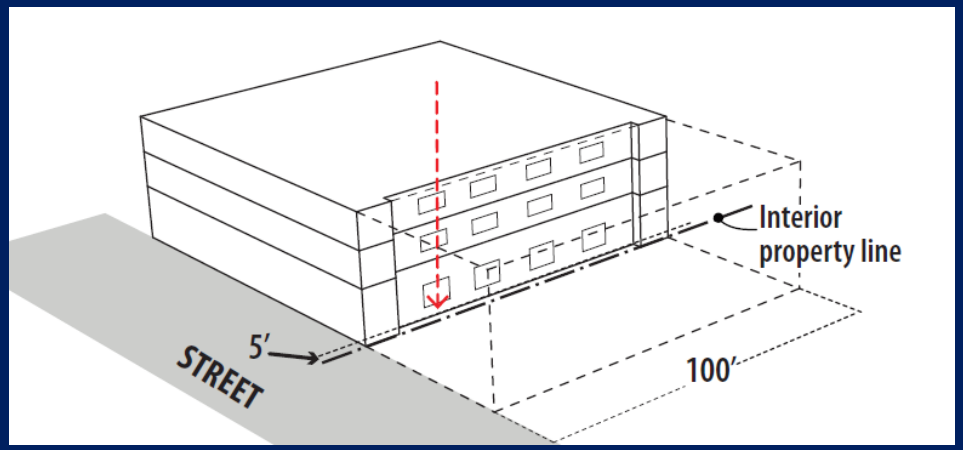


Require all ground level units to have separate entrances?

- Allow as an option.
- Continue to allow other configurations that use shared entrances.

Topic 7: Residential Livability Standards







Side Setback Requirements

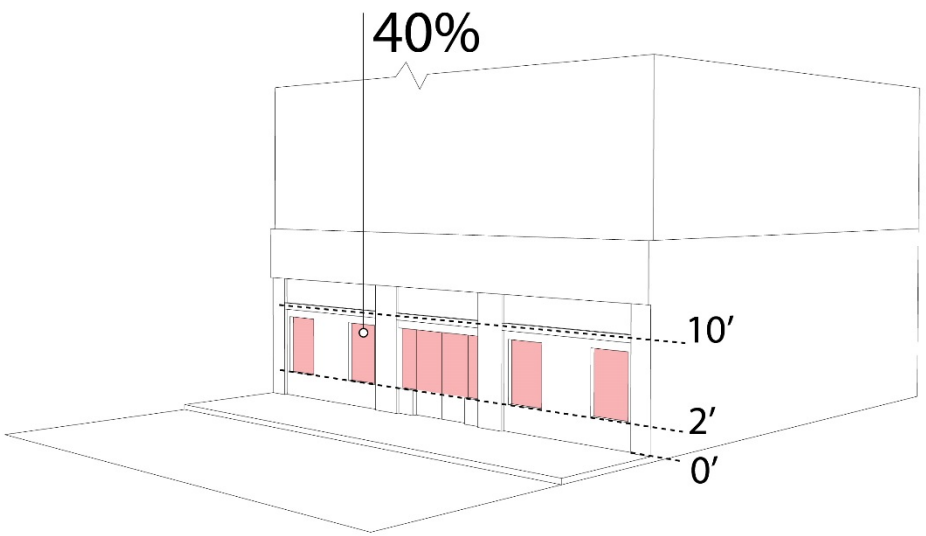
Require a minimum of five feet between residential windows and property lines

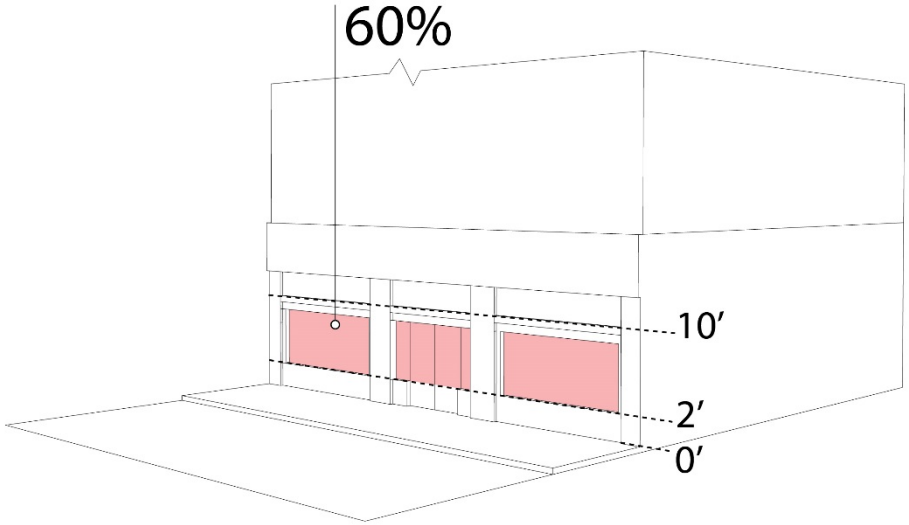
Ord. 188177, Vol. 2.5, page 12705

Topic 7: Ground Floor Windows

Ground Floor Windows

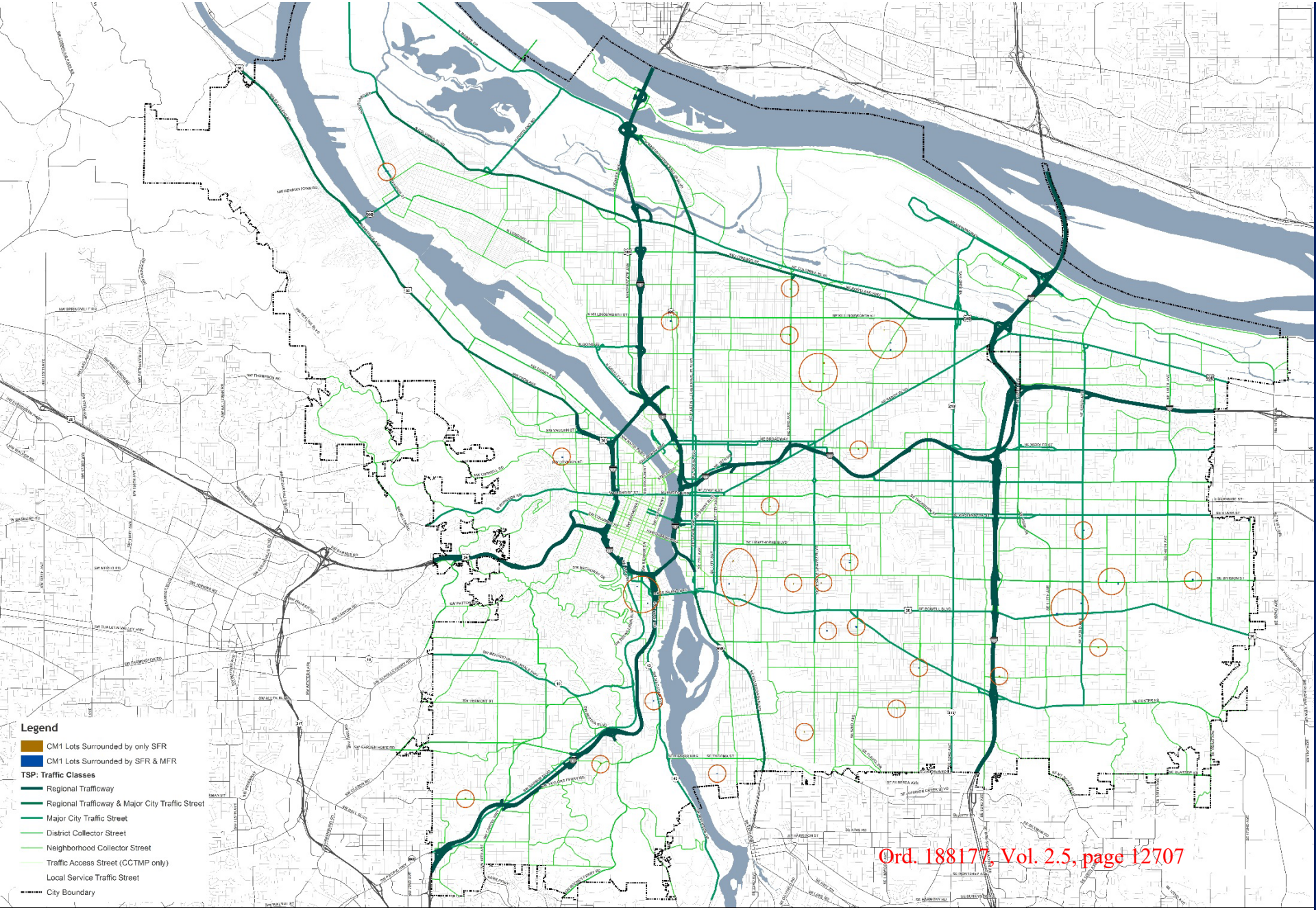
- 40% window standards is increase over current 25%
- Accommodates a range of uses – office, car repair, medical, etc.
- 60% standard is geared to retail – strategically applied





Ord. 188177, Vol. 2.5, page 12706

Topic 7: CM1 Expand Hours Limitations to 15K SF lots



Ord. 188177, Vol. 2.5, page 12707



Resource Slides

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Ord. 188177, Vol. 2.5, page 12708

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MEMO

DATE: June 23, 2016

TO: Planning and Sustainability Commission

FROM: Barry Manning, Project Manager

CC: Susan Anderson, Joe Zehnder, Eric Engstrom, Bill Cunningham, BPS

SUBJECT: Mixed Use Zones Project — PSC Work Session #2

At the Planning and Sustainability Commission meeting on June 28, 2016 the Commission will hold a second work session on the Mixed Use Zones Project. Staff's memo to PSC dated May 23, 2016 identified a number of thematic topics to address in work sessions.

On May 24, the PSC addressed Topic #1, the Low-Rise Commercial Storefront zoning issue. On June 14, PSC heard from PBOT on the TDM issue (Topic #2) and provided direction for the MUZ project. A future work session on July 12 will address the Division Design Initiative (Topic #8), Zoning Map Amendments/Requests (Topic #9), Design Overlay Zones (Topic #10), and questions about EX and CM3 zoning (Topic #11). Staff will also seek final direction on remaining Low-Rise Commercial Storefront areas (Division, Sellwood, Moreland, Multnomah) in the context of the zoning and design discussions.

Also note that a final work session and decision is now planned for August 9, 2016. This final work session will allow staff time to develop zoning code language and map changes in response to PSC direction from the work sessions.

The June 28 work session is focusing on the topics below. The session will start with a brief BPS staff overview, followed by staff comments from partner bureaus: Portland Housing Bureau (PHB), Portland Development Commission (PDC) and Bureau of Development Services (BDS). Given limited time at the meeting, staff is proposing the following agenda to work through the topics.

5:30 p.m. **Topic 3.** Base and Bonus floor area allowances; Inclusionary Housing relationship
5:40 p.m. **Topic 4.** Development and design standards: building height; step-backs/downs; articulation, length, etc.
6:00 p.m. **Topic 6.** Grocery and large site development zoning (CE zoning); building orientation and other development standards
6:20 p.m. **Topic 5.** Drive-throughs; Quick Vehicle Service uses; Auto-oriented development standards
6:40 p.m. **Topic 7.** BDS Code Requests and other code issues from the PSC, Design Commission, Historic Landmarks Commission, Urban Forestry Commission and BPS.

This memo addresses topics 3-7 (including sub-topics) providing a brief discussion of the issue, followed by a staff recommendation. (Note, the order of topics 5 and 6 are reversed to better facilitate PSC discussion.) The staff recommendations are followed by options the PSC my wish to consider in light of testimony/requests. In some cases staff does not support options that may directly respond to testimony. These are indicated. Staff seeks direction from PSC on these issues and will return to PSC with proposed code prior to August 9, 2016.

Topic 3. Base and Bonus floor area ratio (FAR) allowances; Inclusionary Housing relationships

3.1 FAR Discussion:

The proposed structure of "base" and "bonus" floor area rations (FAR) was developed in conjunction with allowed height limits and structured to respond to community development concerns about scale of development, provide adequate level of development capacity to meet future growth needs, and to create an economic incentive for use of proposed bonuses. Subsequent work on the city's implementation of Inclusionary Housing/Zoning (IZ) provisions may result in modifications to the details of code. However, as currently envisioned, the IZ provisions are expected to utilize "bonus" floor area as part of a package of measures intended to offset the costs of provision of affordable units.

3.1 FAR – Staff Recommendation:

	Recommendation	Comment
A	Retain current structure of base and bonus allowances, subject to future IZ changes (Table 130-2; 33.130.212; Table 130-3).	The current FAR structure provides the base and bonus relationships on which IZ provisions are expected to be developed. The base and maximum FAR levels have been analyzed from an economic and physical development perspective.

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Topic 4. Development and design standards: building height (1); step-backs/downs (2); articulation, length, etc. (3)

4.1 Height Discussion:

The proposed height limits for "base" and "bonus" levels of development were developed based on existing allowed height limits in base zones and plan districts, conversations with the community about scale of development, and research from approaches employed in other jurisdictions. The height limits relate to the proposed FAR by accommodating the FAR allowances within height limits that respond to neighborhood-scaled development. The height limits assume commercial, residential, and mixed use developments that feature ground floors with heights ranging from 12-15 feet, and residential floors of approximately 10 feet.

4.1 Height — Staff Recommendations:

	Recommendation	Comment
A	Retain current heights CM1 – 35'; CE – 45'; CM2 – 45'/55'; CM3 – 65'/75' (Table 130-2).	Height limits were established based, in part, on current height limits and neighborhood expectations about development scale. The CM1 zone is expected to allow up to 3 stories. The CE zone is expected to allow up to 4 stories. The CM2 zone is expected to allow up to 4 stories, or 5 stories with bonus. The CM3 zone is expected to allow up to 6 stories, or 7 stories with bonus.
B	Provide 3-foot allowance for extra ground floor height citywide.	The MUZ proposed to allow an additional 3-feet of height at the ground floor in CM2 and CM3 zones for buildings with high-ceiling ground floor activities as part of the Centers Main Street Overlay zone (33.415.400). Staff recommends allowing this provision citywide and extending the provision to the CE zone.

4.1 Height — Alternatives/Options:

	Option	Comment
C	Allow additional 5 feet of height at ground floor for commercial use and mechanized parking citywide.	Provides height at ground floor to better accommodate high ceiling commercial space and mechanized parking stackers in mixed use development zones throughout the city. Keeps height of upper floors in check; limits ability to add a full floor of development to buildings.
D	Revise height limits overall (add additional 3- to 5-feet, plus additions for structural).	Revises height overall to accommodate taller ground floors (adds 3-5 feet to accommodate commercial and/or mechanized parking) and more generous floor-to-floor heights in upper stories (10' 6" floor to floor). Also adds 1-foot structural dimension to allow for a roof deck. +3': CM1 – 39'; CE – 50'; CM2 – 50'/61'; CM3 – 71'/82' +5': CM1 – 41'; CE – 52'; CM2 – 52'/63'; CM3 – 73'/84'

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4.2 Step Downs and Step Back Discussion:

The MUZ proposed height "step-downs" and "step-backs" in different situations. Step-downs are proposed to transition height of larger buildings adjacent to residentially-zoned properties. Step-backs are proposed on street-facing facades for several reasons: 1) to minimize the impact of bonus height allowances on street walls; 2) to respond to Comprehensive Plan policies that call for better matching allowed building heights to street widths.

4.2 Step-Down and Step-Back — Staff Recommendations:

	Recommendation	Comment
A	Retain step-downs to residentially-zoned properties (33.130, 210.C.2.b & c).	The proposed step-downs address scale transitions to residential zones and are similar to codes employed in many plan districts and through design standards.
B	Retain Bonus step backs in CM2, CM3 (33.130.212B.5.b).	An additional 10 feet of bonus height is available in the CM2 zone in selected areas where Comprehensive Plan designations are MU-UC or MU-CC and the Design overlay zone is applied. Additional building height makes bonus FAR more usable, but additional height has been a concern for community members. This provision allows additional height but reduces the appearance of building height at the street wall.
C	Remove CM3 zone step-back over 55' on narrow streets (33.130.210.C.2.a).	The proposed step-back responds to Comprehensive Plan policies that call for better matching building heights to street width. However, projects in the CM3 zone over 55' feet are currently subject to discretionary design review and may not use Community Design Standards. Design review provides a degree of design oversight that may address the scale issue adequately. Removal of the step back also reduces code complexity, a concern for BDS.

4.2 Step-Down and Step-Back — Alternatives/Options:

	Option	Comment
D	Map CM3 step back over 55' on selected streets and situation	This alternative limits application of the step-back by requiring step backs only on specific narrow streets, rather than codifying the process for determining to which facades this applies. BPS would produce a map of specific narrow street segments the step-back applies to.

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4.3 Building Articulation and Length Discussion:

The building articulation and building length standards work in conjunction with other development standards to address building the mass and size of buildings as viewed from the street. Articulation is intended to break-up/prevent large flat building planes that may be out of character with neighborhood scale, and add variety to development. The building length standard is also intended to reduce mass and scale of new buildings by limiting the length of a continuous building frontage to 200 feet, the length of a traditional Portland block. Some have expressed concerns that these standards may be cumbersome to implement and may be overly prescriptive. The Historic Landmarks Commission has expressed concern that the building length limitation may result in interruptions to the continuity of building street frontages along sidewalks.

4.3 Building Articulation and Length — Staff Recommendations:

	Recommendation	Comment
A	Retain Articulation and Length Provisions (33.130.222).	These provisions respond to community concerns about the mass and bulk of large new mixed use buildings. Other measures to address this issue have been suggested (change in materials, color or other design elements), but these options are best addressed through design standards or a discretionary design review process rather than development standards.

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Topic 6. CE zoning for auto-accommodating uses, grocery stores, and other large site developments (1); building orientation and development standards (2)

6.1 CE Zoning Discussion:

The proposed MUZ zoning map is based on a process described on page 316-318 of the Proposed Draft. Its foundation is a conversion table that assigns new MUZ zones based generally on the existing zoning and the new Comprehensive Plan. As part of the zoning map conversion, some areas or sites that are currently zoned for auto-accommodating zoning (CN2, CG) were converted to a more pedestrian-oriented mixed use zone (CM1, CM2); this primarily occurred in areas designated as "centers" in the Comp Plan. This resulted in an overall loss of area zoned for auto-accommodating uses. Several stakeholders (RTF, Space-Age Fuel, Albertsons, Fred Meyer, U-Haul, McDonalds, others) have testified that they wish to retain or be zoned to CE, the most auto-accommodating zone, to support business operations or to anticipate future development where pedestrian-oriented or mixed use development is not economically feasible in the foreseeable future.

6.1 CE Zoning — Staff Recommendations:

	Recommendation	Comment
A	Apply CE zoning on a limited number of sites outside of Inner Ring and town centers in response to testimony to accommodate large/grocery retail, and other uses.	Staff is analyzing opportunities to rezone specific properties where CE zoning was requested through testimony. A preliminary map for PSC feedback will be shown on June 28 with a complete proposed map on July 12.
B	Consider selective rezoning from CM1 and CM2 to CE outside of Inner Ring and Centers more broadly map CE.	Staff is analyzing opportunities for rezoning from CM1 or CM2 to CE outside of Inner Ring districts and Centers. A preliminary map for PSC feedback will be shown on June 28 with a complete proposed map on July 12.

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6.1 CE Zoning Map — Alternatives/Options:

	Option	Comment
C	Rezone to CE as requested by those that testified (all areas).	Several pieces of testimony were received requesting application of the CE zone. Many of these locations are within designated centers and may not be appropriate for CE zoning and allowances.
D	Broad rezoning to CE outside of centers to accommodate additional/new auto-accommodating uses.	Some testimony was received requesting a much broader application of CE zoning and/or allowance for drive through facilities (RTF, Space-Age Fuel, Albertsons, Fred Meyer, U-Haul, McDonalds, Bitar, others). Testimony suggests taking this approach in support of new Comp Plan Policy 4.24. This approach would create opportunity for auto-accommodating and auto oriented development in areas where this type of activity has been prohibited since at least 1990; it may be counter to the desires of neighborhoods that have developed plans and/or worked with city staff on rezoning proposals. *Staff does not support this approach.*

6.2 Development Standards Discussion:

The development standards of the CE zone are intended to be both auto-accommodating and pedestrian friendly. They allow for generous parking areas, drive thru facilities and uses that are auto-oriented; they also call for buildings to be oriented to the street and provide ground floor windows and entrances. To better accommodate some large-scale retail uses, the alternative maximum building setback standard threshold was reduced from 100,000 SF to 60,000 SF. This standard allows primary buildings to be set behind parking when smaller, secondary buildings are located in front of the parking along public sidewalks. However, many retailers have testified that the development standards of the zone are still too difficult and/or costly to meet for many tenants such as large-format grocers, national retailers, or national restaurant chains. They may also create nonconformity for users which adds cost and uncertainty in the development process.

6.2 Development Standards — Staff Recommendations:

	Recommendation	Comment
A	Retain building orientation standards in CE zones.	The proposed development standards largely continue regulations that promote buildings near the sidewalk that are easily accessible by transit users and pedestrians, while allowing for parking areas to the side and rear of buildings. The proposed standards provide increased flexibility for large sites, allowing parking in front of portions of buildings. In the CE zone, building orientation is less rigorous than in the existing CG zone when sites are located at two transit streets. Recent national retail developments such as Wal-Mart, Safeway, and Walgreens, as well as local retailers such as New Seasons demonstrate that it is possible for national firms and large format retailers to conform closely to Portland building orientation standards.

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B	Retain proposed alternative setback size threshold of 60,000.	Large scale uses that are unable or choose not to conform to the base zone development standards may pursue adjustments or this alternative setback approach in which the threshold size has been reduced by 40% from the existing 100,000 SF to the proposed 60,000 SF.

6.2 Development Standards — Alternatives/Options:

	Option	Comment
C	Change setback allowances in the CE zone.	PSC received testimony requesting that maximum setbacks in the CE zone be dropped and that no maximum setback standard be applied to facilitate buildings being located behind parking areas. *Staff does not support this approach.*
D	Reduce ground floor window requirements in the CE zone.	PSC received testimony requesting an exemption to the ground floor window standards for retail store walls devoted to truck loading or external to internal areas used for storage, refrigeration or mechanical equipment. The proposed code provides sufficient flexibility to accommodate these needs, such as by requiring less window coverage on secondary street frontages, allowing display windows or public art to substitute for views into interior spaces, and by not requiring windows for building walls more than 20' from street frontages (accommodating truck loading areas). *Staff does not support this approach.*
E	Eliminate transit street main entrance requirements in the CE zone.	PSC received testimony requesting an exemption to the transit street main entrance requirements. *Staff does not support this approach.*
F	Revise alternative setback size threshold for large retailers to 40,000 or 45,000 SF.	PSC received testimony requesting a reduced threshold for utilization of the Alternative maximum building setback for large retailers (33.130.215.E). Buildings in the 40,000+ SF size range have proven an ability to meet or adapt to the current setback standards and may not need this alternative. *Staff does not support this approach.*

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Topic 5. Drive-through facilities; Quick Vehicle Servicing (QVS) uses (gas stations, oil change, car wash, etc.); other related site development standards

5.1 Drive Thru and QVS Discussion:

The MUZ proposes to allow drive through facilities and Quick Vehicle Servicing uses (gas stations, vehicle lube facilities, car washes, etc.) in the CE zone, but prohibit them in the CM1, CM2, and CM3 zones. Currently, drive through facilities and Quick Vehicle Servicing uses are only allowed in the CG zone and in the CN2 zone when adjacent to major arterial streets. The new array of zones maintains a similar relationship, but as noted in #6.1 above, has resulted in an overall reduction of area zoned for such uses.

5.1 Drive Thru and QVS — Staff Recommendations:

	Recommendation	Comment
A	Retain allowance for QVS and drive through facilities in CE; prohibit new in CM1, CM2, CM3.	Keep use and development allowances as proposed for new uses to limit development on new facilities except in CE zone.
B	Make existing drive thru facilities and QVS uses in CM1, CM2, and CM3 'allowed.'	This would amend code to clarify that drive through facilities and Quick Vehicle Servicing uses that existed as of the effective date of the new code are considered allowed facilities. The facilities may be intentionally destroyed and rebuilt, but would be subject to current development standards. This approach eliminates nonconforming status of existing facilities and allows more flexibility for adjustments if needed. Staff also proposes a three year "sunset" of the allowance for facilities that have been in disuse.
C	Revise code to allow "Click and Collect" facilities for grocers/large retailers.	Revise code to clarify that "click and collect" type facilities where an order is placed from a remote location and then picked up on site at a parking/loading spot, is allowed. The facilities are differentiated from drive thrus. Consider a building or site size threshold.
D	Retain prohibitions on QVS and drive through facilities in Centers Main Street Overlay zone, but revise boundary where appropriate.	The Centers Main Street overlay zone (CMSO) is applied to limited areas within the centers of the proposed Town Centers and Neighborhood centers in order to promote active, pedestrian-oriented development that anchor walkable communities. Staff proposes minor revisions to the boundaries of the CMSO to better accommodate existing uses, while encouraging pedestrian orientation.

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5.1 Drive Thru and QVS — Alternatives/Options:

	Option	Comment
E	Allow new drive-thrus outside of centers more broadly.	PSC received testimony asking to broaden allowances for drive thru facilities. This may require rezoning to CE in many areas – see Option 3.1.B. *Staff does not support this approach*.
F	Allow new drive thrus inside centers.	PSC received testimony asking to broaden allowances for drive thru facilities. This may require rezoning to CE in many areas – see Option 3.1.B. *Staff does not support this approach*.
G	Revise code to allow drive thru and quick vehicle servicing uses accessory to grocery stores.	This proposal would allow drive thru and quick vehicle servicing uses accessory to grocery stores or retailers of a minimum size on a minimum site size. This would result in a minimal number of curb cuts and pedestrian conflicts.
H	Drop prohibition on drive thrus in CMSO and allow rebuilding in when minimum FAR is achieved.	This would drop the prohibition for drive thrus and allow rebuilding of facilities when minimum FAR is met. Similar to Hollywood and St Johns provisions.

5.2 Development Standards Discussion:

The Buffer overlay zone (44.410), which addresses the interface of commercial activities and residential uses, is being removed from the zoning map in many areas. To address the loss of the buffer standards, the proposed base zone (33.130) includes several development standards that buffer commercial use activities such as exterior work areas and drive through facilities allowed in CE from adjacent and nearby residential zones. PSC received testimony that these standards overly constrain the ability to locate drive through facilities on small sites adjacent to residential zoning, requesting that standards be reduced or eliminated.

5.2 Development Standards – Staff Recommendations:

	Recommendation	Comment
A	Revise "buffering" standards to allow drive thru and exterior work activities closer to Residential zones (25'); mitigate impacts with landscaping.	Revise code language to remove prohibition within 50 feet of residential zone. Change the standard to state that drive through facilities are "not allowed" within 25 feet of a residential zone. This is a reduction from the proposed 50 feet, and removal of the prohibition allows for adjustments. Also remove the provision that prohibits drive thrus across the street from a residential zone; mitigate with landscaping.

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Topic 7. Code Issues – Additional issues raised in testimony and/or identified by PSC, Design Commission, Historic Landmarks Commission, BDS, and BPS

Many of the issues raised in testimony or raised by Design Commission, Landmarks Commission, Planning and Sustainability Commission, and BDS have been addressed in the thematic issues in topics 3-6. Below are other issues that may not be addressed in the topics above.

7.1 Planning and Sustainability Commission and Public Testimony Issues

	Issue	Comment and Staff Recommendation
A	Required residential open area size.	Staff proposed 48 SF per unit. Research on other jurisdictions show a range of size requirements from zero to 100 SF per unit. For example, Chicago and San Francisco require 36 SF in higher density zones. Tacoma and Santa Monica require 100 SF. **Staff Recommendation: Retain 48 SF requirement.**
B	10' setback on outer Civic Corridors.	Staff proposed a 10 foot building setback on Civic Corridors in Eastern and Western pattern areas. This is to address impacts of wide, high traffic volume streets, allow for enhanced pedestrian space and provide opportunity for a "green" edge. **Staff Recommendation: Retain proposed 10 foot setback.**
C	LEED requirement in PD Bonus.	Staff recommended using an energy efficiency standard similar to LEED Gold for buildings using the Planned Development bonus. A specific standard or certification is not spelled out or required due to the fact that certification comes after construction. BPS will develop administrative rules for implementing this feature. **Staff Recommendation: Retain the requirement for energy efficient buildings in the Planned Development bonus. Ask BPS to return to PSC with administrative rules for review when drafted.**
D	Sandy Boulevard step-down transitions.	The MUZ project proposes to create three plan districts to replace a main street overlay zone, because the standards that apply to affected areas vary, which is not the way overlay zones are applied. The step-down/transition standard was developed as part of a specific Hollywood and Sandy area planning effort. **Staff Recommendation: Retain current standard**
E	Operating Hours in CM1; change threshold size (15,000 sf) and broaden surrounding R zones to MFR.	PSC received testimony from Irvington neighborhood requesting that limitation on hours of operation for small CM1 zoned sites be extended to sites of 15,000 SF. Others requested the limitation be extended to all Residential zones. BDS expressed concern about code enforcement issues regarding hours of operation.

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		Staff Recommendation: Consider amending standard to 15,000 SF, in situations when surrounded by RF-R1 zones.
F	Require Commercial uses in the CM1 zone.	PSC received testimony from community groups and members requesting that specific sites in CM1 (e.g. SW hills) and nonconforming uses being rezoned to CM1 be required to have commercial uses. This approach would also support Comp Plan Policy 6.66 that calls for small commercial nodes in areas between centers to expand local access to goods and services. **Staff Recommendation: Consider requiring commercial use in CM1 zone; exempt vacant sites and sites in residential use as of effective date of new code.**
G	Ground floor window height issue.	PSC received testimony from community members concerned about the placement, height and measurement of ground floor windows. **Staff Recommendation: Consider suggested code revisions and incorporate changes, if necessary, to ensure windows relate to pedestrian viewing areas.**
H	Rooftop Mechanical and stairwell enclosures allowances	Concern raised that required step backs combined with open space requirements will make meeting the exceptions of 15' setbacks for stair enclosures in 33.130.210.D difficult to achieve. **Staff Recommendation: Retain this existing code language pending further discussion with BDS; return to PSC for further discussion and with a revision if this is an issue.**
I	Auto-Accommodating Development (33.910)	Suggestion to re-label the section in 33.910 from "Auto-Accommodating Development" to "Auto-Oriented Development," and also amend references to it in other parts of the code. **Staff Recommendation: Retain Auto Accommodating language. The term "Auto-Accommodating" is used in the zoning code to describe uses, situations and developments that are designed to facilitate access for vehicles, but that still have pedestrian orientation (limited setback from street, entrances close to sidewalk, windows etc.). Recasting as "Auto-Oriented" might suggest that pedestrian oriented features of development are less important.**

7.2 Design Commission and Historic Landmarks Commission Issues

	Issue	Comment and Staff Recommendation
A	Ground Floor Windows – require 50% overall.	The Portland Design Commission recommended that the Ground Floor Window standard be increased to 50% coverage, or an average of 50% for multiple facades. **Staff Recommendation: retain the proposed standard.**

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B	Limit Ground Floor Residential uses and require separate entrances for each ground-level residential unit.	The Portland Design Commission recommended that residential uses should not be allowed on a corridor unless it is a live/work unit, and that all ground floor residential units be required to have an individual entrance. With many miles of CM zoning, it may be difficult to require active uses or live/work in all situations. Although an option, requiring individual entries may not be appropriate in all cases. **Staff Recommendation: Retain the proposed standard**.
C	TDR radius – apply a two-mile radius standard.	The Portland Historic Landmarks Commission recommended that the radius for TDR be extended to two miles. **Staff Recommendation: Revise the standard to two miles**.
D	Apply minimum FARs to all Commercial/Mixed Use Zones.	The Portland Design Commission recommended that minimum FARs be established for all Commercial/Mixed-Use zones. The MUZ proposed minimum FAR in the CMSO, where intense activity and development is desired. Because the zones are applied citywide in a number of development contexts, staff does not support applying minimum FARs broadly. **Staff Recommendation: Retain the proposed standard.**

7.3 Urban Forestry Commission Issues

	Issue	Comment and Staff Recommendation
A.	Relationship between MUZ and Title 11, Trees.	The Commission Chair expressed concerns about the relationship of Mixed Use Zones project goals to Title 11: Trees, and about the proposed future amendments to Title 11. **Staff Recommendation: Staff will meet with the Urban Forestry Commission and staff to review and discuss the MUZ, and any future proposed changes to Title 11.**

7.4 Bureau of Development Services (BDS) Issues

Many thematic comments/concerns raised by BDS are addressed through the topics above. Staff will continue to work with BDS on technical fixes to code issues identified by BDS and others. Substantive issues raised by BDS that are not addressed in other topics are outlined in the table below.

	Issue	Comment and Staff Recommendation
A	Height measurement standards for Commercial/Mixed-Use zones.	BDS expressed concern about applying a new height measurement standard to C/MU zones, and different height measurement standards for other zones, including new standards that may be developed for the Residential Infill Project.

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		Staff Recommendation: Staff will work with BDS and BPS staff to determine if a singular new approach may be used. Alternatively, retain the proposed approach, but relocate the standard to Chapter 33.930.
B	Setback requirements for residential windows.	The building code currently requires windows to setback a minimum of 3-feet from property lines. Staff proposed a minimum setback of 5 feet for windows adjacent to property lines to address livability and provide light and air. **Staff Recommendation: Retain the proposed 5-foot setback.**
C	Ground floor windows: clarify qualifying areas; add minimum 24" depth of display area; clarify parking structures; application on sloped sites.	PSC received testimony from BDS concerned about the measurement of ground floor windows in situations with sloped lots as well as other aspects of ground floor window requirements. **Staff Recommendation: Staff will work with BDS to clarify code, including qualifying areas and depth of display. Some sites, such as sloped sites may require an adjustment.**
D	Consider eliminating specific plan districts, or incorporate plan district provisions into base zone. Drop specific references to allowed and prohibited materials in plan districts.	The Sandy, Division, and Lombard Plan Districts were formerly part of a Main Street overlay zone. They were the result of specific area planning efforts. The overlay zone was broken into separate plan districts in keeping with current code practice. Where redundant with base zone, standards were dropped from plan districts; what remains is unique to the area. **Staff Recommendation: Retain the plan districts. Staff will work with BDS to clarify the regulations of plan districts and make changes where appropriate to incorporate in or reference other codes.**

7.5 Bureau of Planning and Sustainability Issues

BPS continues to identify substantive zoning code and zoning map issues that warrant discussion by PSC.

	Issue	Comment and Staff Recommendation
A.	Agriculture uses.	Agriculture is currently a CU in Commercial/Mixed Use zones. Agriculture is Allowed/Limited use in E/I zones. New state law allows marijuana grow operations; these are currently being permitted in EX. Allowing/Limiting Agriculture use in CM3 will be consistent with existing EX code. Allowing Agriculture uses in CE with size with limits will relieve pressure on E/I zones to accommodate these facilities. **Staff Recommendation: Consider allowing Limited Agriculture use in CM3 and CE zone up to the size limits allowed for industrial uses.**

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MEMO

DATE: June 23, 2016

TO: Planning and Sustainability Commission

FROM: Barry Manning, Project Manager

CC: Susan Anderson, Joe Zehnder, Eric Engstrom, Bill Cunningham, BPS

SUBJECT: Mixed Use Zones Project — Staff response to additional Questions and Concerns from Commissioners

The table below includes a list of issues, questions and concerns posed by Commissioners Schultz and Smith to project staff via email. Staff has provided answers to questions as available at this time and indicated where issues may be addressed in work sessions.

	Question/Issue	Staff Response
KS	Residential FAR was not regulated previously, but now will be. Have you calculated an equivalency in the new FAR structure? In other words – are properties losing residential FAR potential?	This will be addressed on 6/28 in Topic 3. In some cases, base FAR is reduced somewhat in new base zones compared to existing zones (CM2, CE). In some cases it is the same, or higher (CM1, CM3). Housing is not regulated by FAR in current zones, therefore projects with housing may exceed stated FARs. In the proposed zones, additional FAR is available through bonuses. A comparison of proposed zones and similarly-scaled existing zones is attached at the end of this document and will be provided at the PSC meeting.
KS	Page 67 (33.130.050) - Neighborhood Contact – I recommend that clarification on expectations for both Neighborhood and Development team be provided - ie are base zoning allowances to be part of discussion?	Neighborhood contact parameters are proposed to be revised as part of follow up work on Comp Plan implementation.

	Question/Issue	Staff Response
KS	Page 73 - (33.130.100.B.a) - Commercial Parking - does tuck under parking qualify as structured parking?	Yes, tuck under parking would qualify as structured parking for the area within the bounds of a structure.
KS	Page 83 (33.130.210.B) - this opens up the door to project NOT building sidewalks to avoid measuring height in this manner.	Most sites in C/MU zones have sidewalks or would be required to add them by PBOT/Title 17 in conjunction with development. Staff does not believe this will be an issue.
KS	Page 87 (33.130.210.D) item 2 – the roof thickness increases with occupied roofs and needs to be accommodate in the height measurement as well as parapet heights.	This issue can be discussed by PSC and is raised in memo Topic 2.1 regarding heights.
KS	Page 87 (33.130.210.D) Item 4 - I am concerned with the required step backs combined with open space requirements, meeting the exceptions (item 4) of 15' setbacks for stair enclosures will be difficult to achieve.	This is existing code language. Staff will review w/ BDS and return to PSC with a revision if this is an issue.
KS	Page 89 (Table 130-2) – Does the required landscaping count towards required outdoor space?	Yes, landscape areas designed to accommodate people can count toward required outdoor space. Also, up to half of the required landscape area can be in the form of paved pedestrian surfaces such as plazas or walkways.
KS	Page 93 - (33.130.212) Floor Area and Height Bonus Options – can you describe the reporting requirements and how the administrative process will work?	The reporting requirements and administrative process is expected to be developed in partnership with PHB. Reporting requirements would likely be similar to those that accompany existing affordable housing tax exemption programs. This question will be answered in conjunction with the Inclusionary Housing program update, which is underway.
KS	Page 96 (33.130.212.D) Affordable Commercial – I support this effort and want to make sure it will get used - have the economics of this provision been tested?	BPS will continue to work with PDC on administration of this bonus. Initial evaluation for take-up/viability was done by Johnson Economics and EcoNW. The bonus provided a limited incentive in some scenarios (see EcoNW Report, May 2016 Draft). This bonus will be updated or reevaluated as IH proposal becomes clearer.
KS	Page 103 - (33.103.215.B.2) Required setbacks from interior lot line - minimum	The 12 foot minimum width dimension is intended to prevent overly narrow light

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	Question/Issue	Staff Response
	setback area must be minimum width of 12' or width of window - whichever is greater. How was 12' determined? Would hope to see that it is calibrated with typical unit sizes and/or room sizes	shafts and corresponds to the maximum width of bay windows.
KS	Page 160 (33.130.260) Drive-Thrus – Commentary states that this provision is based on Hollywood's regulations – how long have they been in place? and how well are they working? Why is re-building limited to CM2 and CM3 zones?	This issue will be discussed by PSC as part of Topic 4. Staff is recommending revisions to the approach; this would allow rebuilding or changes in all CM zones for existing facilities. The 1:1 FAR provision in CM3 would be removed, except as an option in CMSO zone. Hollywood has seen redevelopment with a drive thru using the provision on one site – the Whole Foods/Beverly development on Sandy at 43rd.
KS	Page 167 (map 130-1) I think I understand that the 10' setback is to widen the pedestrian realm/sidewalk. I would like to see the street sections where this is being proposed for I am not convinced that wider sidewalk in and of themselves create a better pedestrian experience.	This issue will be discussed by PSC as part of Topic 5. Staff will provide visuals.
KS	Page 179 (33.266.110) – Sites Close to Transit – If it is not already the intent, I would like to encourage PBOT to publish annual updates onto Portland Maps for transit streets/stations	The intent is to publish a map to clarify which places qualify at minimum.
KS	Page 181 (33.266.110.B Joint Use Parking – Can you describe what will be required for the analysis?	This is existing code. Typically this involves a parking utilization survey, which provides statistics on when peak hours occur. Traffic engineering firms typically provide this.
KS	Page 181 – Was consideration given to requiring charging stations?	No, not at this time. Significant policy revisions to Chapter 266 were beyond the scope of the project. This could be a follow-up project.
KS	Page 217 (33.270.200) Energy Efficient Buildings – I am a big supporter of promoting and requiring energy efficient buildings, but am not convinced that LEED is the appropriate metric – due to complications of proving the building will meet LEED prior to permitting, changing metrics within LEED, cost of certification, etc.	The code calls for buildings to meet energy efficiency requirements of Bureau of Planning and Sustainability. These will be developed as Administrative Rues over the next several months. The concept is to base clear and objective energy efficiency building requirements on current LEED Gold or equivalent standards that meet key

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	Question/Issue	Staff Response
		performance goals. The BPS could return to PSC to review the standards when developed. The Zoning Code does not specify LEED, which allows BPS to identify other standards that would meet this over time.
KS	Page 228 (33.415.400) – Building Height – Why is increased ground floor height not allowed in all zones?	BPS initially proposed additional height citywide in CM2 and CM3 zones, but not in CM1 due to its application in low-scale neighborhood-oriented locations. BPS recommends applying the ground floor height allowance citywide and extending to CE zones. This issue will be discussed by PSC as part of Topic 2.1.
KS	Page 259 (33.575.100) Sandy - Building transitions – has the two step-back transition been in the code form some time? If so, are there examples of recently built buildings that have met this requirement?	There have not been recent examples of use of this transition.
CS	Rick Michaelson raised issues about sidewalk dedication, and whether we might be better served to push the building envelope back only on the first floor to achieve required sidewalk widths.	Staff will consult with PBOT about sidewalk requirements and follow up at a work session or in a memo.
CS	Doug Klotz raised an issue of whether the 10 foot setback requirement on Civic corridors is actually beneficial.	This issue will be discussed by PSC as part of Topic 5. Staff supports the 10 foot setback on these corridors; the setback will better buffer new residential and commercial development from high volume and fast moving traffic, and provides an opportunity for "greening" and pedestrian space in outer pattern area neighborhoods.
CS	I'm generally interested in the question of whether we would benefit from context-specific design requirements, whether that's by pattern area, quadrant, or some other criteria like the proposed low-rise storefront areas.	This is a broader Design discussion than the MUZ is scoped to address. The topic should be undertaken as part of DOZA or a design update process.
CS	Doug Klotz raised the issue (echoed by Oregon Walks) of whether removing specific language about windows starting no more than 4 feet from the ground might lead to ground floor window areas that are only above pedestrians' heads.	This issue will be discussed by PSC as part of Topic 5. Staff agrees that addressing window placement is an important issue. Staff proposes to develop additional code language prior to August 9 to address this issue.

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	Question/Issue	Staff Response
CS	(What was the) rationale for where design review was and wasn't added (including Sellwood)	The Design overlay zone was proposed for areas identified as Mixed Use-Urban Center – which covers most Town Centers and Corridors in the Inner Ring district. These areas are expected to accommodate a larger share of growth than smaller Neighborhood Centers and Corridors, and larger buildings are expected. Design tools have traditionally been applied to places where a greater amount of growth and change are expected, as well as to areas of unique character through area planning efforts. Sellwood is a Neighborhood Center, with Mixed Use - Neighborhood Comp Plan designations. It is generally not eligible for larger-scale zoning designations such as CM3. As proposed, it is also not eligible for bonus height (5 story) in CM2. Staff will provide more detail on this topic for the July 12 meeting.
CS	Mapping of Ex -> CM3	Most EX zoned areas are proposed to be rezoned to CM3, the most comparable Commercial/Mixed Use zone. Development and use allowances in CM3 have been structured such that most of the employment allowances in EX carry-over to CM3. In places where CM3 may not be the most appropriate zone due to existing development or use characteristics, the EG1 or EG2 zone has been proposed. These properties would be eligible for future zone changes to CM3 either quasi-judicially or through a legislative process. Staff will provide a more complete comparison of EX and CM3 in a memo prior to the July 12 hearing.
CS	Height/FAR match and affect on building form	Staff will review the relationship of proposed height limits and FAR at the PSC work session on June 28.
CS	Operating hours issue at 15th and Brazee. Does this occur in other locations as well? Noted other testimony about managing noise.	This issue will be discussed by PSC as part of Topic 5. Staff is conducting an analysis of sites meeting this criteria – 15,000 SF lot or less in size, abutted by residential zoning on all sides. Staff is tentatively recommending

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	Question/Issue	Staff Response
		using the 15,000 SF threshold rather than 7,500 SF as originally proposed.
CS	"Auto-Accommodating Development" (33.910) I've expressed in a couple of meetings that this term creates cognitive dissonance for me… To be consistent … move an amendment to re-label the section in 33.910 "Auto-Oriented Development", and also all references to it in other parts of the code.	The term "Auto-Accommodating" is used in the zoning code to describe uses, situations and developments (gas stations, drive thrus, sites with large parking areas) that are designed to facilitate access for vehicles, but that still have pedestrian orientation (limited setback from street, entrances close to sidewalk, direct pedestrian connections, windows etc.). A re-labeling to "Auto-Oriented" might suggest that the strong pedestrian oriented development standards are not emphasized these situations. Staff does not recommend this recasting/relabeling.

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Comparison of Proposed and Similar Existing Zones

	Small Scale Zones			
	CM1	**CN1**	**CN2**	**CO1**
Height – Maximum Base (feet)	**35'**	**30'**	**30'**	**30'**
Height – Maximum with Bonus	**35'**	**30'**	**30'**	**30'**
FAR – Maximum Base	**1.5:1**	**.75:1**	**.75:1**	**.75:1**
FAR – Maximum* w/ Bonus	**2.5:1**	**2.5:1**	**2:1**	**1.5:1**
Commercial				
Retail Sales And Service	L	L	Y	N
Office	L	L	Y	Y
Quick Vehicle Servicing	N	N	L	N
Vehicle Repair	N	N	N	N
Commercial Parking	N	N	N	N
Self-Service Storage	N	N	N	N
Residential				
Household Living	Y	Y	Y	Y
Group Living	L/CU	L/CU	L/CU	L/CU
Industrial				
Manufacturing and Production	L	L/CU	L/CU	N
Warehouse and Freight Movement	N	N	N	N
Wholesale Sales	N	N	N	N
Industrial Service	N	N	N	N
Institutional				
Basic Utilities	Y/CU	Y/CU	Y/CU	Y/CU
Community Service	L/CU	L/CU	L/CU	L/CU
Parks and Open Areas	Y	Y	Y	Y
Schools, Religious Institutions, etc.	Y	Y	Y	Y

*** For the current Commercial zones, residential use is not counted in FAR and is allowed to maximum height and setbacks allowed. Therefore these figures represent an estimated maximum FAR for residential uses.**

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Comparison of Proposed and Similar Existing Zones

	Medium Scale Zones			
	CM2	**CO2**	**CM**	**CS**
Height – Maximum Base (feet)	**45'**	**45'**	**45'**	**45'**
Height – Maximum with Bonus	**55'***	**45'**	**45'**	**45'**
FAR – Maximum Base	**2.5:1**	**2:1**	**1:1**	**3:1**
FAR – Maximum* w/ Bonus	**4:1**	**2.6:1**	**4:1**	**4:1**
Commercial				
Retail Sales And Service	Y	L	L	Y
Office	Y	Y	L	Y
Quick Vehicle Servicing	N	N	N	N
Vehicle Repair	Y	N	N	Y
Commercial Parking	L	N	N	Y
Self-Service Storage	N	N	N	N
Residential				
Household Living	Y	Y	Y	Y
Group Living	L/CU	L/CU	L/CU	L/CU
Industrial				
Manufacturing and Production	L	N	L/CU	L/CU
Warehouse and Freight Movement	N	N	N	N
Wholesale Sales	L	N	L	L
Industrial Service	CU	N	N	CU
Institutional				
Basic Utilities	Y/CU	Y/CU	Y/CU	Y/CU
Community Service	L/CU	L/CU	L/CU	L/CU
Parks and Open Areas	Y	Y	Y	Y
Schools, Religious Institutions, etc.	Y	Y	Y	Y

*** For the current Commercial zones, residential use is not counted in FAR and is allowed to maximum height and setbacks allowed. Therefore these figures represent an estimated maximum FAR for residential uses.**

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Comparison of Proposed and Similar Existing Zones

	Medium Scale Zones	
	CE	**CG**
Height – Maximum Base (feet)	**45'**	**45'**
Height – Maximum with Bonus	**45'**	**45'**
FAR – Maximum Base	**2.5:1**	**3:1**
FAR – Maximum* w/ Bonus	**3:1**	**3.4:1**
Commercial		
Retail Sales And Service	Y	Y
Office	Y	Y
Quick Vehicle Servicing	Y	Y
Vehicle Repair	Y	Y
Commercial Parking	Y	CU
Self-Service Storage	Y	L
Residential		
Household Living	Y	Y
Group Living	L/CU	L/CU
Industrial		
Manufacturing and Production	L	L/CU
Warehouse and Freight Movement	L	CU
Wholesale Sales	L	L
Industrial Service	CU	CU
Institutional		
Basic Utilities	Y/CU	Y/CU
Community Service	L/CU	L/CU
Parks and Open Areas	Y	Y
Schools, Religious Institutions, etc.	Y	Y

*** For the current Commercial zones, residential use is not counted in FAR and is allowed to maximum height and setbacks allowed. Therefore these figures represent an estimated maximum FAR for residential uses.**

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Comparison of Proposed and Similar Existing Zones

	Large Scale Zones		
	CM3	**EX**	**CX**
Height – Maximum Base (feet)	**65'**	**65'**	**75'**
Height – Maximum with Bonus	**75'**	**65'**	**75'**
FAR – Maximum Base	**3:1**	**3:1**	**4:1**
FAR – Maximum* w/ Bonus	**5:1**	**3:1**	**7:1**
Commercial			
Retail Sales And Service	Y	Y	Y
Office	Y	Y	Y
Quick Vehicle Servicing	N	N	L
Vehicle Repair	Y	Y	L
Commercial Parking	L	CU	CU
Self-Service Storage	L	L	L
Residential			
Household Living	Y	Y	Y
Group Living	L/CU	L/CU	L/CU
Industrial			
Manufacturing and Production	L	Y	L/CU
Warehouse and Freight Movement	L	Y	N
Wholesale Sales	L	Y	L
Industrial Service	CU	Y	CU
Institutional			
Basic Utilities	Y/CU	Y/CU	Y/CU
Community Service	L/CU	L	L/CU
Parks and Open Areas	Y	Y	Y
Schools, Religious Institutions, etc.	Y	Y	Y

*** For the current Commercial zones, residential use is not counted in FAR and is allowed to maximum height and setbacks allowed. Therefore these figures represent an estimated maximum FAR for residential uses.**

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MEMO

DATE: June 16, 2016

TO: Planning and Sustainability Commission

FROM: Deborah Stein, Principal Planner

CC: Susan Anderson, Director
Joe Zehnder, Chief Planner
Eric Engstrom, Principal Planner

SUBJECT: **Task 5 Composite Zoning Map**

On July 12, 2016, you will be hearing testimony from property owners and other interested parties on the Proposed Draft of the Composite Zoning Map. This map combines proposed Zoning Map changes from four 2035 Comprehensive Plan Early Implementation projects — Employment Zoning, Campus Institutional Zoning, Mixed Use Zones, and Residential and Open Space Zoning — into a single map.

The proposed Composite Zoning Map, published on May 23, 2016, incorporates map changes recommended by the Planning and Sustainability Commission during work sessions on the Employment Zoning, Campus Institutional Zoning and Residential and Open Space Zoning Update projects earlier this year. (The PSC's final work session on the Mixed Use Zones project is scheduled for July 12, 2016; therefore, this map doesn't yet reflect direction related to Mixed Use from the PSC.) The Composite Zoning Map also incorporates Zoning Map changes that are consistent with City Council's amendments to the Comprehensive Plan Map in May 2016.

Community members may continue to submit testimony on the Proposed Composite Zoning Map through the PSC's hearing on July 12, 2016. You are then scheduled to hold a work session and make a recommendation to City Council on the combined map in its entirety (including Mixed Use) on August 2, 2016.

This memo provides a brief overview of the process leading up to the proposed Composite Zoning Map. Attached are brief write-ups of the four Early Implementation Projects that summarize preliminary direction to staff on Zoning Map changes, and identify new proposed Zoning Map

changes that differ from earlier proposals that you have reviewed. This information is intended to help prepare you for next steps as you hear additional testimony and deliberate on the Composite Zoning Map later this summer.

Process overview
Affected property owners, neighbors and other interested parties have had multiple opportunities to weigh in on each map layer. During the review period for each project's Discussion Draft, the public was invited to provide feedback to staff on initial Zoning Map and Zoning Code proposals.[1] During the review period for each project's Proposed Draft, the PSC accepted public testimony submitted through the Map App, by email or letter, and in person at a PSC public hearing. Following each round of public hearings, PSC considered public testimony and provided staff preliminary direction on proposed Zoning Map changes.

Now that the different zoning layers have been combined into a single map, the public has a fresh opportunity to testify to the PSC on the Zoning Map through July 12, 2016, the date of your scheduled public hearing on the Composite Zoning Map.

Guidance from City Council
In mid-April 2016, the Portland City Council held public hearings on Commissioner-sponsored Comprehensive Plan amendments on policies, maps and significant projects. Council voted on these amendments in late April and early May 2016. Several of these Comprehensive Plan Map amendments directly affect the Zoning Map.

In some cases, the result of a Council-adopted Comprehensive Plan Map amendment is that the previously proposed Zoning Map change is no longer appropriate, and *current zoning is proposed to remain unchanged*. In other cases, *a different zone is now proposed* to be consistent with a Council-adopted Comprehensive Plan Map amendment and these changes are reflected in the proposed Composite Zoning Map. These changes are listed in this report.

Planning and Sustainability Commission preliminary direction
At your work sessions for each Early Implementation project, you provided direction to staff on proposed Zoning *Code* changes. Because the record remains open for the public to provide testimony on proposed Zoning *Map* changes, the direction you provided to staff on the Zoning Map was preliminary only.

In a few locations, the PSC heard strong testimony for or against particular map change proposals, and your deliberations reflected a mix of perspectives. Generally, in these situations, staff retained the proposed change on the map in order to leave the door open for additional testimony on these changes and continue the conversation with the PSC.

[1] Note that this memo only addresses proposed Zoning Map changes. PSC direction on Proposed Zoning Code changes will be addressed in staff reports for each respective Early Implementation project.

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Property owner notification
Earlier this year, state-required Measure 56 notices were mailed to every owner of a property potentially affected by a proposed Zoning Map and/or Zoning Code change. New Measure 56 notices were sent on June 6, 2016 to:

- Those property owners potentially affected by a proposed map change, and who haven't previously received a notice; and
- Those property owners who received an earlier notice, but their property is now shown for a different change than what was described in the previous notice.

There are many property owners who were previously notified of a proposed Zoning Map change, but the new proposal would leave their current zoning in place. In these situations, owners will be sent a courtesy notice to let them know that their property is no longer proposed for a Zoning Map change.

Campus Institutional Zoning Project

Project description
The goal of the Campus Institutional Zoning Project is to enhance the ability of colleges and hospitals to grow while maintaining neighborhood protections against unwanted offsite impacts. The project updates the City of Portland's development review process and zoning standards for campus institutions. Two new campus institution base zones have been created and applied to fifteen existing dispersed college and hospital campuses, replacing the need for reoccurring Conditional Use Master Plan reviews and Impact Mitigation Plans.

Timeline
The Planning and Sustainability Commission held a public hearing on Campus Institutional Zones on December 15, 2015. This hearing was followed by a work session on January 26, 2016 in which the PSC provided direction to staff on proposed Campus-related code changes. The opportunity for testimony on Campus Institutional map changes has been continued to July 12. The PSC is scheduled to hold a concluding work session on the Composite Zoning Map (including Campus Institutional zoning) on August 2, 2016, and you will then forward a recommendation to City Council.

Key issues and preliminary PSC direction on the Zoning Map
No changes to the proposed Zoning Map related to Campus Institutions were suggested by the PSC.

New proposed Zoning Map changes: Campus Institutional zones[2]

The following table lists properties or areas where the Composite Zoning Map incorporates proposed Zoning Map changes that are different than what had been proposed in the *Campus*

[2] In addition to changes identified here, the proposed Composite Zoning Map includes a number of minor changes to address errata and split zone situations. The Composite Zoning Map does not display properties or areas where an earlier draft showed a Zoning Map Change, but the proposal has since been revised and now current zoning is proposed to be retained.

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Institutional Zoning Update Project (November 2015). Proposed changes listed below are displayed in the proposed Composite Zoning Map on the Map App, published on May 23, 2016.

Location	*Current Zoning designation(s)*	*Zoning Map Proposal (Original)*	*Zoning Map Proposal (Revised)*	*Rationale for change*
Northwest College of Natural Medicine (NCNM)	EG1, RH, CO2	EG1, RH, CO2	**CI2** (subject to 75' building height)	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of Institutional Campus. Properties not owned by NCNM will retain existing RH zoning.
2244 NW Overton	RH	CI2	**RH**	Site is owned by a private party, developed with an apartment building, but is within the Good Samaritan Hospital Conditional Use Master Plan. Staff agrees with property owner's request to have this property removed from the larger Legacy Good Samaritan Hospital Zoning Map change.
Concordia, PCC Sylvania, Lewis and Clark, and Multnomah Bible College	IRd	CI1d	**CI1**	The Design (d) overlay is proposed to be removed for the new CI1 and CI2 zones, where currently applied as an adjunct requirement of the IR zone in the current Zoning Code. No changes are proposed to the Aircraft Landing (h) overlay on the Concordia campus, and the Conservation and Protection (p) and (c) overlays on the Sylvania and Lewis and Clark campuses.
Legacy Emanuel and PCC Cascade	IRd	CI2d	**CI2m**	The Design Overlay (d) Zone is proposed to be removed for the new CI1 and CI2 zones, where currently applied as an adjunct requirement of the IR zone in the current Zoning Code. The Centers Main Street (m) overlay is proposed to be applied to both Legacy Emanuel and PCC Cascade.

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Employment Zoning Project

Project description
This project will implement new directions for industrial and employment land uses in the 2035 Comprehensive Plan through code changes to industrial and employment zones, and through zoning map changes for new employment and industrial areas.

Timeline
The Planning and Sustainability Commission held a public hearing on October 27, 2015 on the Employment Zoning Project (code and map). At work sessions on November 10 and December 8, 2015, the PSC discussed employment-related code amendments. The opportunity for testimony on Employment map changes has been continued to July 12. The PSC is scheduled to hold a concluding work session on the Composite Zoning Map (including Employment zoning) on August 2, 2016, and you will then forward a recommendation to City Council.

Key issues and preliminary PSC direction on the Zoning Map
- Change in land use on the Industrial Sanctuary portion of Broadmoor Golf Course
- Retain Industrial zoning along NW Vaughn (on the ESCO sites and others) until transportation capacity is further evaluated

New proposed Zoning Map changes: Employment zones[3]
The following table lists properties or areas where the Composite Zoning Map incorporates proposed Zoning Map changes that are different than what had been proposed in the *Employment Zoning Project* report (September 2015). Proposed changes listed below are displayed in the proposed Composite Zoning Map on the Map App, published on May 23, 2016.

Location	*Current Zoning designation(s)*	*Zoning Map Proposal (Original)*	*Zoning Map Proposal (Revised)*	*Rationale for change*
ESCO et al. along NW Vaughn	IH and IG1	IH and IG1	**EG1 (and IH if requested by the owner)**	Transportation capacity issues are addressed by the Miscellaneous Zoning Amendments Project to limit office density in Subdistrict B of the Guilds Lake Plan District. Owner of 2635 NW Wilson may request retention of IH zoning to keep existing office allowance at National Register history buildings on the site, which staff would support.

[3] In addition to changes identified here, the proposed Composite Zoning Map includes a number of minor changes to address errata and split zone situations. The Composite Zoning Map does not display properties or areas where an earlier draft showed a Zoning Map Change, but the proposal has since been revised and now current zoning is proposed to be retained.

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Location	*Current Zoning designation(s)*	*Zoning Map Proposal (Original)*	*Zoning Map Proposal (Revised)*	*Rationale for change*
NW Wilson/ Roosevelt between NW 29th and 30th	EG1	EG1	**R1 and EXd**	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of R1 and EXd.
Rossi Farm - NE Shaver and 122nd	CG, R3	EG1	**CM2 and R3**	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of Mixed Use – Civic Corridor and R3.
Parkrose Post Office - NE Shaver and 122nd	CG	CG	**EG1**	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of ME.
Adidas – N Greeley	IG2 and CO2	CM1 in Discussion Draft. Did not appear in Proposed Drafts	**EG2**	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of ME.
PepsiCo - 2627 NE Sandy	EXd	CM3	**EG1**	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of Mixed Use Urban Center. On this particular property, the EG1 zone is appropriate for the existing use (bottling plant and distribution hub) to continue. The Comprehensive Plan designation would allow redevelopment in the future to mixed use if desired by the property owner. This could be accomplished through a quasi-judicial Zoning Map Amendment process.
NE Halsey and 78th and 80th	R1 and CS	R1 and CS	**EG1**	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of ME.
Sylvan and US 26	CO2	CM1	**EG1**	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of ME.

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Location	*Current Zoning designation(s)*	*Zoning Map Proposal (Original)*	*Zoning Map Proposal (Revised)*	*Rationale for change*
ODOT N Fargo site	R1	R1	**EG1**	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of ME.
1611 SE Pardee St	CG	CM2	**EG1**	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of ME and matches adjacent property.

Residential and Open Space Zoning Map Update

Project description
To carry out the goals and policies of the 2035 Comprehensive Plan, this project proposes Zoning Map changes to:

a. Correspond with Recommended 2035 Comprehensive Plan Map designations, or
b. Address various situations, such as nonconforming density or split zones, or
c. Reduce residential density to ease David Douglas School District's overcrowding, or
d. Match Comprehensive Plan Map designations established in 1980.

Timeline
The PSC held a public hearing on proposed Residential and Open Space Zoning Map changes on April 12, 2016 and a work session on April 26, 2016. The opportunity for testimony on zoning map changes has been continued to July 12. The PSC is scheduled to hold a concluding work session on the Composite Zoning Map (including Residential and Open Space zones) on August 2, 2016, and you will then forward a recommendation to City Council.

Key issues raised in testimony

- Support for:
  - increased housing options
  - complementing the centers and corridors growth strategy
  - addressing David Douglas's current overcrowding situation
- Concerns about:
  - increased traffic, parking, loss of trees
  - zoning changes providing an incentive to demolish smaller, relatively affordable houses
  - negative effect on neighborhood property values and/or property taxes
  - potential displacement of renters and communities of color
  - redevelopment that is out of scale with the existing neighborhood development pattern

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Preliminary direction from the PSC on the Zoning Map
The PSC raised a number of questions about staff's evaluation of "Zoning Review Areas" to better understand who is likely to benefit or be burdened by proposed Zoning Map changes. PSC directed staff to review demographic data and conduct additional analysis to ascertain the implications of possible Zoning Map changes on the racial composition of neighborhoods; intergenerational wealth creation; and potential displacement of lower-income residents, particularly communities of color. Staff is providing responses to PSC questions in a separate memo.

Based on testimony received to date, the PSC generally expressed support for Zoning Map changes in the David Douglas School District, with an admonition to consider any potential unintended consequences. In the Rose City Park neighborhood near the 60th Avenue MAX Station, the PSC generally supported a combination of R1 and R2 zoning as shown but was receptive to concerns from neighbors advocating for R5 based on the timing of sidewalk investments. In Maplewood, where there is a proposal to change from R7 to R1 adjacent to Gabriel Park and a small commercial node, the PSC generally supported the proposed up-zoning because of the amenity-rich location.

In areas currently zoned R5 or R2 that have a new Mixed Use Comprehensive Plan designation, staff asked the PSC to consider two options: to change the zoning to a Commercial/Mixed Use zone, or to change the zoning to match the adjacent residential zone. The PSC provided a mix of perspectives and asked staff to follow up with additional analysis in consultation with the Mixed Use Zones team. In these situations, staff now proposes to retain residential zoning, but change to a higher density residential zone to be consistent with adjacent properties.

New proposed Zoning Map changes: Residential and Open Space zones[4]
The following table lists properties or areas where the Composite Zoning Map incorporates proposed Zoning Map changes that are different than what had been proposed in the *Residential and Open Space Zoning Map Update* report (March 2016). Proposed changes listed below are displayed in the proposed Composite Zoning Map on the Map App, published on May 23, 2016.

Location	*Current Zoning designation (Current Comprehensive Plan designation)*	*Zoning Map Proposal (Original)*	*Zoning Map Proposal (Revised)*	*Rationale for Proposed Change*

[4] In addition to changes identified here, the proposed Composite Zoning Map includes a number of minor changes to address errata and split zone situations. The Composite Zoning Map does not display properties or areas where an earlier draft showed a Zoning Map Change, but the proposal has since been revised and now current zoning is proposed to be retained.

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Location	*Current Zoning designation (Current Comprehensive Plan designation)*	*Zoning Map Proposal (Original)*	*Zoning Map Proposal (Revised)*	*Rationale for Proposed Change*
Rose City Park 60th Ave Station Area	R5	R1 and R2	**R1 and R2** in reconfigured pattern	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of R1 and R2.
Rose City Park, Euclid Heights	R5(R2.5)	R2.5	**R5**	Zone is consistent with City Council's decision to apply R5 Comprehensive Plan designation.
SE Henry near SE 52nd	R5(R2.5)	R2.5	**R5**	Zone is consistent with City Council's decision to apply R5 Comprehensive Plan designation.
NE 62nd & Davis	R5	R5	**R2**	Zone is consistent with City Council's decision to apply R2 Comprehensive Plan designation.
Area generally bounded by SE Tacoma, SE Nehalem SE 21st and SE 25th	R5	R5	**R2**	Zone is consistent with City Council's decision to apply R2 Comprehensive Plan designation.
1640-44 SE Ellis, 5624 SE Milwaukie, 5505 SE 17th and 1650 SE Harold	RH	R2.5	**R1**	Zone is consistent with City Council's decision to apply R1 Comprehensive Plan designation on these four properties that are already developed with multi-dwelling structures.
4055 SW Garden Home	R7	R7	**R2**	Zone is consistent with City Council's decision to apply R2 Comprehensive Plan designation.
8619-8623 SW 30th Ave	R2	R2	**R1**	Zone is consistent with City Council's decision to apply R1 Comprehensive Plan designation.
Terwilliger Plaza	R1, RH & CS	R1, RH & CM2	**RH**	Zone is consistent with City Council's decision to apply RH Comprehensive Plan designation.

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Location	*Current Zoning designation (Current Comprehensive Plan designation)*	*Zoning Map Proposal (Original)*	*Zoning Map Proposal (Revised)*	*Rationale for Proposed Change*
SE 45th & Umatilla	R5(R2.5)	R5(R2.5)	**OS**	Zone is consistent with City Council's decision to apply Open Space Comprehensive Plan designation.
16111 SE Foster Rd	R20(R10)	R20(R10)	**OS**	Zone is consistent with City Council's decision to apply Open Space Comprehensive Plan designation.
Barbara Welch Road	R5 and R10	R5 and R10	**OS**	Zone is consistent with City Council's decision to apply Open Space Comprehensive Plan designation.
15912 SE Clatsop St	R10	R10	**OS**	Zone is consistent with City Council's decision to apply Open Space Comprehensive Plan designation.
SE Foster Rd & Springwater corridor	EG2	EG2	**OS**	Zone is consistent with City Council's decision to apply Open Space Comprehensive Plan designation.
SE Cesar E Chavez & SE Hawthorne	R5(NC)	R5(MU-UC)	**R1(MU-CC)**	Staff recommends retaining residential zoning on properties designated for Mixed Use, but change to higher density residential zone to be consistent with adjacent properties.
5030 and 5032 SE Haig ST	R5(CG)	R5(MU-CC)	**R2.5(MU-CC)**	Staff recommends retaining residential zoning on properties designated for Mixed Use, but change to higher density residential zone to be consistent with adjacent properties.
SE Woodstock	R5(R2.5)	R5(MU-N)	**R2.5(MU-N)**	Staff recommends retaining residential zoning on properties designated for Mixed Use, but change to higher density residential zone to be consistent with adjacent properties.

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Location	*Current Zoning designation (Current Comprehensive Plan designation)*	*Zoning Map Proposal (Original)*	*Zoning Map Proposal (Revised)*	*Rationale for Proposed Change*
Hawthorne & SE 38th	R5(NC)	R5(MU-CC)	**R2.5(MU-CC)**	Staff recommends retaining residential zoning on properties designated for Mixed Use, but change to higher density residential zone to be consistent with adjacent properties.
SE Holgate & Chavez	R2(CG)	R2(MU-CC)	**R1(MU-CC)**	Staff recommends retaining residential zoning on properties designated for Mixed Use, but change to higher density residential zone to be consistent with adjacent properties.

Mixed Use Zones Project

Project description
The Mixed Use Zones Project is revising Portland's commercial zones outside of the Central City, where new housing, shops and services are focused into a network of centers and corridors. The project creates new commercial/mixed use zones that address community feedback about the size, scale and mass of new mixed use development in Portland's commercial areas. The new zones also help address policies of Portland's new Comprehensive Plan that call for providing more affordable housing, creating commercial spaces in centers, greening urban spaces, etc. through development requirements and incentives in these areas.

Timeline
The Planning and Sustainability Commission held public hearings on the Mixed Use Zones Project (code and map) on May 10 and May 17, 2016. Work sessions are scheduled for June 28 and July 12, 2016.
The opportunity for testimony on zoning map changes has been continued to July 12. The PSC is scheduled to hold a concluding work session on the Composite Zoning Map (including Mixed Use) on August 2, 2016, and you will then forward a recommendation to City Council.

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Key Zoning Map issues raised in testimony

- Opposition to the proposed CM1 zone in areas identified as Low-rise Commercial Storefront areas. The proposal to rezone was opposed by property owners in the following locations: NE Alberta; Roseway; Belmont; SE Hawthorne; SE Foster; SE Woodstock; Sellwood; Moreland
- Support for the proposed CM1 zone in areas identified as Low-rise Commercial Storefront areas. The proposal to rezone was supported by a number of individuals in various locations, and by neighborhood associations and other groups including: SMILE; Multnomah Neighborhood Association, Foster Powell Neighborhood Association, and the Division Design Initiative.
- Concerns about application of CM1 zone to existing nonconforming uses currently zoned Residential
- Request to rezone from CM1 to CM2 at N Alberta and N Williams
- Opposition to CM1 and request to rezone to CM2 at NE Killingsworth and NE 30th
- Request for CE zoning and amendment/removal of Centers Main Street overlay zone on multiple properties including: Albertsons/Safeway sites; Fred Meyer sites; McDonalds sites; Dutch Bros sites; Space-Age Fuel sites; U-Haul sites; NE Glisan and NE 122nd; and other individual and multiple-property owners
- Specific requests for CM2 zoning on multiple sites throughout the city (complete list forthcoming)
- Specific requests for CM3 zoning on sites near SE Chavez and SE Powell; N Killingsworth and N Albina; SE McLoughlin at Holgate; others
- Request to apply Design Overlay zone in Sellwood

Preliminary direction from the PSC on the Zoning Map
Work sessions focused on the Mixed Use Zones Project are currently underway and won't conclude until July 12, 2016.

New proposed Zoning Map changes: Commercial/Mixed Use zones[5]
The following table lists properties or areas where the Composite Zoning Map incorporates proposed Zoning Map changes that are different than what had been proposed in the *Mixed Use Zones Project* report (March 2016). The PSC may recommend further map changes based on the June 28th and July 12th work sessions. Proposed changes listed below are displayed in the proposed Composite Zoning Map on the Map App, published on May 23, 2016.

[5] In addition to changes identified here, the proposed Composite Zoning Map includes a number of minor changes to address errata and split zone situations. The Composite Zoning Map does not display properties or areas where an earlier draft showed a Zoning Map Change, but the proposal has since been revised and now current zoning is proposed to be retained.

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Location	*Current Zoning designation(s)*	*Zoning Map Proposal (Original)*	*Zoning Map Proposal (Revised)*	*Rationale for change*
1610-1620 & 1706 SE 130th	R5 & IR	R5 & IR	**CM1**	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of MU-D.
SW Gibbs	R1 & CS	all CM1	**R1 & CM1**	Council did not support the amendment that would have expanded MU designation and zoning in this area.
Bridgeton	CM	CM1	**CM2**	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of MU-N.
Mt Hood Community College Maywood Park parking lot	R7	R7	**CM1**	Zone is consistent with City Council's decision to apply Comprehensive Plan designation of MU-D.
1250 E Burnside	CS	CM2	**CM3**	Staff recommends a zone change that matches the scale of the existing development.
4831 SE Powell and 3420 E/SE 50th	R5 & CG	R5 & CM2	**CM2**	Staff recommends a zone change that addresses sites that are both split zoned and that contain nonconforming commercial situations.

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TDM Proposal Update













Planning & Sustainability Commission
June 14, 2016

TSP Update
Stage 2

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Presentation Outline

Mixed Use Zone – Pre-approved TDM Plan

- Step 1 – "Basic" pre-approved plan for near term Council consideration
- Step 2 – Further analysis & stakeholder engagement
- Request to PSC: letter for Council consideration

Campus-Institutional Zones

- Updated PBOT proposal
- Alternate proposal from CI representatives (June 7)
- Next step: on-going work with Stakeholders
- Request to PSC: input on issue priorities

Ord. 188177, Vol. 2.5, page 12747

Why Are We Proposing to Expand TDM?

- TDM is a cost effective way to influence mode choice
- Preserve roadway capacity for essential roadway trips
- Achieve our growth & climate strategies
  - Portland Plan
  - Comprehensive Plan
  - Growth Scenarios Report
  - Climate Action Plan

Ord. 188177, Vol. 2.5, page 12748

National Evidence on TDM Effectiveness

TDM Program or Strategy	High Transit	Moderate Transit	Low Transit
Support, Promotion, Information	3 to 5%	1 to 3%	<1%
Alternative Commute Services	5 to 10%	5 to 10%	1 to 3%
Financial Incentives	10 to 20%	5 to 15%	1 to 5%
Combined Strategies			
With FREE Parking	15 to 20%	10 to 15%	3 to 7%
With PAID Parking	25 to 30%	15 to 20%	N/A

Source: Cambridge Systematics, 2010 (Fairfax County, VA)

Ord. 188177, Vol. 2.5, page 12749

Current TDM in Portland

Custom TDM plans required

- Conditional Use Master Plan
- Central City Parking Review

Employee Commute Option (ECO) Rule: Dept. of Environmental Quality

- Employers with more than 100 employees

Private sector voluntary programs

- e.g., Go Lloyd, Individual employers

Proposed TDM required for MUZ

- Residential TDM will be a new requirement for Portland
- Other cities typically require in exchange for reduced parking
- Portland already reduced / removed parking requirement
- TDM provides access *by means other than parking*

What we heard

Who we talked to

- November and June stakeholder meetings
- Portland Business Alliance, architects, developers, neighborhood representatives, building residents, building owners, consultants
- Portland Planning & Sustainability Commissioners

Common themes

- General support for expanding TDM
- Questions about implementation, shared responsibilities, program details
- Desire for broader engagement

Ord. 188177, Vol. 2.5, page 12752

Pre-approved Plan Updated Proposal

2-step process

Step 1. Basic pre-approved plan for Council consideration (Title 17.107)

Step 2. Further analysis & stakeholder engagement (2016-17)

Pre-approved Plan – Step 1

"Basic" Pre-approved Plan Elements

1. One-time multimodal incentives (transit, bike share, other)
   - Equivalent to one annual transit pass per unit
   - Currently $1,100
   - Can be bundled with other incentives for total value of $1,100
   - Full value stays with the development
2. Information: Welcome SmartTrips or equivalent
3. Participate in PBOT performance survey

Pre-approved Plan – Step 2

Stakeholder Engagement

- Representatives of developers, neighborhoods, businesses, service providers

(Some) key scope items

- On-going commitment for new development
- Include existing private development
- Central City vs. MUZ requirements
- Parking management measures
- Third party service providers (TMAs)
- On-site infrastructure, SDCs, and other transportation costs
- Impacts on affordable housing or other development goals

Code Change Process

Title 33 zoning code

- Land use requirements
- Thresholds: More than 10 dwelling units
- Recommendation from PSC
- Approved by Council

Title 17

- Technical requirements
- Administered by Bureau Director or City Engineer
- Approved by Council

Next Steps

- MUZ work session: June 28
- Council hearings: September – October 2016

Request to PSC

- Letter for Council consideration

Campus Institutional TDM Plan Proposal













TSP Update
Stage 2

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Current Campus/Institution Requirements

Currently required to have TDM plans

- Conditional Use Master Plan
- Impact Mitigation Plan

Type III review

- Custom TDM plan required
- Regular (3-10 year) updates
- Traffic impact analysis

Proposed CIZ Requirements

A TIA and TDM plan will still be required because CI development is highly variable

- CI developments are highly customized to the institution, need, and funding.
  - Example: A new building could be planned to accommodate growth (new science program) or to enhance existing services (increase library size)

- Impacts are unique for each institutions
  - Full-time or part-time students
  - Campus or neighborhood housing

What We Heard

About current requirements

- Custom TDM process is uncertain and can cause delays
- Evaluation of TDM plans seems subjective
- Intersection capacity issues can block development

About December Proposed Draft

- Recognize what's working in current TDM plans
- Clarify performance target
- Performance targets should reflect geography & modal options
- Evaluation should be clear and objective
- Need to reduce uncertainty of future plan requirements

Ord. 188177, Vol. 2.5, page 12761

Key changes in PBOT Update

- **Performance Targets (mode splits)** are the Citywide or Pattern Area targets in the TSP
- **Interim Performance Targets** are calculated on a straight-line method from base year to horizon year;
- Applicant may propose a **Modified Performance Target.**
- Clarify that failure to achieve the mode split targets is not subject to **enforcement**.

Additional PBOT proposed changes

1. Acknowledge current approved TDM Plan as the **baseline**.
2. **Triggers** for review or update
    - Development thresholds in Title 33
3. Clarify the **evaluation process**
    - Require Early Assistance meeting to scope TIA and review TDM performance
    - Creates a Type 1 process for high performers
4. Use local “best practices” to identify **future TDM strategies**

Ord. 188177, Vol. 2.5, page 12763

Stakeholder Proposal

New proposal from CI representatives

Discussed at CIZ Stakeholder meeting on June 7

Key items:

- Establishes 2-year check in and 4-year update schedule for TDM Plans
- Separate from land use process; administered by PBOT
- Includes multimodal performance measures
- Includes neighborhood participation

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Next Steps for CIZ

Work with stakeholders on Shared Proposal

- More thorough review of Stakeholder Proposal
- Modify or combine PBOT and Stakeholder proposals

Key issues for next steps

- Connection to land use approvals (such as PBOT certified compliance)
- Connection to LOS or other mitigations
- Multimodal performance targets
- Neighborhood participation

Scheduled PSC update August 2

Ord. 188177, Vol. 2.5, page 12765

Questions/Discussion

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Local Best Practices (in development)

Campus / Institution	Recent SOV rate	Parking	Incentives	Infrastructure/ services
A	20%	All paid parking $1,500/year	40% TriMet subsidy 100% eligible	Transit: Best Bike: VG Ped: Best Student Housing: 10%
B	49%	All paid parking $2,200 /year Wait list for permits	95% TriMet subsidy 100% eligible	Transit: VG Bike: VG Ped: Fair
C	56%	Free	50% TriMet subsidy 100% eligible	Student on-campus housing

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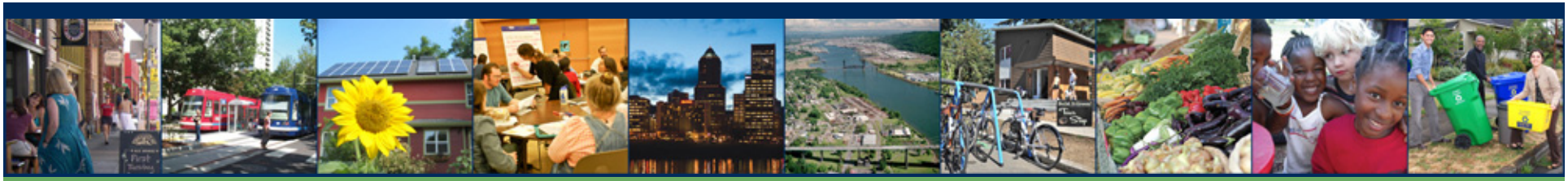


Community Involvement Program

Planning and Sustainability Commission

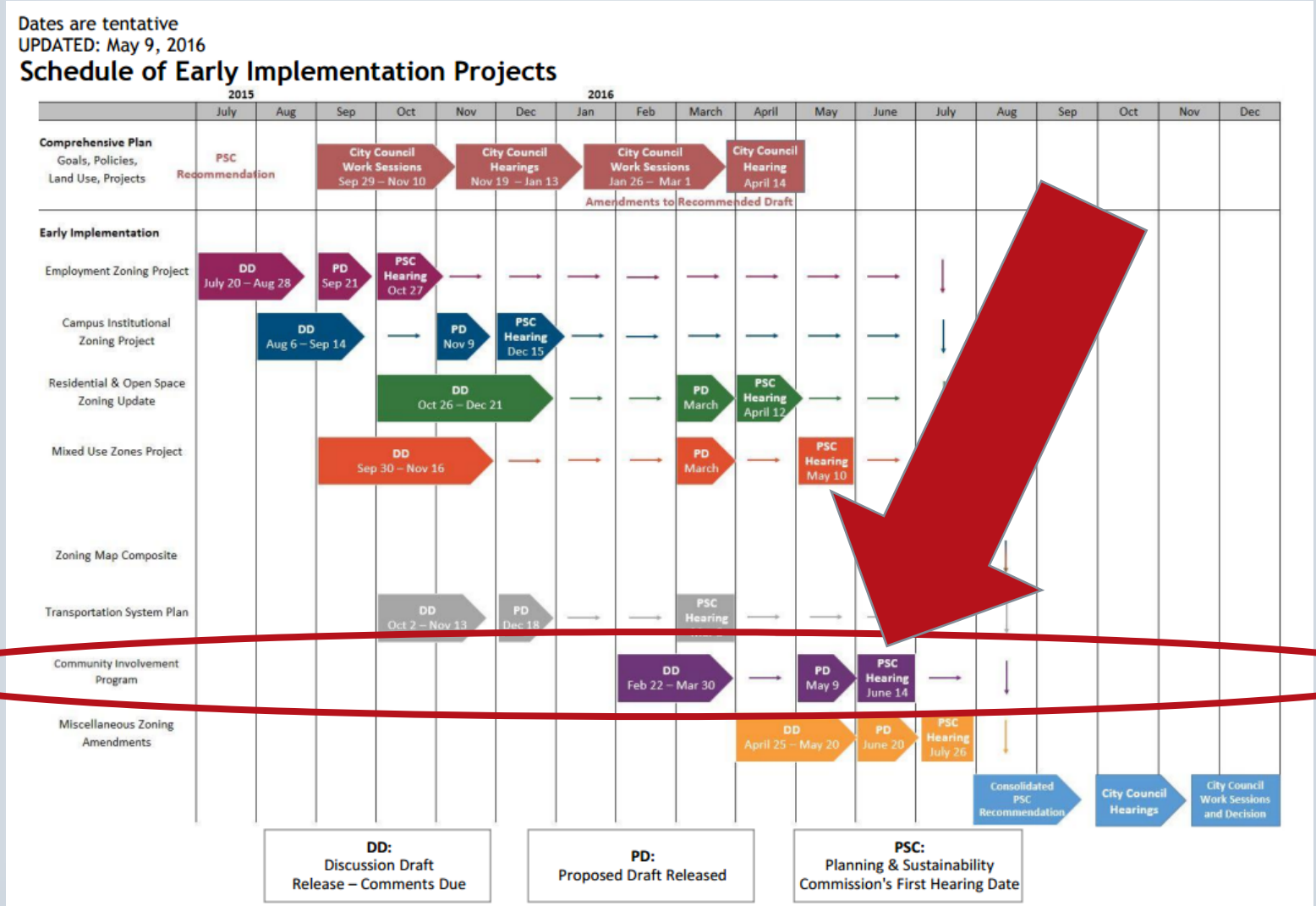
Hearing & Recommendation

June 14, 2016

Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

What is it?



Ord. 188177, Vol. 2.5, page 12769

Elements

- Community Engagement Manual
- Community Involvement Committee
- Legislative requirements
- Programmatic commitments

Ord. 188177, Vol. 2.5, page 12770

Comprehensive Plan policies related to community involvement

9
CITIZEN INVOLVEMENT

GOAL:

9 **Improve the method for citizen involvement in the on-going land use decision-making process and provide opportunities for citizen participation in the implementation, review and amendment of the adopted Comprehensive Plan.**

POLICIES & OBJECTIVES:

9.1 Citizen Involvement Coordination
Encourage citizen involvement in land use planning projects by actively coordinating the planning process with relevant community organizations, through the reasonable availability of planning reports to city residents and businesses, and notice of official public hearings to neighborhood associations, business groups, affected individuals and the general public.

9.2 Comprehensive Plan Review
Implement a process for complete review of the Comprehensive Plan on a five year basis which provides opportunities for active involvement by the city's residents, businesses and organizations.

9.3 Comprehensive Plan Amendment
Allow for the review and amendment of the adopted Comprehensive Plan which insures citizen involvement opportunities for the city's residents, businesses and organizations.

9.4 Intergovernmental Cooperation
Promote citizen involvement in land use decisions initiated by other governmental agencies.

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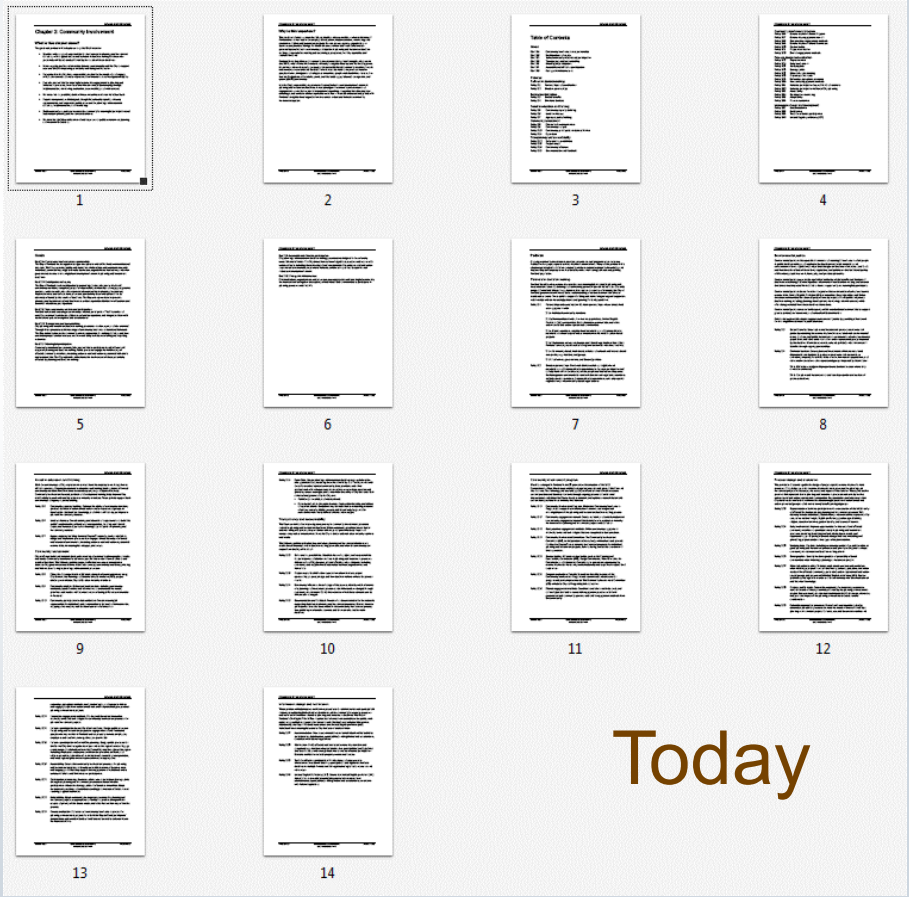

Today

Ord. 188177, Vol. 2.5, page 12771

Implementation of 2035 Comprehensive Plan

- New program
  - Supports staff to work toward all Chapter 2 policies
  - Implements specific policies
    - Policy 2.16 directs City to maintain a **Community Involvement Program**
    - Policies 1.17 and 2.19 requires an independent **Community Involvement Committee**
    - Policy 2.17 requires a **community engagement manual**

Ord. 188177, Vol. 2.5, page 12772

Recommendation

- Recommend the Community Involvement Program to City Council, including the proposed changes to Title 33

Ord. 188177, Vol. 2.5, page 12773

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Steve Novick Commissioner **Leah Treat** Director

Date: June 13, 2016
To: Portland Planning and Sustainability Commissioners
From: Judith Gray, Transportation Planning Supervisor & Peter Hurley, TDM Specialist II
Cc: Eric Engstrom, Bureau of Planning & Sustainability

Re: Updated Proposal for Pre-Approved TDM Plan for Mixed Use Zones

This memorandum summarizes PBOT's updated proposal for pre-approved Transportation and Parking Demand Management (TDM) plans in Mixed Use zones (MUZ). This proposal replaces the proposed requirement from the Transportation System Plan (TSP) Proposed Draft with a two-step phased in approach. Step 1 is a simplified, "basic" TDM plan required as a one-time obligation for new developments. The Basic TDM Plan is codified in Title 17.107 (Attachment A) and will implement the TDM requirement in the Mixed Use Zone proposal currently being considered by the Planning & Sustainability Commission (PSC).

Step 2 will include additional stakeholder engagement and analysis of an ongoing TDM requirement and is expected to take place later in 2016 and in 2017.

Requested PSC Action
PBOT is requesting that PSC consider the updated proposal and, if in agreement, provide a letter to City Council supporting approval of the approach, including adoption of the Step 1 Basic TDM plan as an implementing policy for the proposed Mixed Use zones.

Why We Are Proposing to Expand TDM Plan Requirements
Portland is experiencing unprecedented job and housing growth, with significant growth anticipated in the 20-year TSP planning horizon. Traffic and parking impacts could significantly reduce our ability to grow while maintaining livability.

TDM strategies are a proven cost-effective approach that helps to reduce traffic and parking impacts while improving low and moderate income residents and workers affordable transportation options, such as low-cost transit passes. Many US cities require ongoing TDM programs for multifamily and employment sites. Below is a table of nationwide data showing the effectiveness of TDM strategies in reducing drive-alone trips. The table shows that the most effective TDM strategies provide financial incentives in a paid parking environment and that in areas with a high level of transit service, vehicle trips can be reduced on the order of 25 to 30%.

National Evidence on TDM Program Impacts, Vehicle Trip Reduction
Source: Cambridge Systematics, 2010

TDM Program or Strategy	Transit Environment		
	High	Moderate	Low
Support, Promotion, Information	3 to 5%	1 to 3%	<1%
Alternative Commute Services	5 to 10%	5 to 10%	1 to 3%
Financial Incentives	10 to 20%	5 to 15%	1 to 5%
Combined Strategies			
With free parking	15 to 20%	10 to 15%	3 to 7%
With paid parking	25 to 30%	15 to 20%	N/A

In order to help achieve the job, housing, equity, and climate goals and targets adopted by City Council in the Portland Plan, the Comprehensive Plan, and the Climate Action Plan, it is essential that Portland creates an environment where walk, bike, and transit trips increase as a proportion of all trips.

PBOT is seeking to expand TDM programs to help achieve this outcome. The proposed MUZ will require TDM plans for developments with more than 10 residential units. This will reflect a significant expansion from current requirements. While these developments will have the option of creating a custom TDM plan, PBOT has developed a Pre-approved plan to help simplify the plan development and development land use review process. The pre-approved plan could be processed as part of a building permit.

Portland's TDM Plan requirement is new for most development types. That said, throughout the country and the region, it is customary for developers to provide access to their properties; however, this access typically takes the form of required parking. Many cities with parking requirements allow for waivers in exchange for TDM plans. Portland does not have this mechanism because parking is not required for most developments. This makes the expanded TDM requirement challenging in many levels, even though an effective TDM program can be developed at a fraction of the cost of providing dedicated parking.

Portland's Current TDM Practices
In Portland, "custom" TDM plans are currently required for some mixed use and Central City development in Master Plan areas, through Central City Parking Reviews (CCPR), and for Conditional Use (CU) permits. Custom TDM plans are based on achieving future mode share targets and often include multimodal financial incentives.

In addition to TDM plans provided under some development types, PBOT (since 2004) has operated a successful TDM program funded through grants, currently called Welcome SmartTrips, which provides information about travel options to people who move to or within Portland. Survey data show that Welcome SmartTrips reduced drive-alone trips among people who moved to or within the city by 7% in each of the last two years. *The new TDM requirements will make this successful program more sustainable and expand the benefits to more residents and employees.*

The cost effectiveness of TDM has led businesses and residential sites to voluntarily provide transit, walk, and bike incentives. Go Lloyd is a Transportation Management Association in the Lloyd District that

has provided transit passes and other incentives to employees for more than 20 years. The resulting reduction in site-generated trips and reduced demand for parking has translated into significant development opportunity for this fast growing district. Many other individual employers and residential sites provide some type of multimodal financial incentives, but these are believed to be in the minority.

What We Heard

Throughout 2015 PBOT sought stakeholder comments on expanding TDM requirements to new development in the proposed mixed use and Central City zones. In the September 2015 TSP Discussion Draft and the December 2015 TSP Proposed Draft, City staff proposed an "ongoing" TDM requirement for the mixed use and Central City zones. "Ongoing" refers to requirements that building owners/managers would provide residents and employees in their buildings with travel options information and incentives over multiple years.

From November 2015 through May 2016 PBOT asked for feedback on our proposal by meeting with stakeholders, reviewing public comments, and listening to public testimony to the Planning & Sustainability Commission (PSC) on potential TDM requirements.

Numerous organizations submitted letters supporting the ongoing TDM proposal, including the Northwest District Association, Laurelhurst Neighborhood Association, Portland Pedestrian Advisory Committee, Portland Bicycle Advisory Committee, Multnomah County Health Department, environmental organizations, environmental organizations, and TriMet. We also heard from organizations and individuals with questions and concerns about the proposal, including individual developers, building owners, and the Rose City Park Neighborhood Association. That said, it is notable that these stakeholders support the concept of TDM and expressed interest in participating in more policy development.

Our Updated Proposal

In response to comments, PBOT is proposing a two-step process for expanding TDM requirements.

Step 1. A basic, "starter" pre-approved TDM plan with three elements. Before receiving a building permit, a new development would be required to commit to:

a. Provide travel options information to new residents and employees. The developer could use the Welcome SmartTrips program or provide equivalent information. *Attachment B gives more information and an example of Welcome SmartTrips information.*
b. Provide a one time "bundle" of multimodal financial incentives to the initial group of building residents, equivalent in value to one annual TriMet pass ($1,100) per unit. The bundle could be comprised of transit passes, bike share membership, and other walking, bicycling, and transit incentives for new residents.

   These could be provided by the developer, by a third party such as a Transportation Management Association (e.g., Go Lloyd), or PBOT could facilitate the transaction.

The building owner would have flexibility to select the make-up of the bundle of incentives they would provide.

The total value of the financial incentives would be retained by the development (PBOT is not using this requirement to generate funds for other programs, and is not transferring funds from one project to support another).

c. Provide a commitment to participate (distribute, encourage, etc.) in regular surveys of residents in order to gauge program performance.

The amount of the monetary obligation was determined with the objective of offering each initial resident a one year transit pass, or equivalent multimodal benefit. The amounts shown above reflect the following assumptions:

- A one-year transit pass currently costs $1,100.
- It is common for a studio or one-bedroom apartment to house two adults, thereby requiring two 6-month passes.

Step 2. It is understood that on-going TDM requirements for residential development will be more effective and necessary to accommodate growth. Because of the many complexities and outstanding questions associated with this undertaking, PBOT proposes to conduct additional analysis and stakeholder engagement to develop this more comprehensive approach. Some specific questions that this effort will seek to answer include:

- What is the best way to achieve a private partnership in the ongoing provision of TDM incentives?
- How will such requirements support or conflict with other city priorities, including housing affordability and development?
- Can an expanded TDM program engage existing development in addition to new development?
- Can and should the City encourage or accommodate third-party TDM providers, such as Transportation Management Associations?
- How should TDM obligations relate to other transportation fees and obligations?
- Do the same strategies fit development in the Central City or would different strategies be more effective?

Step 2 is expected to take place later in 2016 and into 2017. Stakeholders who have been engaged to date have included developers, representatives of the Portland Business Alliance, Go Lloyd, transit service providers, pedestrian and bicycle modal advocates, environmental organizations, and interested neighborhoods.

Code Changes

Threshold requirements for a TDM plan are located in Title 33, the zoning code. Technical requirements implementing the zoning code are located in Title 17.

There is a procedural difference between how Title 33 and Title 17 changes are approved. Title 33 changes are recommended by the Planning & Sustainability Commission (PSC) and adopted by City Council. Most Title 17 changes are recommended by a bureau and adopted by City Council.

We will continue providing information to PSC on Title 17 proposed changes, both Step 1 and Step 2, to inform their Title 33 decisions.

Other Changes

The Step 1 basic plan has considerably fewer elements than the December 2015 TSP Proposed Draft pre-approved (ongoing) plan. The primary difference is that the Step 1 basic plan increases the amount of the up-front incentive while eliminating ongoing requirements. The revised Title 17 code language also has the following changes:

1. Removes TDM requirements for Central City zones;
2. Eliminates mode share and auto ownership performance targets;
3. Eliminates site improvement requirements (not otherwise specified in code);
4. Simply references the education and information elements rather than specify them;
5. Eliminates the no-car, low-car advertising requirement;
6. Shifts the multimodal incentive from an ongoing requirement for new residents and employees to one-time, up front (significantly reducing the cost);
7. Eliminates requirement to unbundle the price of auto parking from leases.

Ord. 188177, Vol. 2.5, page 12778

Attachment A. Title 17.107

17.107 Basic Transportation and Parking Demand Management Plan

17.107.010 Purpose.

Providing residents, employees, and visitors information and incentives to walk, bicycle, ride transit, carpool, and otherwise reduce the need to own and use automobiles is an effective strategy that helps to achieve city goals and reduce traffic and parking impacts. Requiring transportation and parking demand management (TDM) is intended to prevent, reduce, and mitigate the impacts of development on the transportation system, neighborhood livability, safety, and the environment while reducing transportation system costs and providing safe and efficient mobility options.

17.107.020 Required Elements of a Basic Transportation and Parking Demand Management Plan.

A basic, pre-approved TDM Plan shall include:

A. **Site and proposed development descriptions**, and baseline information including proposed auto and bicycle parking;
B. **Transportation options information** approved or provided by the Portland Bureau of Transportation, offered to residents, employees, and visitors;
C. **Multimodal financial incentives** equal to the value of a one year TriMet pass per residential unit. This obligation will pay for a menu of incentives that will be offered to residents of the site to increase use of transit, bicycling, walking, and other options to driving alone;
D. **Survey**: agreement to actively participate in an annual travel survey of residents and employees;
E. **Enforcement**: acknowledgment of the enforcement provisions in Title 17.106.050.

Attachment B. Welcome SmartTrips Program information

Attachment B. Information offered by Welcome SmartTrips.

Neighborhood Bike/Walk Maps
Order online to receive free bike/walk maps for your neighborhood.

Portland SmartTrips Order Form
Recently moved? Get around Portland like an expert with these helpful resources.

Ten Toe Express guided walks

Portland By Cycle rides and classes

Women on Bikes resources

SmartTrips newsletters

Portland Transportation Resource Guide
Information about the variety of ways to get around Portland.

The Portland Walking Guide
Helpful resources for getting around Portland on foot (1.3 mb PDF).

NeighborWalks 2016
Intergenerational walks that celebrate an Age-Friendly Portland, June through October.

Road Etiquette: We're all in this together
Helpful tips for sharing the road, whether you go by car or bike

Understanding Portland's Bike Symbols and Markings
Portland has several unique street markings to help people driving and biking share the road.

Portland Biking Guide
Tips, techniques and street smarts to make your ride safer and more rewarding

Family Biking Guide
A how-to manual for all stages of family biking

Active Transportation Ambassador Program
Volunteer to assist PBOT staff on walks, bike rides and at community events

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Steve Novick Commissioner **Leah Treat** Director

Transportation Demand Management Proposal
Campus & Institution Policy Update

June 13, 2016

The attached memorandum summarizes PBOT's updated proposal for TDM requirements of the new Campus Institutional Zone (CIZ). This proposal is modified from the proposal in the December Proposed Draft of the Transportation System Plan (TSP). The update was distributed to stakeholders in advance of a stakeholder meeting held on June 7.

On the day of the Stakeholder meeting, representatives of several Campuses and Institutions provided an alternative proposal. While there has been limited time to review in detail, staff believes there are many good ideas in the stakeholders' proposal and will work with the stakeholders in an effort to bring together the best ideas from both proposals.

Key Changes in the Updated PBOT Proposal
The attached memorandum outlines the key changes contained in the updated PBOT proposal. These are primarily clarifications regarding performance targets, the approval authority, and enforcement.

As PBOT works with the stakeholders to develop a final updated proposal, some of the priorities that will be required include:

- Provide a more predictable process in order to reduce delay and uncertainty for campuses, institutions, and neighbors;
- Maximize the effectiveness of TDM plans to accommodate growth while reducing traffic and parking impacts; and,
- Provide assurance of opportunities for neighborhood engagement.

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Steve Novick Commissioner **Leah Treat** Director

Updated Proposal for Campus & Institution TDM Policy

June 3, 2016

Campuses and Institutions in Portland have long been required to provide Transportation and Parking Demand Management (TDM) plans as part of a Conditional Use Master Plan (CUMP) or Impact Mitigation Plan (IMP) process. The proposed creation of a new Campus and Institutional Zone (CIZ) is intended to provide greater assurance of "by-right" land use development potential while simplifying the process and reducing uncertainty of development approval. That said, it has been recognized that potential traffic and parking impacts for campuses and institutions are highly variable. Unlike commercial and residential developments, campus and institutional projects are not well suited to blanket application of standard trip generation rates. For this reason, the transportation review requirements under the proposed CIZ are not significantly reduced from the current conditional use requirements. The Transportation Impact Review (TIR) identified in Title 33 includes both a traffic impact analysis (TIA) and a Transportation and Parking Demand Management (TDM) plan.

Recognizing the continued obligation for CI developers regarding transportation, PBOT is seeking to create implementing guidelines that accomplish two primary objectives: 1) provide a clear and objective process for campuses, institutions, and neighbors; and, 2) improve the effectiveness of TDM plans in reducing traffic and parking impacts.

Proposed Changes to TDM Requirements
This memorandum summarizes PBOT's updated proposal for TDM requirements in the proposed new CI zones. This proposal builds on the Title 17 language in the Proposed Draft Transportation System Plan (TSP) issued in December 2015, and reflects discussions and comments from the Planning & Sustainability Commission (PSC), campus and institutional stakeholders and their representatives, neighborhood representatives, and other City of Portland staff, including representatives of the Bureau of Planning & Sustainability (BPS), Bureau of Development Services (BDS), and the City Attorney's office.

This proposal builds on changes already identified through stakeholder discussions on issues outlined in memoranda dated February 22 and March 11 (available upon request). The following proposed Title 17 additions to the December 2015 TSP Proposed Draft provide greater predictability for campuses, institutions, and neighbors:

- **Performance Targets**: specify that the performance targets in a TDM plan are those adopted by the City Council in the Transportation System Plan;
- **Interim Performance Targets**: specify that interim performance targets will be calculated using a straight-line method from the base year to the horizon year;
- **Modified (or "individualized") Performance Targets**: specify that there is a provision for an applicant to propose a modified performance target;

Ord. 188177, Vol. 2.5, page 12784

- **Approval**: Remove language referencing PBOT approval; PBOT recommends to the Bureau of Development Services (BDS) and the Hearings Officer;
- **Enforcement**: Clarify that failure to achieve the mode split targets is not subject to enforcement.

To address further concerns and questions, this memorandum is provided to further clarify the process for current and updated TDM Plans. Specifically:

1. clarify that approved TDM plans are the baseline for plan evaluation;
2. clarify the triggers for review and/or update of a baseline TDM plan;
3. add specificity to the technical review of performance targets and interim performance targets, and to the criteria for modifying performance targets;
4. clarify the steps in the plan evaluation process.

TDM Plan Evaluation Process

In response to stakeholder requests, PBOT is also proposing to clarify elements of the process for evaluating TDM plans.

1. Baseline TDM Plan

A TDM plan approved as part of a CUMP or IMP will be the starting point for TDM plan review. There is no significant change from current conditions.

2. Triggers for Review

The zoning code, Title 33, triggers a Transportation Impact Review in the CI zones when development greater than 20,000 square feet or greater than four parking spaces is proposed beyond the expiration date or development scope of a current approval. Title 33 references Title 17, which lists TDM plan requirements and provides technical review guidance.

3. Evaluation Process

Because of the highly variable nature of potential CIZ developments, applicants in the CI zones will be required to initiate their development approval process with an Early Assistance meeting. This will enable BDS and PBOT staff to determine an appropriate scope for traffic analysis and the type of review for the TDM Plan.

a. If the campus or institution has an approved TDM Plan, that plan will provide the starting point for review and potential updates or adjustments. If the campus or institution does not have an approved TDM Plan, they will develop a TDM Plan to be approved by BDS based on a recommendation from PBOT.
b. Type 1/simplified TDM plan review: If the CI is not proposing more than four additional auto parking spaces, and at least three successive annual performance surveys show the campus or institution is achieving or exceeding the interim mode share target, the baseline TDM Plan would be considered sufficient to be approved by PBOT (i.e., to meet 33.852.110 B.).
c. Type 2 TDM plan review: If the campus or institution does not meet the criteria for a Type 1/simplified TDM review, the CI would propose a TDM plan designed to achieve the interim mode share targets. This would require either development of an approved TDM Plan, or adjustments to an existing Baseline TDM Plan.

DRAFT

4. Additional TDM Strategies

An effective TDM Plan must be adjustable to respond to changing conditions. To help inform the TDM plan adjustment process, PBOT is creating a summary of local practices among the current Campus and Institution TDM Plans. In its current form, it has the potential to point to the highest performing TDM plans and individual strategies, which can be used to inform the most effective next steps when additional strategies are needed. PBOT will work with each campus and institution to seek agreement on the final evaluation tool.

Additionally, PBOT will continue to evaluate the effectiveness of proposed strategies plan using widely-accepted sources. One example is the Trip Reduction section of *"Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures."*

Expand Mitigation Options for Transportation System Adequacy, Including Level of Service (LOS)

Following is a summary of changes proposed to Title 33.852 that provide broader mitigation for level of service and other transportation system adequacy issues arising from new development traffic.

a. The City is proposing to clarify and expand code language to ensure that "additional impacts on the system from the proposed development" may be mitigated by TDM and/or bike/ped/transit improvements. For example, if new development generated 100 new vehicle trips through a failing intersection, the applicant could propose reducing trip generation with additional ongoing TDM strategies.
    - Title 33.852 identifies potential mitigations including improvements to "on-site circulation, public street dedication and improvement or private street improvements, intersection improvements, transportation and parking demand management actions, street cross improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit improvements".
b. PBOT would evaluate the effectiveness of proposed mitigation measures using widely-accepted sources, such as the Trip Reduction section of *"Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures."*

Summary

The additions to Title 17, and to the TDM plan evaluation process, are designed to make TDM plan development and review more clear, objective, and predictable for neighbors, allowing campuses and institutions to grow while reducing traffic and parking impacts.

DRAFT

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June 13, 2016

Planning and Sustainability Commission
1900 SW 4th Ave, Suite, 700
Portland, OR 97201

Re: PBOT's TDM Proposal – Mixed Use Zones

Dear Chair Schultz and Commissioners,

I will not be able to attend our work session on June 14, and I wanted to share my comments about the new Transportation Demand Management (TDM) regulation PBOT will be presenting.

The proposal is to require new buildings in mixed-use zones that include 10 or more residential units to have a transportation demand management plan (TDM). The core requirement for the TDM is that the building owner must provide a one-year transit pass for each unit. In effect, that's a $1,100 assessment per unit.

The stated purpose for the TDM requirement is "to reduce traffic and parking impacts." The larger goal is to reduce car usage and, ultimately, car ownership.

My concern with the proposal is that I believe the negative impact on affordability of an assessment of $1,100 per unit outweighs the speculative reduction in traffic and parking impacts that might result from giving tenants a one-year transit pass.

Well-intentioned regulations, be it for mandatory bus passes, eco-roofs, or Leed certification, have a cumulative impact on the cost of development, which in turn impacts the affordability level of the rents that get charged. While it's often difficult to quantify the cost-benefit analysis, there should at least be an effort to assess the policy tradeoffs, and when possible provide some mitigation.

To the extent PBOT's proposal will result in measurable reductions in traffic and parking impacts, then there should be some tradeoff for the developer, perhaps in the form of a reduced transportation SDC or relaxing of parking requirements.

Without some kind of mitigation in place, I would not support the TDM regulation as currently proposed.

Very truly yours,

/s/ Jeff Bachrach

Jeff Bachrach

Cc: Eric Engstrom, BPS
Judith Gray, PBOT
Julie Ocken, PBS

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Steve Novick Commissioner **Leah Treat** Director

Memo

June 6, 2016

To: Planning and Sustainability Commission

From: Courtney Duke, Senior Transportation Planner, PBOT

RE: Street Vacations, Title 17 and Community Uses

The Street Vacation Policy (8.48) and ROW policies (8.38-8.43) were modified by Planning and Sustainability Commission as part of the Comp Plan Recommended Draft (August 2015). Included in this draft were uses of the ROW, including community uses (Policy 8.42). Based on this addition, the policy for street vacations (Policy 8.48) was recommended to be modified by City Council and PBOT staff to include community uses when considering street vacations. The Title 17 code and approval criteria proposed in the TSP Proposed Draft (December 2015) reflects that change (17.84.025 A.1-2; Section 16: Street Vacation Code).

City Council voted on May 12, 2016 to approve the changes to the ROW and Street Vacation policies which gives official direction to the Title 17 changes to include community uses (17.84.025 A.1-2; Section 16: Street Vacation Code). PBOT staff made minor changes to the code to reflect BPS comments (December 2015) related to the decision body in June 2016.

PSC Member Michelle Rudd has expressed concern about policy changes that include community uses in Policy 8.48 and in the Title 17 code language ((17.84.025 A.1-2; Section 16: Street Vacation Code0). City Council will vote on the Comp Plan June 15, 2016 with the new community uses included as part of the street vacation policy (Policy 8.48). Therefore, the proposed Title 17 language needs to be maintained as written with minor changes in the Proposed Draft in order to implement the direction from City Council and the Comp Plan.

PSC Action: Approve Title 17 language related to Street Vacations as written in the TSP Proposed Revised Draft dated June 6, 2016 (17.84.025 A.1-2; Section 16: Street Vacation Code).

Attachment: 17.84.025 A.1-2; Section 16: Street Vacation Code (TSP Proposed Draft, December 2015 and changes for June 6, 2016.)

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Street Vacation Code
Proposed Draft 2015, with minor changes June 6, 2016

17.84.010 - 17.84.020 [No Change]

17.84.025 Approval Criteria and Conditions for Vacating Streets

A. The approval criteria are as follows:

1. The area proposed to be vacated is not presently needed, and is not identified in any adopted plan as needed in the future, for public services, transportation functions, utility functions, stormwater functions, view corridors and/or viewpoints. Consider temporary community uses.

2. The vacation does not prevent the extension of, or the retention of public services, transportation functions, utility functions, stormwater functions, view corridors and/or view points. Consider temporary community uses.

3. Public services, transportation functions, or utilities can be extended in an orderly and efficient manner in an alternate location;

4. The vacation does not impede the future best use, development of, or access to abutting property;

5. The area of the vacation is not presently, or will not in the future be, needed as part of an interconnected system of public streets that is generally consistent with the street connection and bicycle/pedestrian spacing requirements in section 17.88.040 Through Streets.

17.84.025.B

17.84.030 - 17.84.060 [No Change]

B. When approving, or approving in part, a petition to vacate a street, reservations or conditions may be made. Reservations or conditions may pertain to:

1. The maintenance and use of underground public utilities or service facilities in the portion vacated;

2. Limitations on use of the area above and adjacent to underground utilities or service facilities;

3. Moving at petitioner's expense the utility or service facilities either below, on or above the surface;

4. Construction, extension or relocation of sidewalks and curbs, multi-use paths, trails, or other similar pedestrian or bicycle facilities;

5. Grading or pavement extensions;

6. Dedication for street use or other area in lieu of the area to be vacated;

7. Replat; and

8. Any other matter of like or different nature relating to the vacated area and remaining or relocated street area adjacent to petitioner's property, or area dedicated in lieu of the vacation area.

17.84.030 - 17.84.060 [No Change]



Mixed Use Zones Project
Solar/Shading Modeling

May 2016

The following slides show the shading impact of various building scales on adjacent lots and across the street at various times of the year. For this model, all lots are assumed to be on east-west streets with a sun angle approximating noon.

This work is intended to inform discussion about the implications of building size, and features such as step-downs and step-backs on shading, but is not a definitive analysis of solar and shading impacts of building forms.

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Mixed Use Zones Project
Solar/Shading Modeling

May 2016

Impacts to adjacent lots at various building scales

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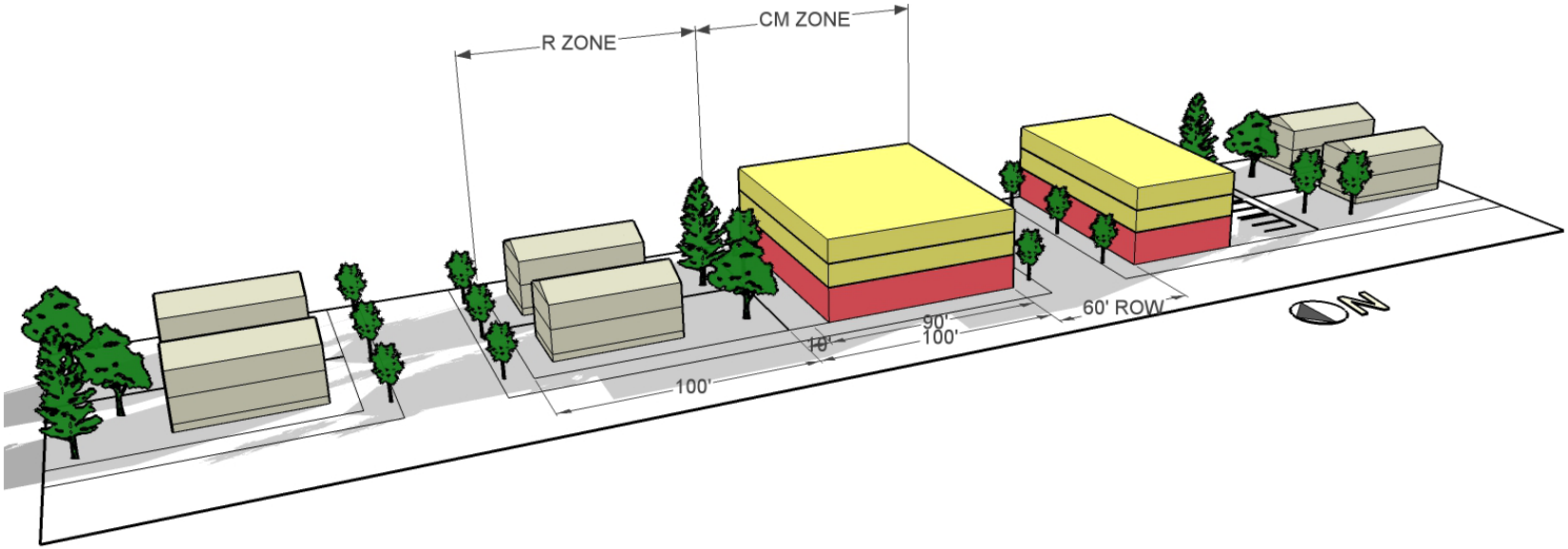
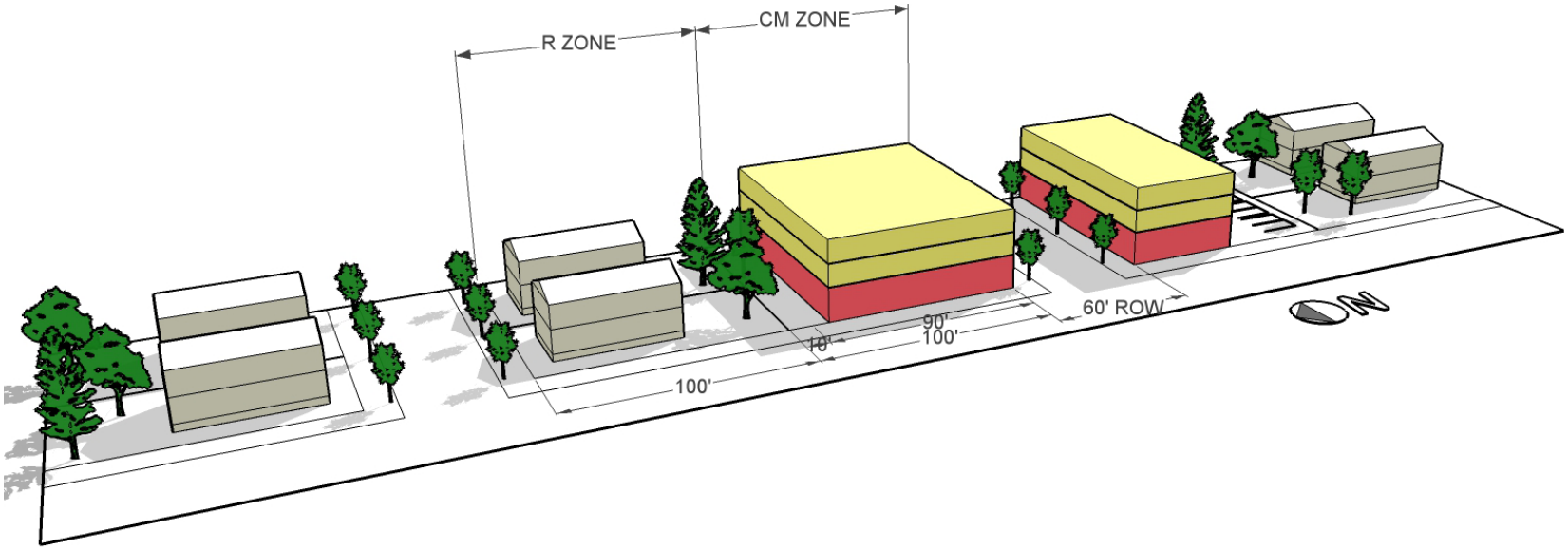


3 stories - Winter Solstice



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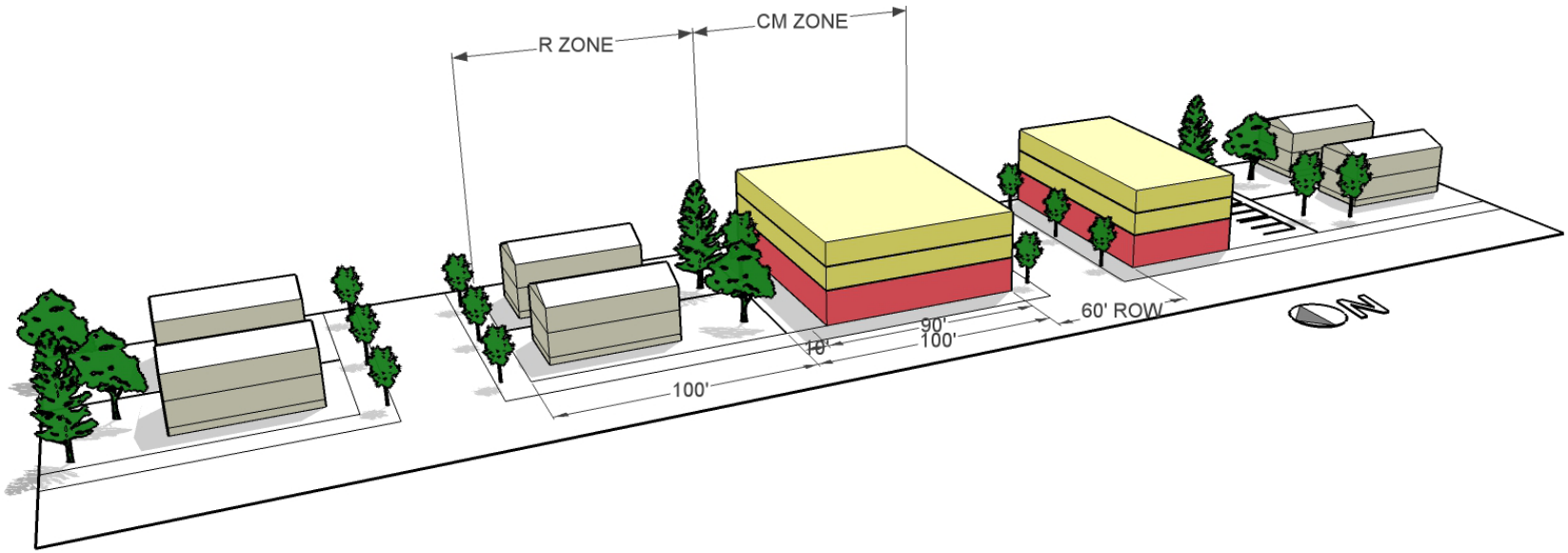

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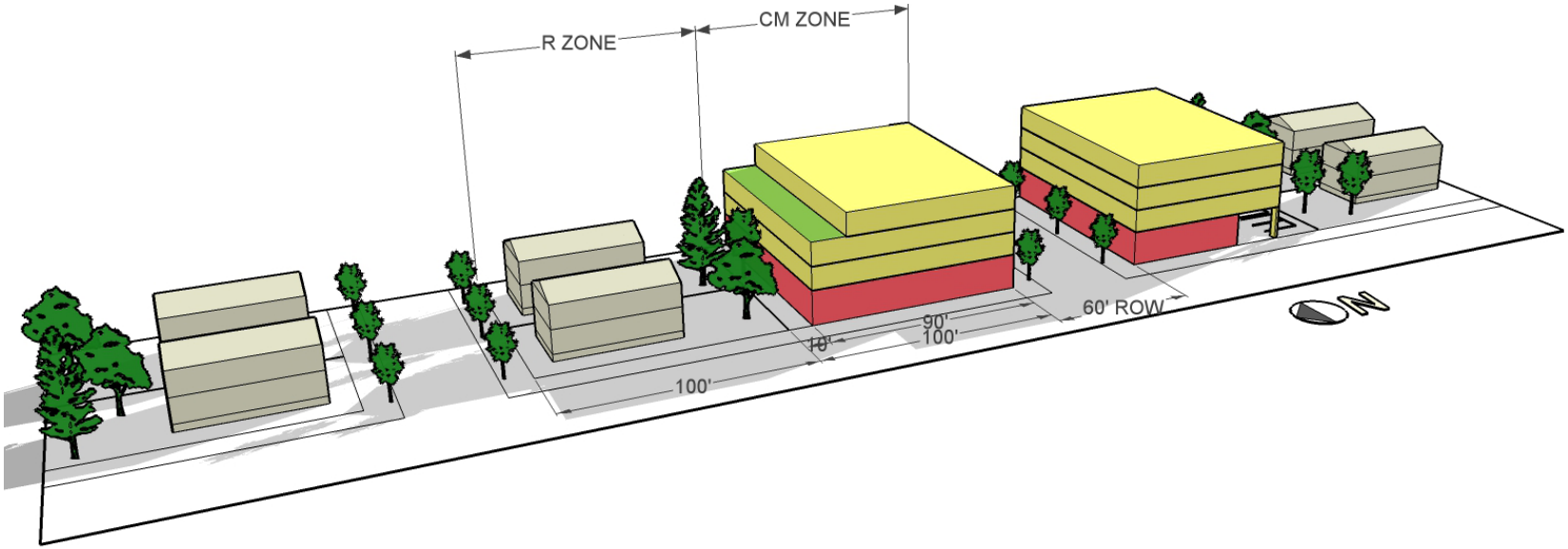

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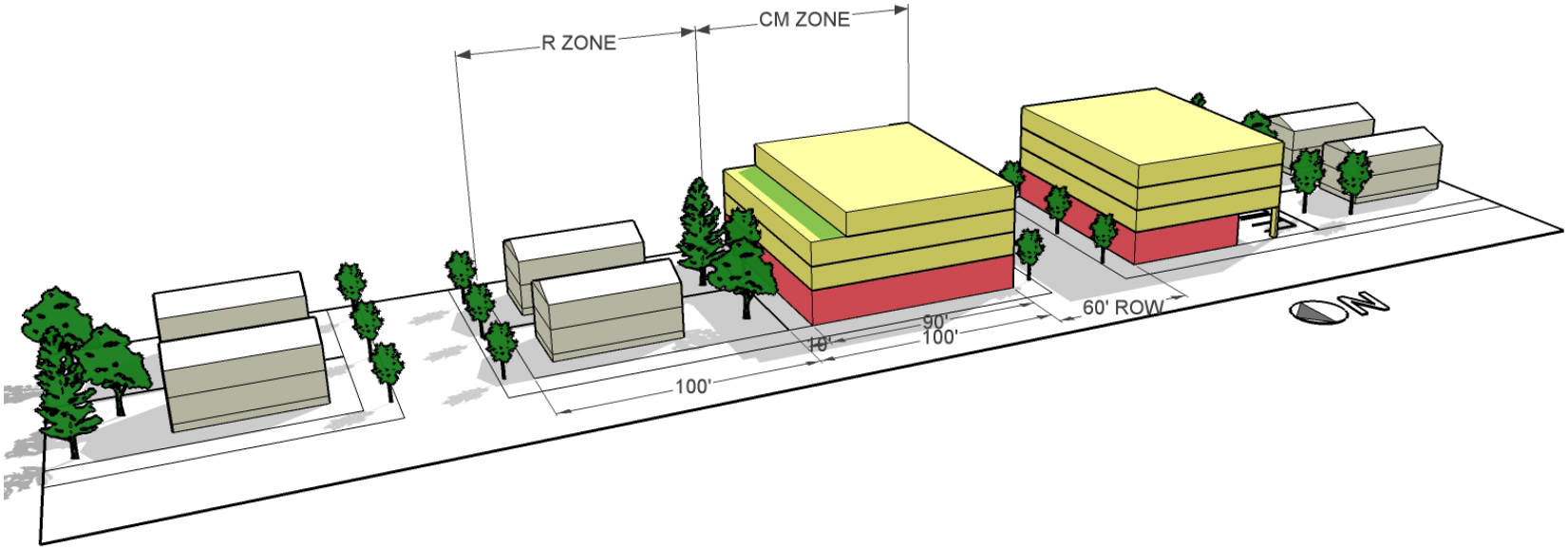
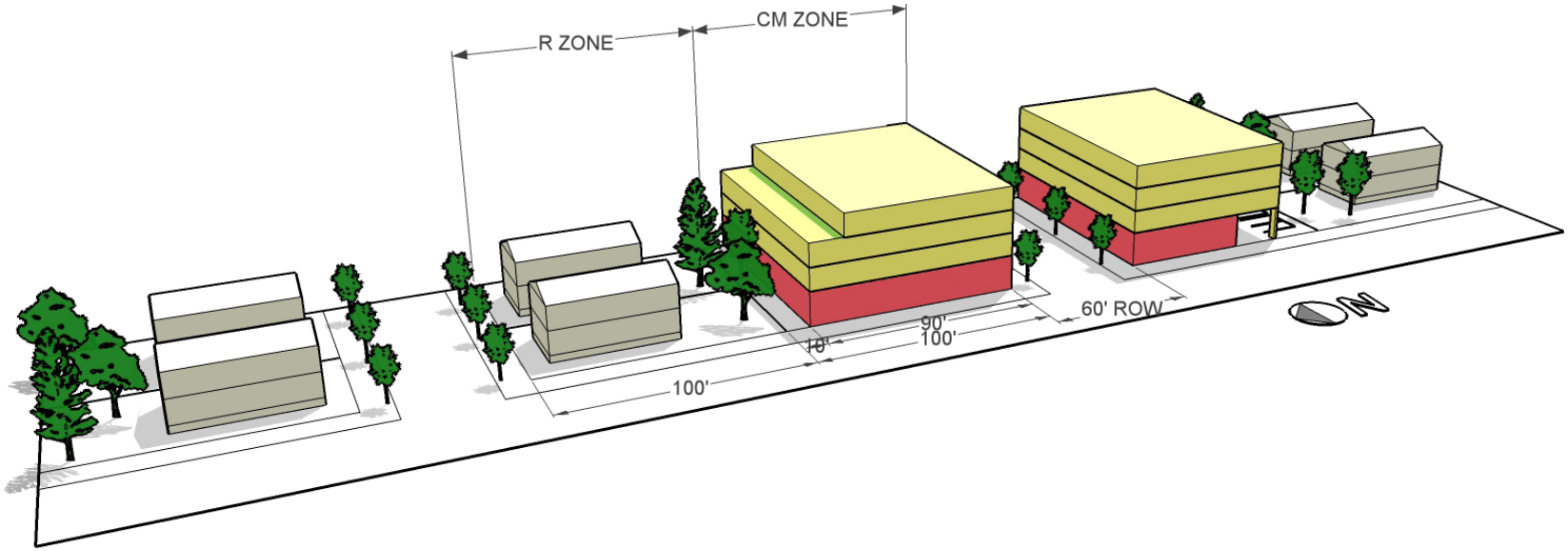


4 stories - Spring/Fall Equinox



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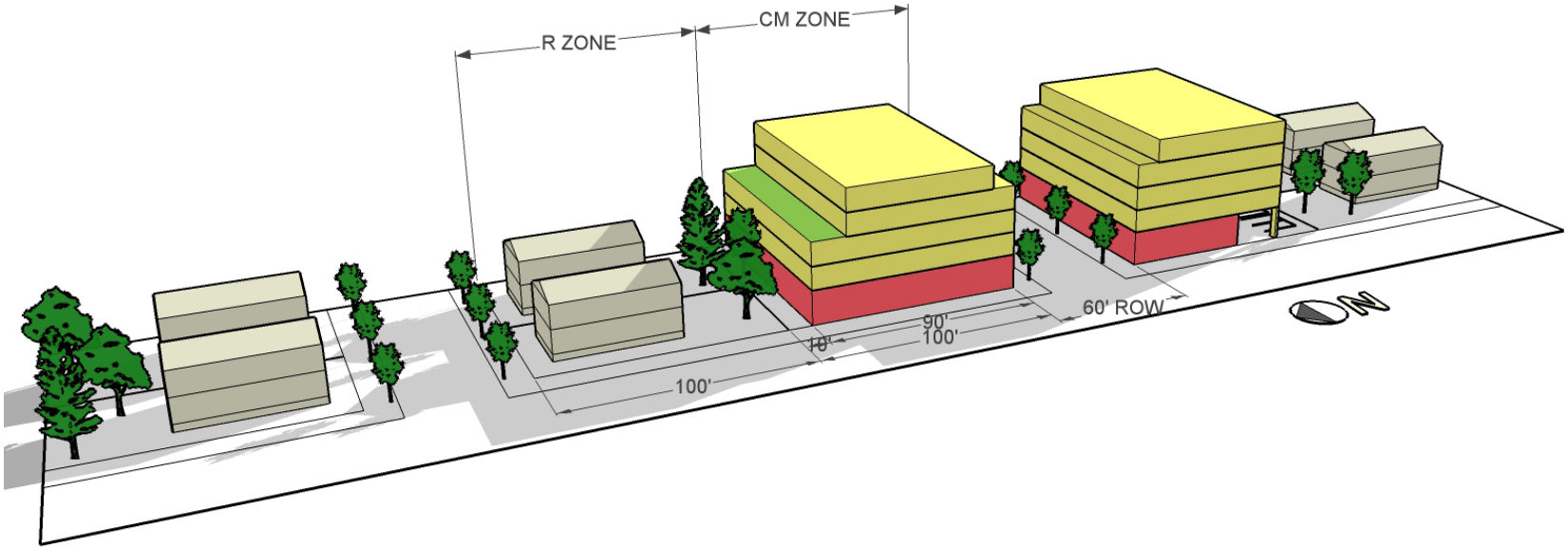

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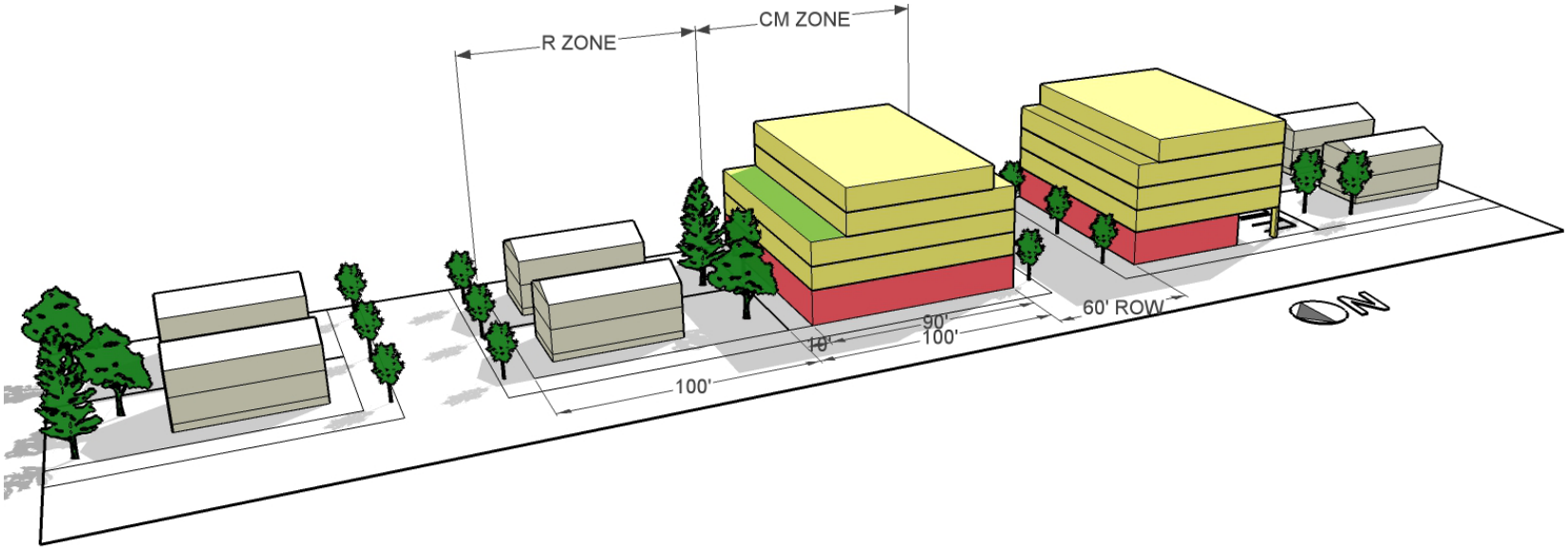
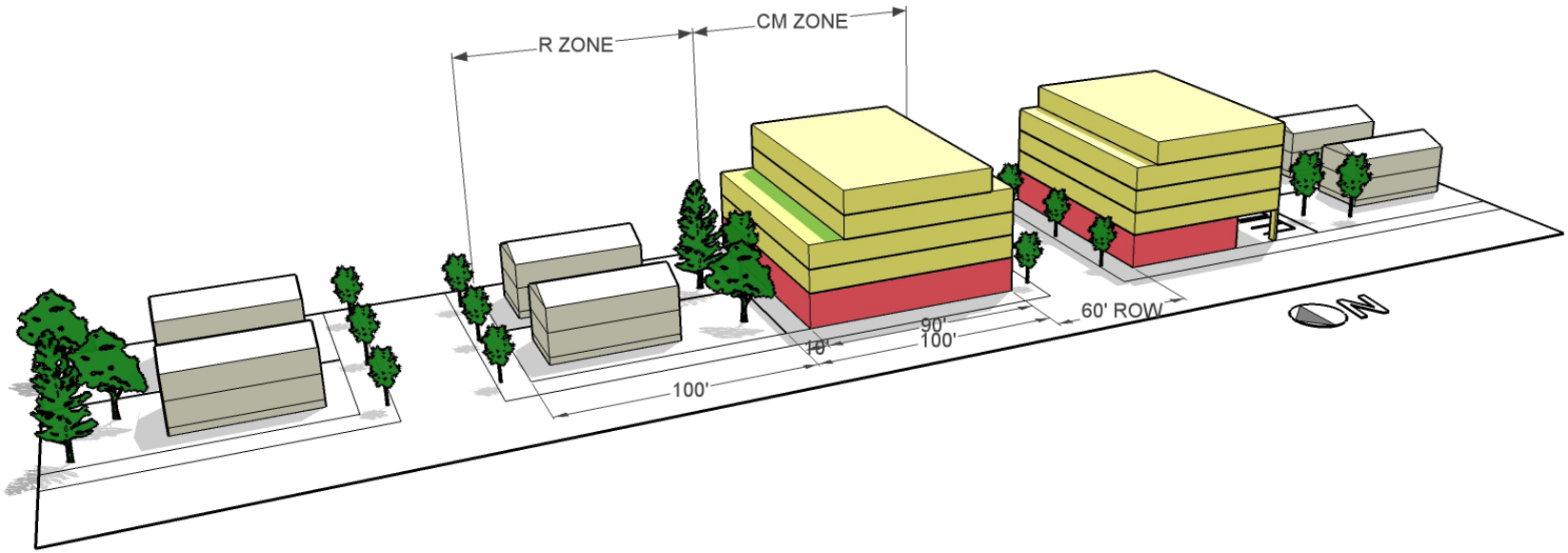


5 stories - Spring/Fall Equinox



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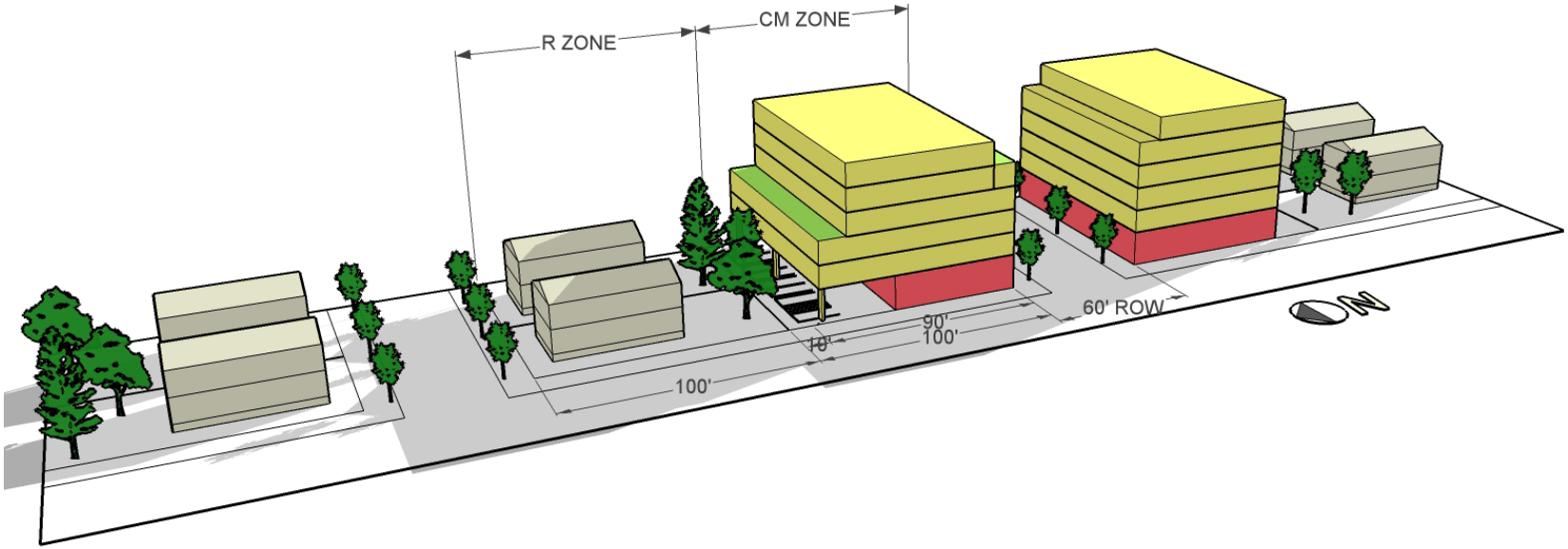

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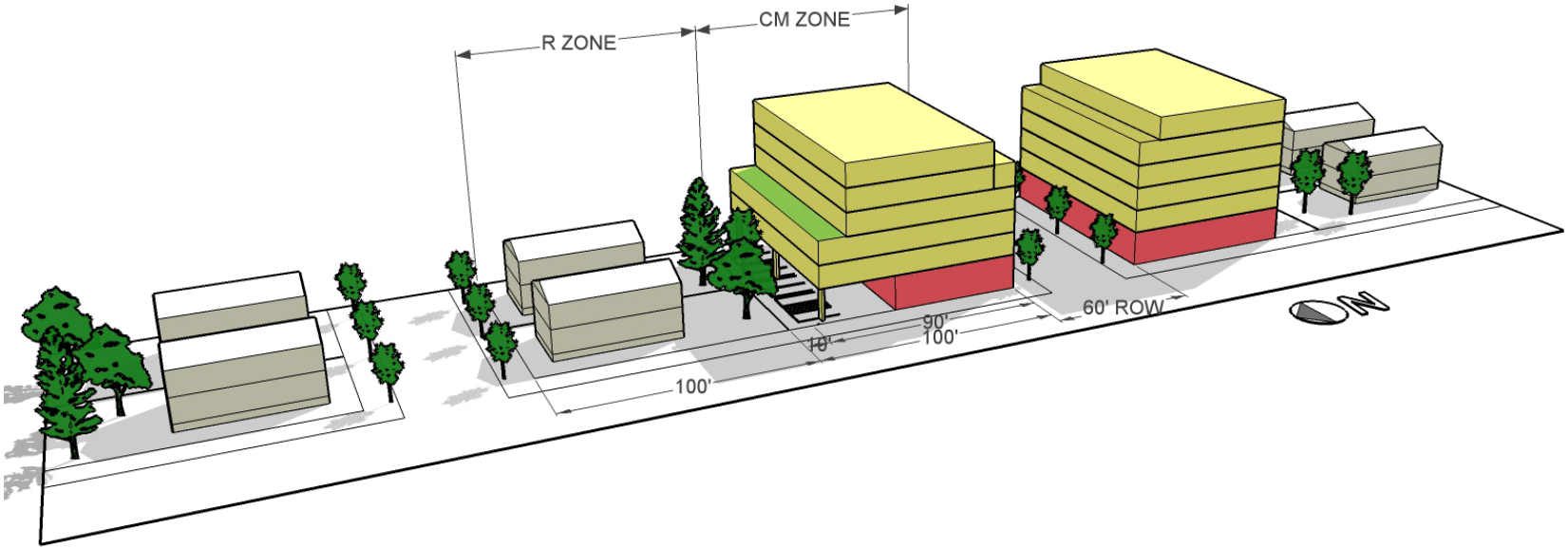
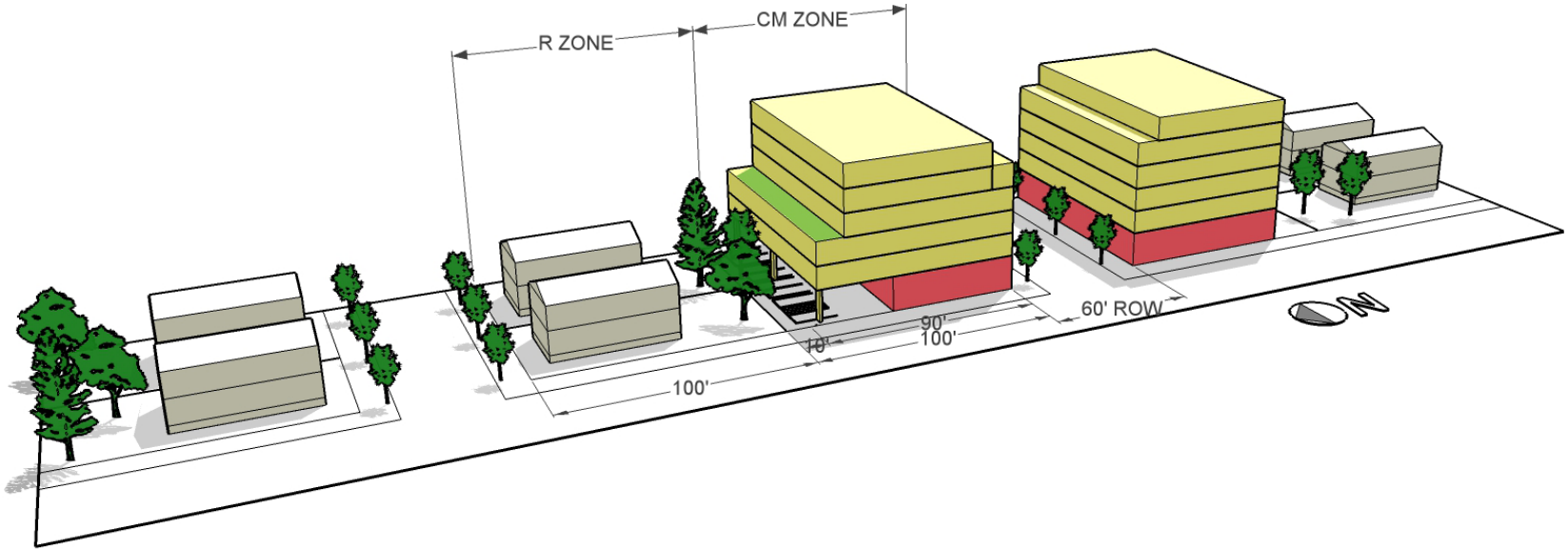


6 stories - Spring/Fall Equinox



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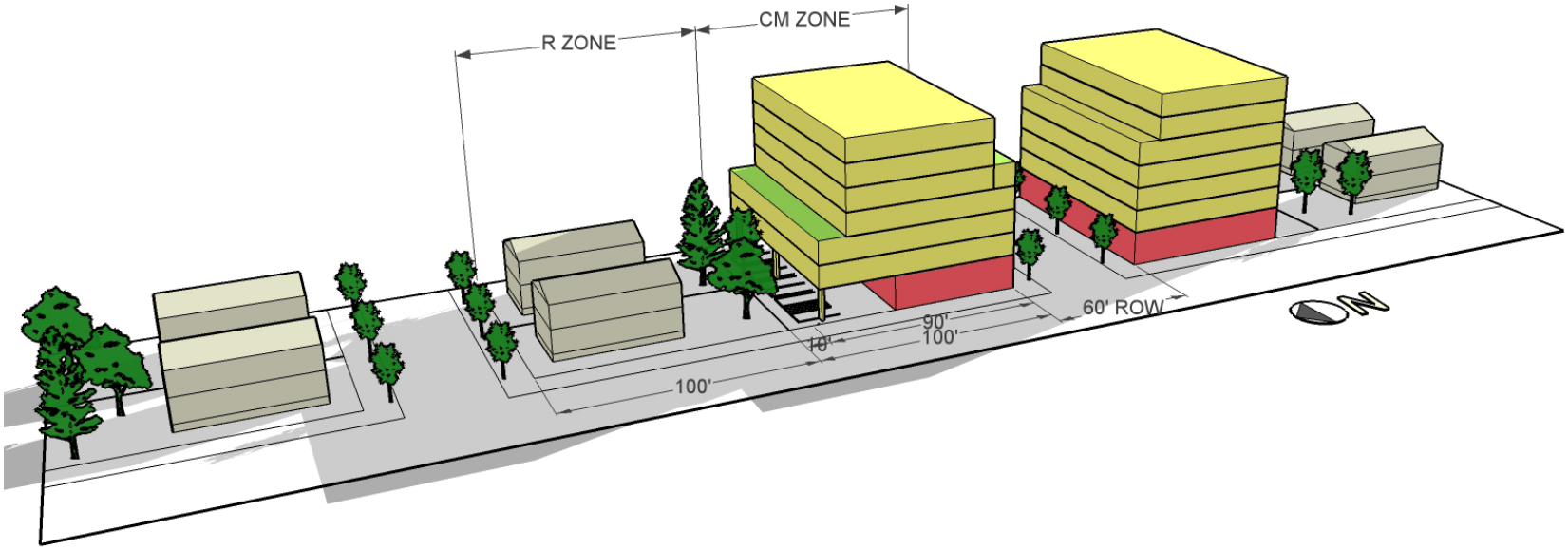

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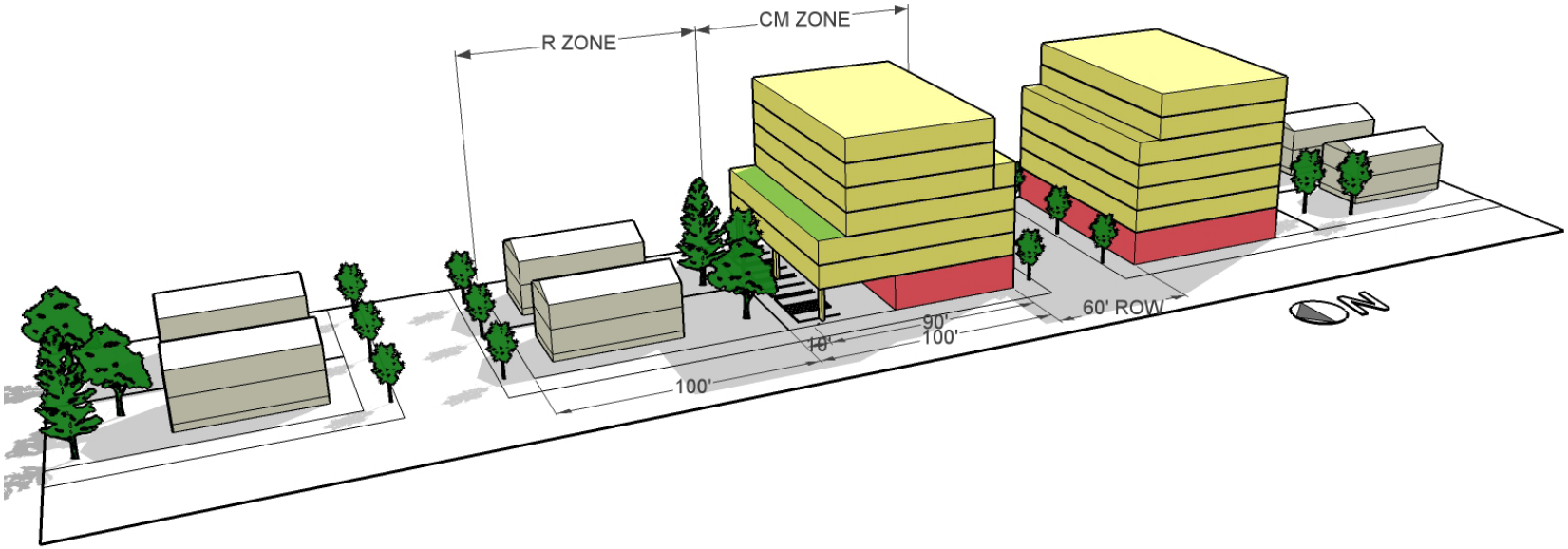

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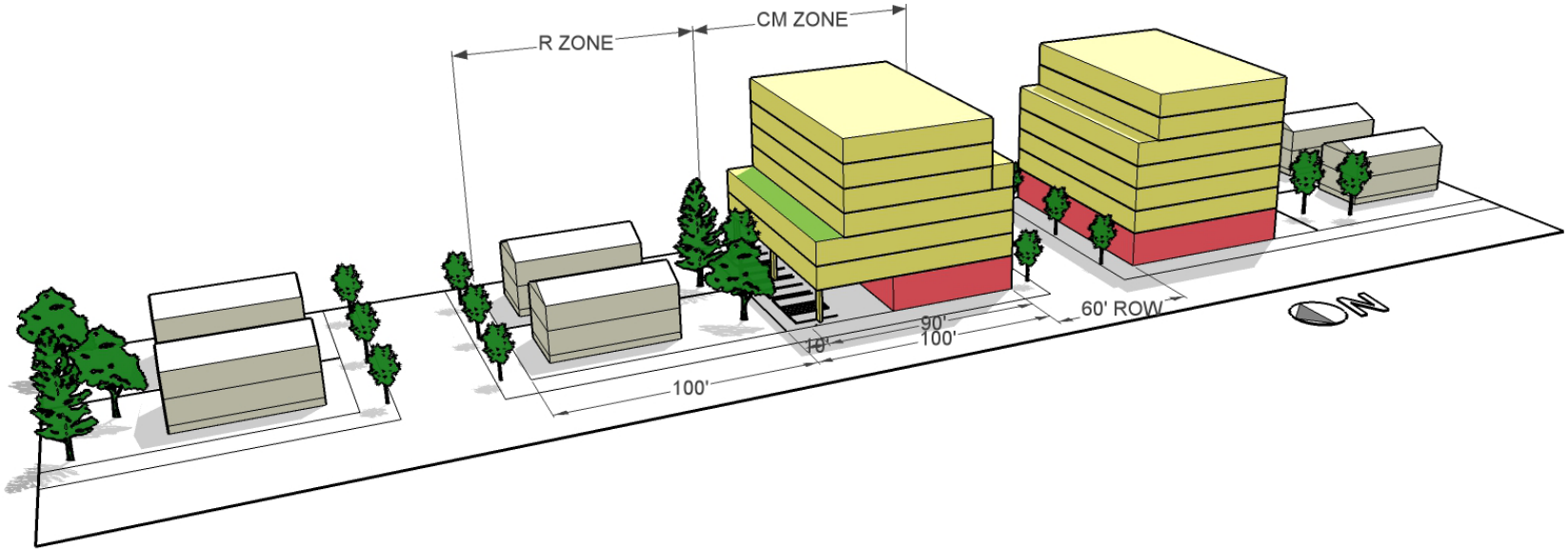

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Mixed Use Zones Project
Solar/Shading Modeling

May 2016

Impacts across a street at various building scales

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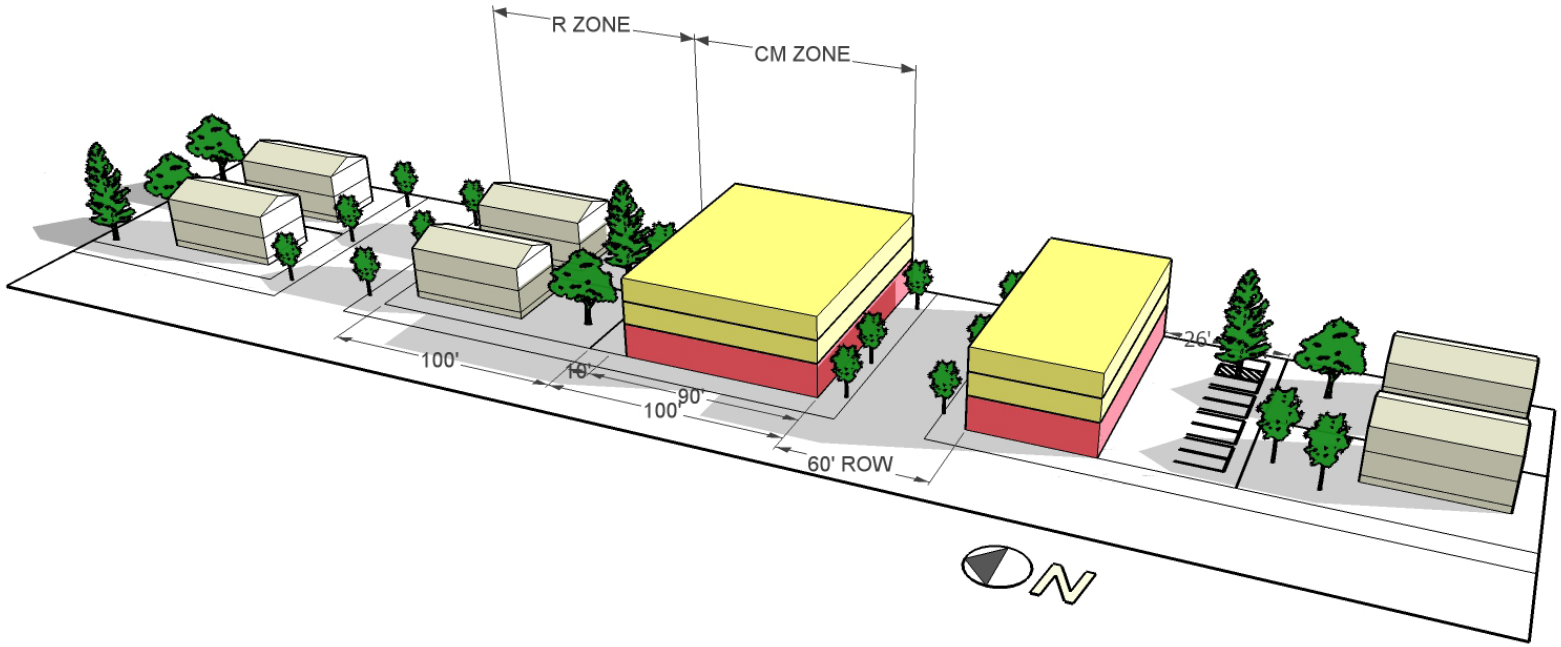

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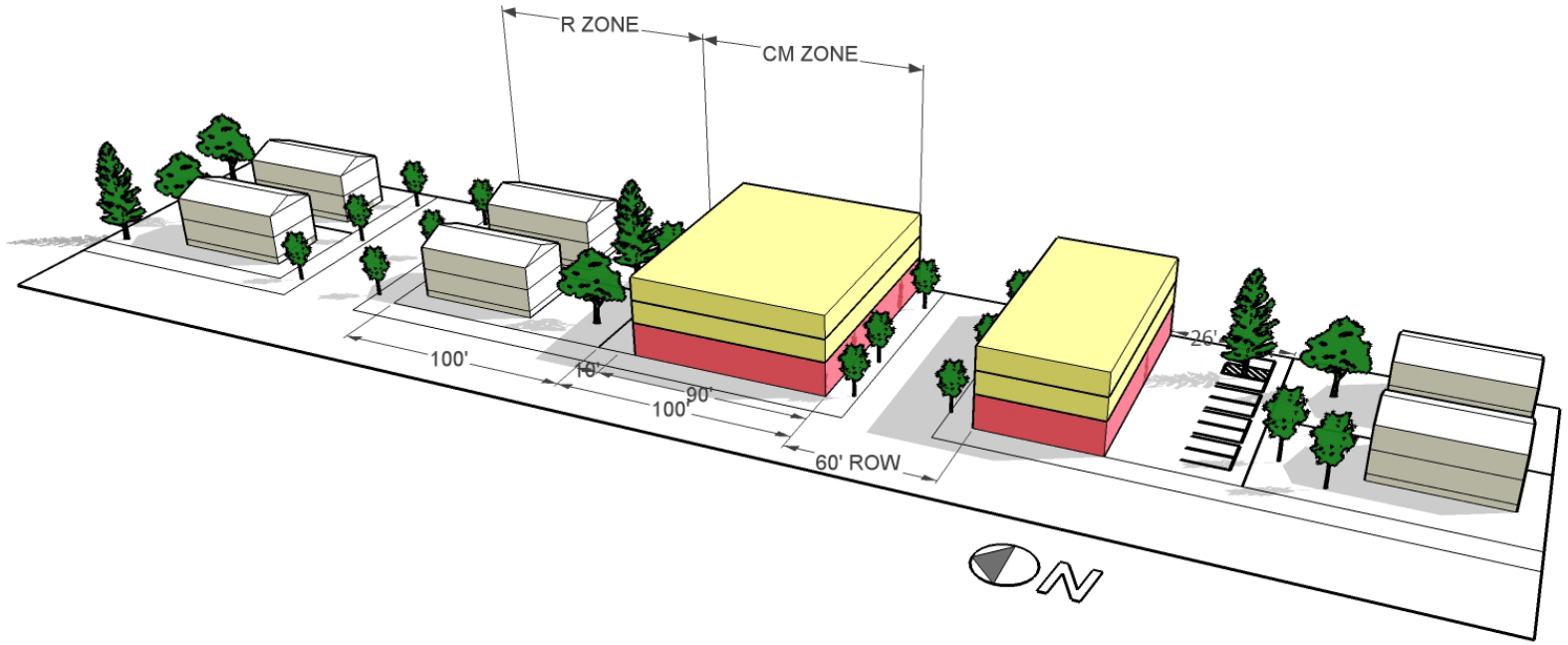

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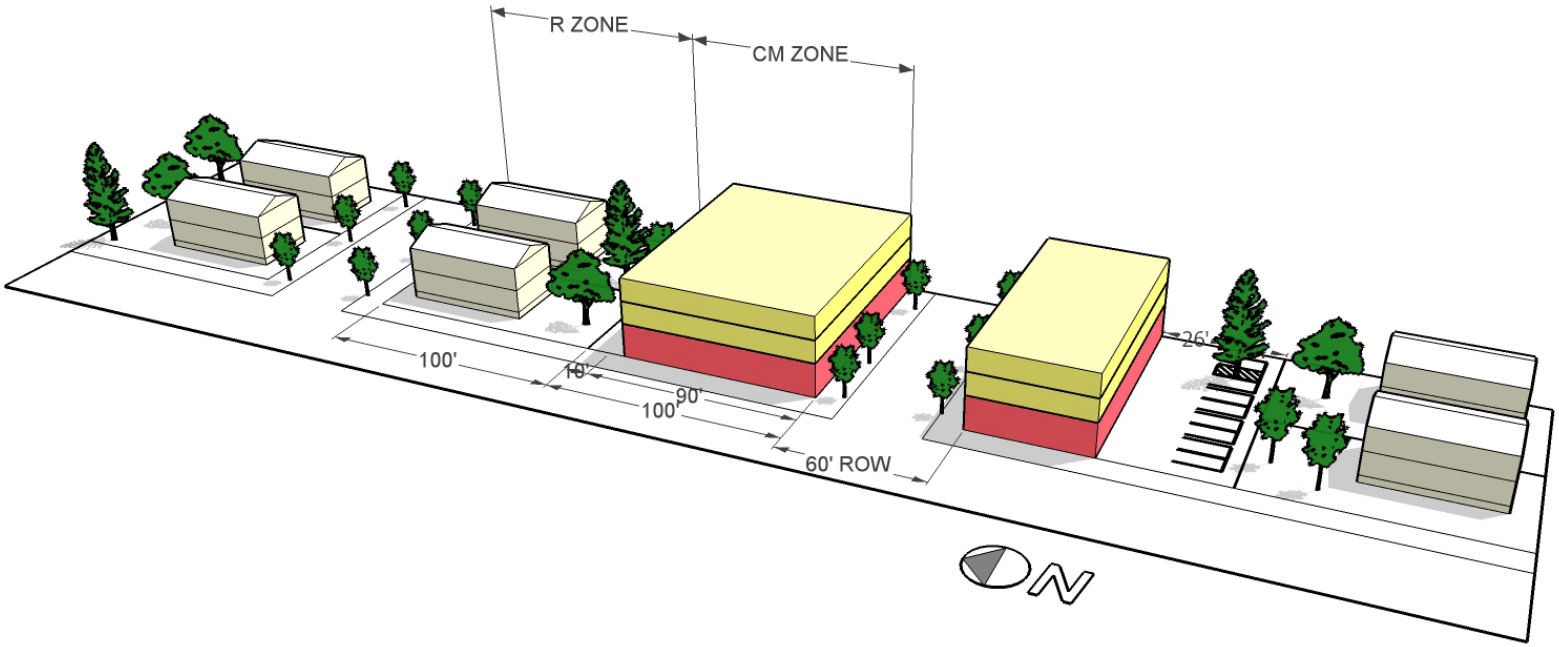
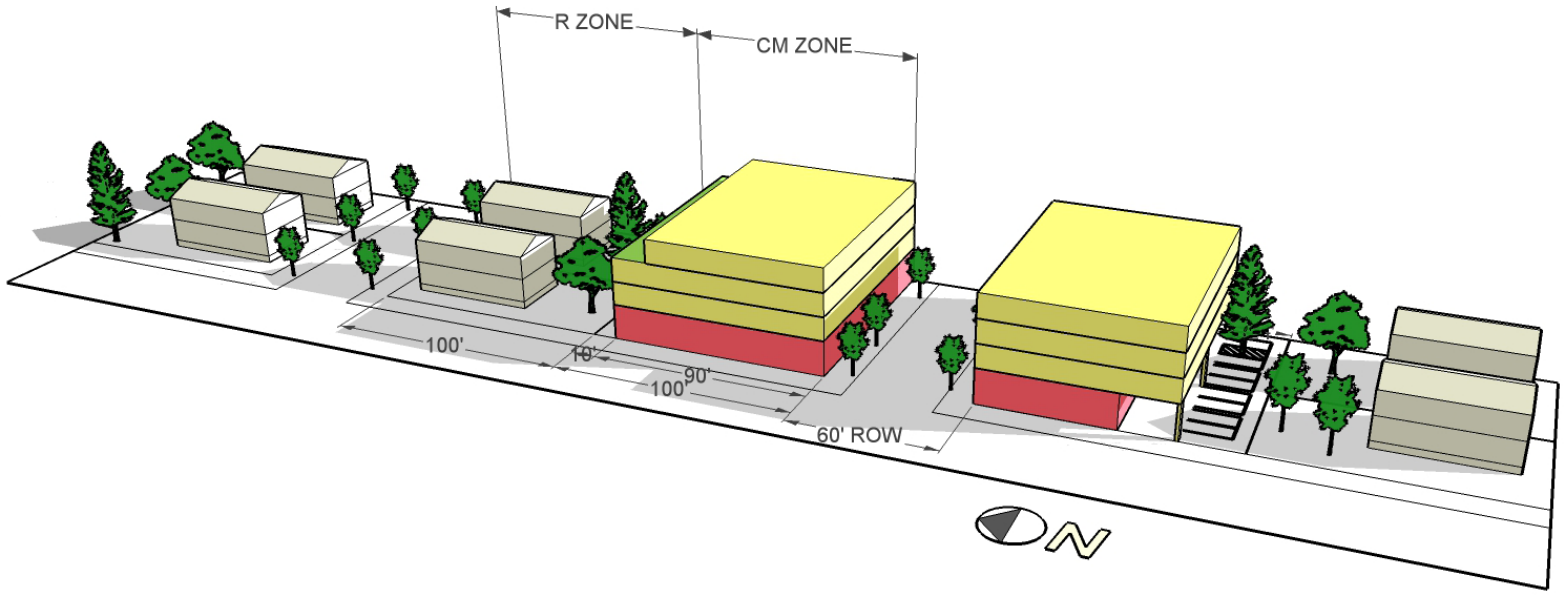


3 stories - Summer Solstice



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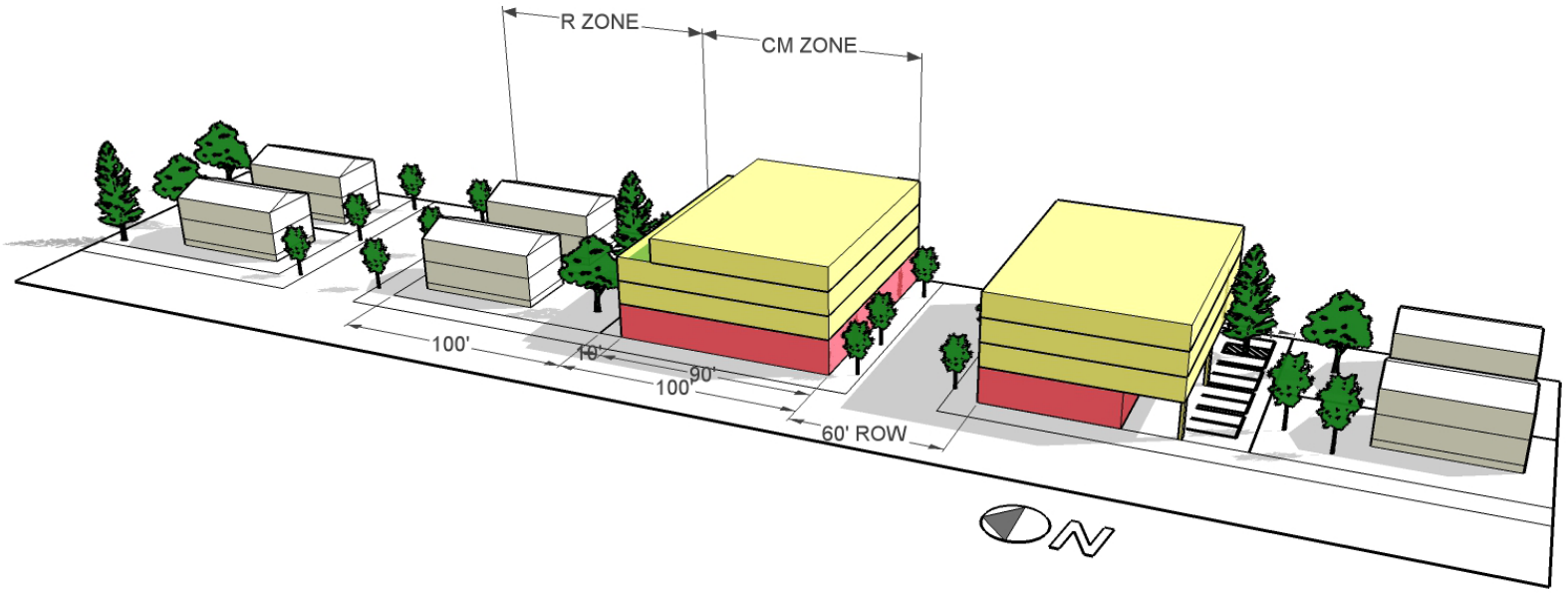
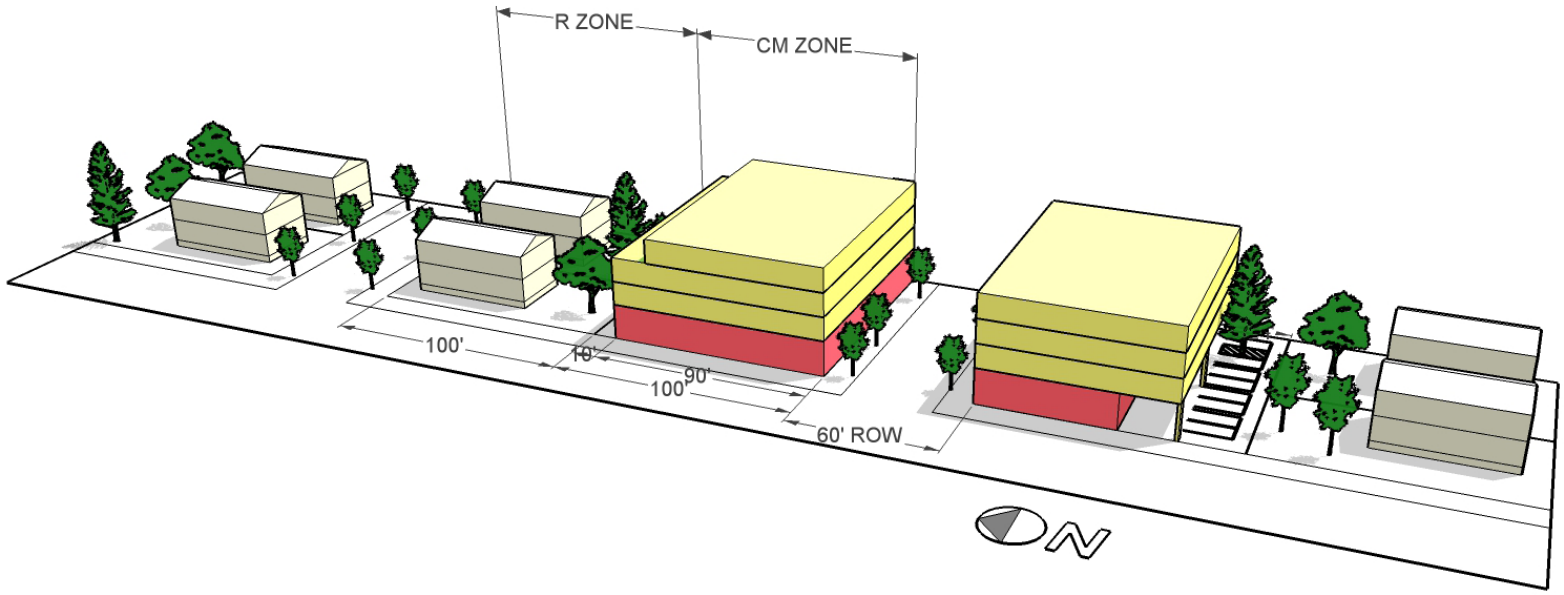
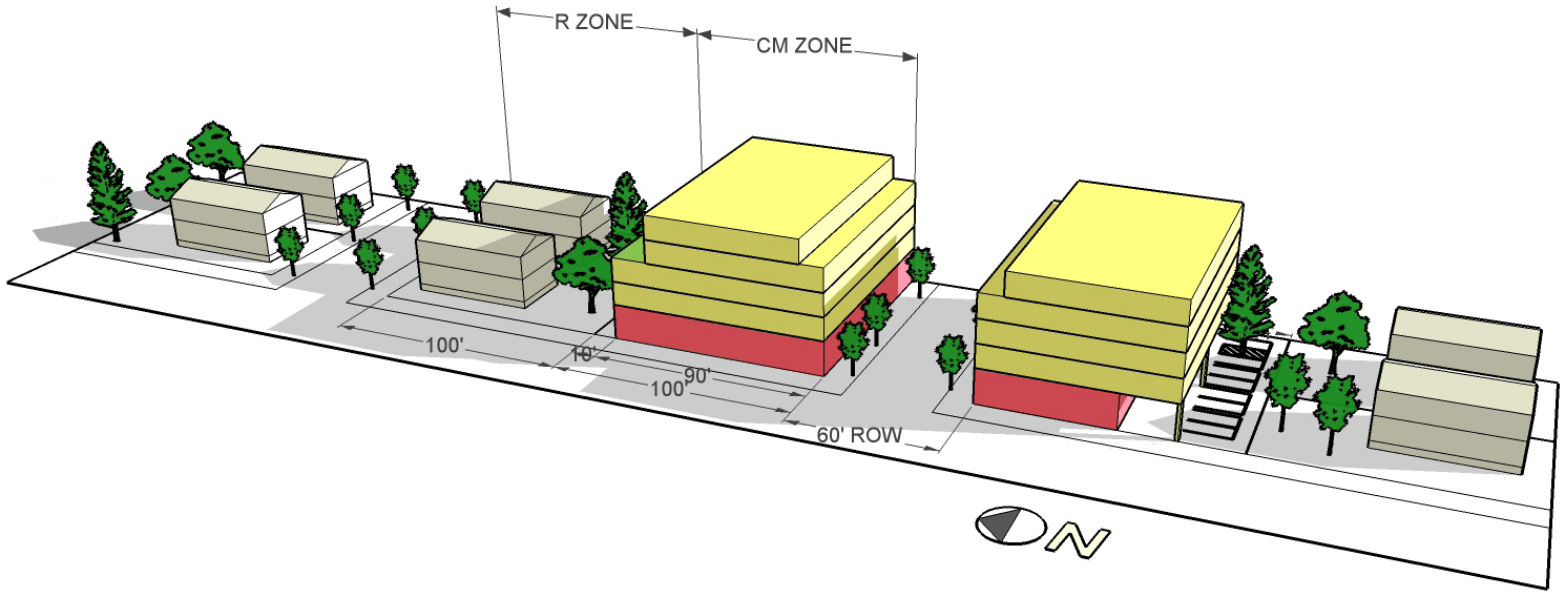


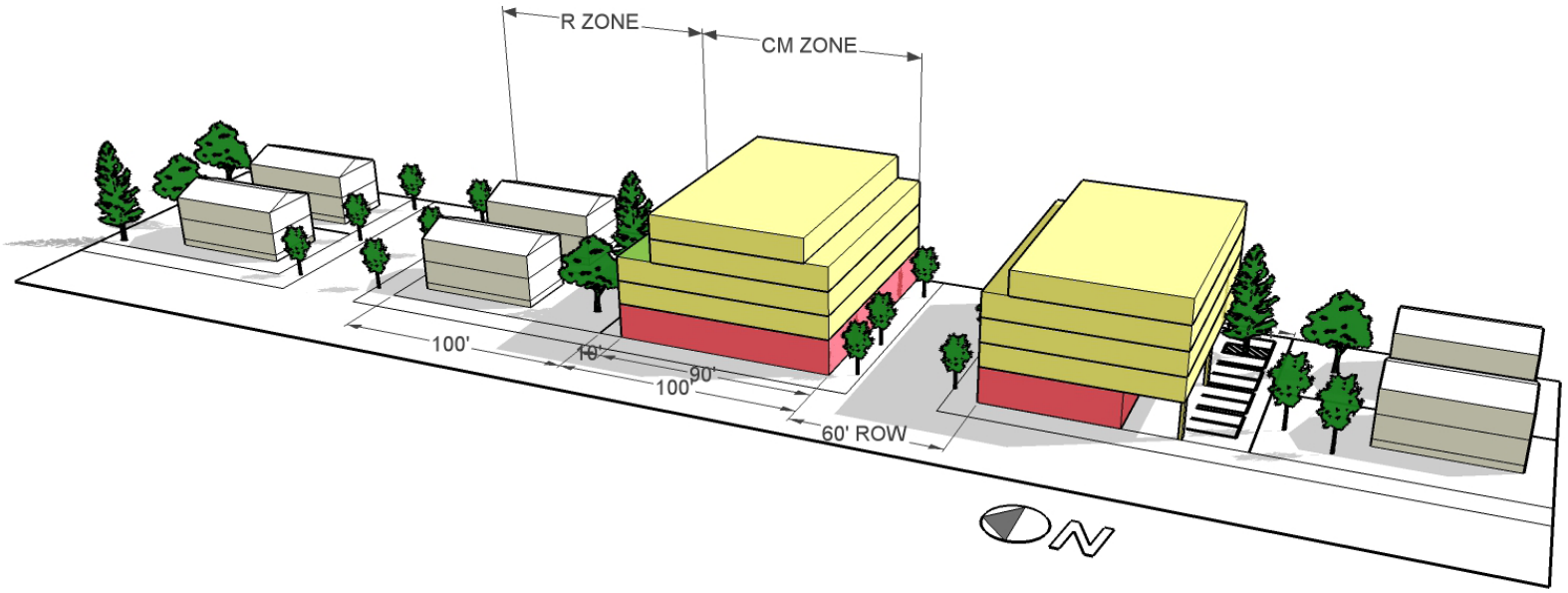
4 stories - Spring/Fall Equinox



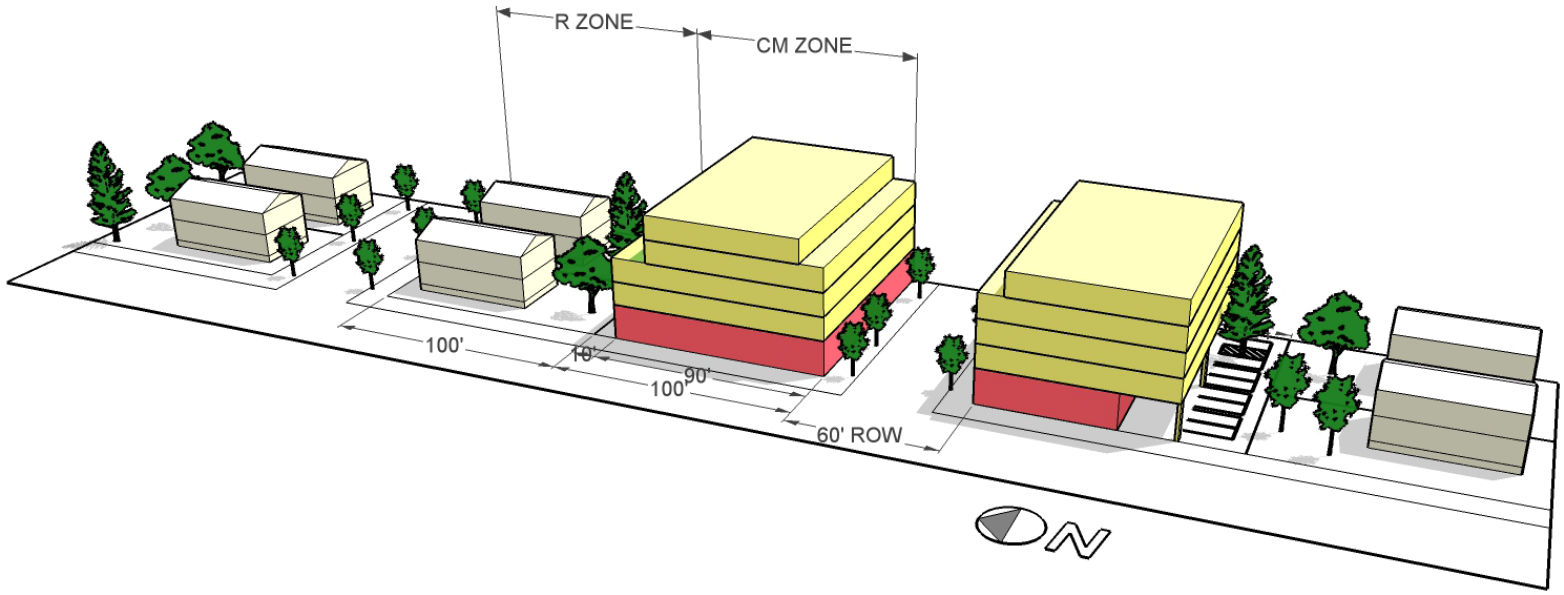
4 stories - Summer Solstice



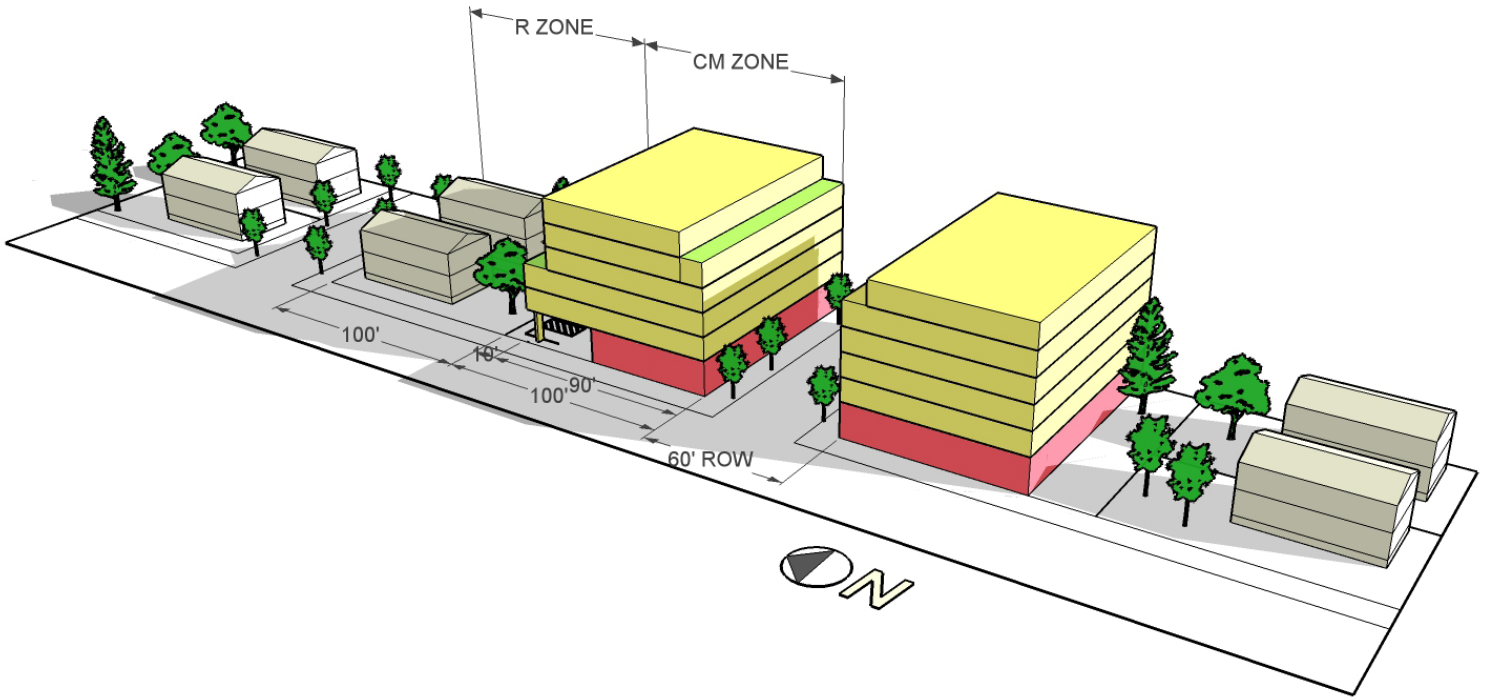
5 stories - Winter Solstice



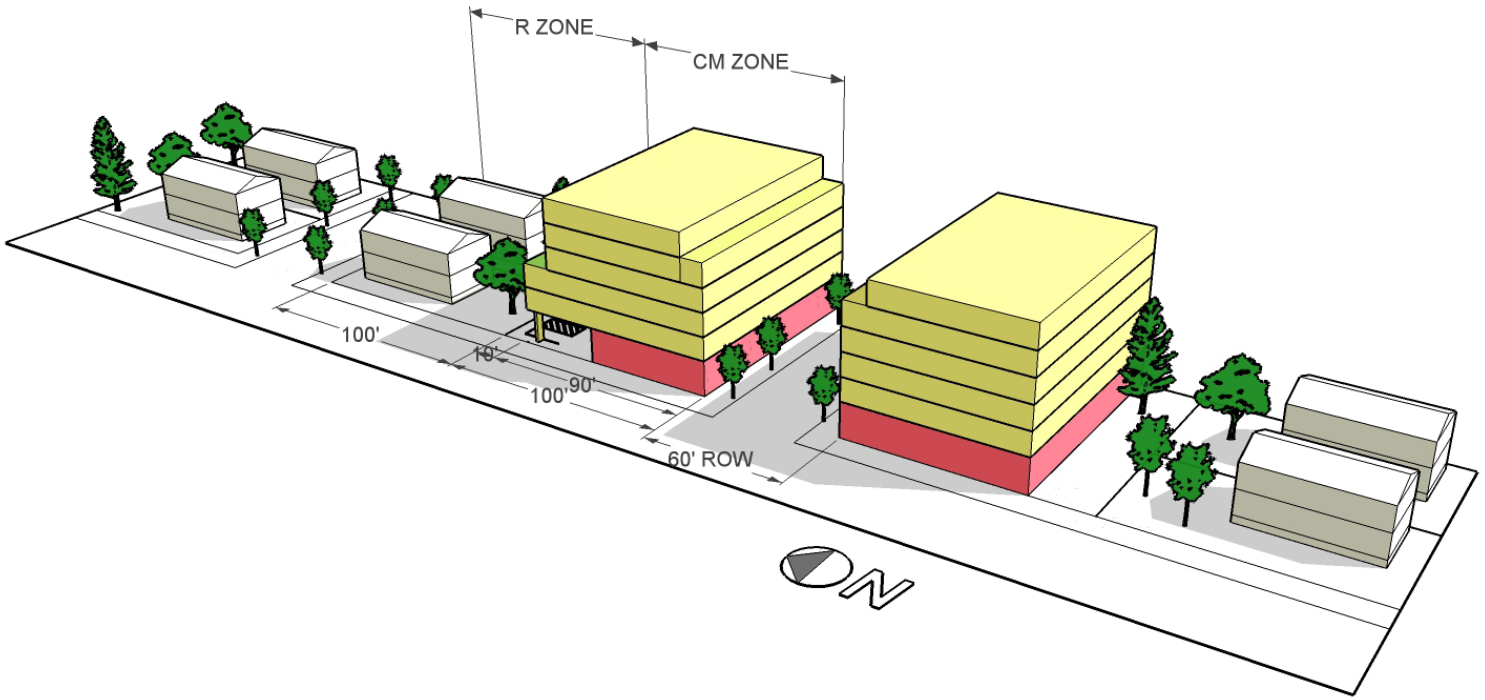
5 stories - Spring/Fall Equinox



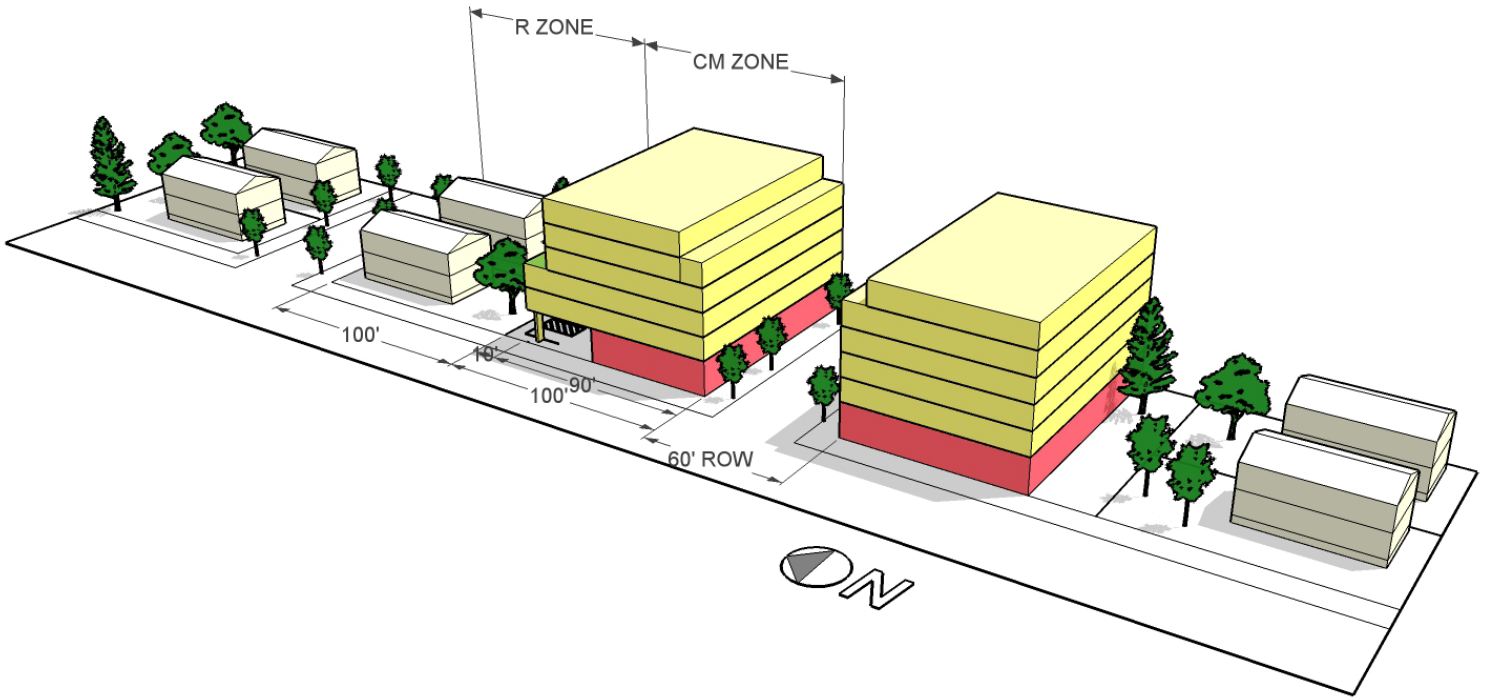
5 stories - Summer Solstice



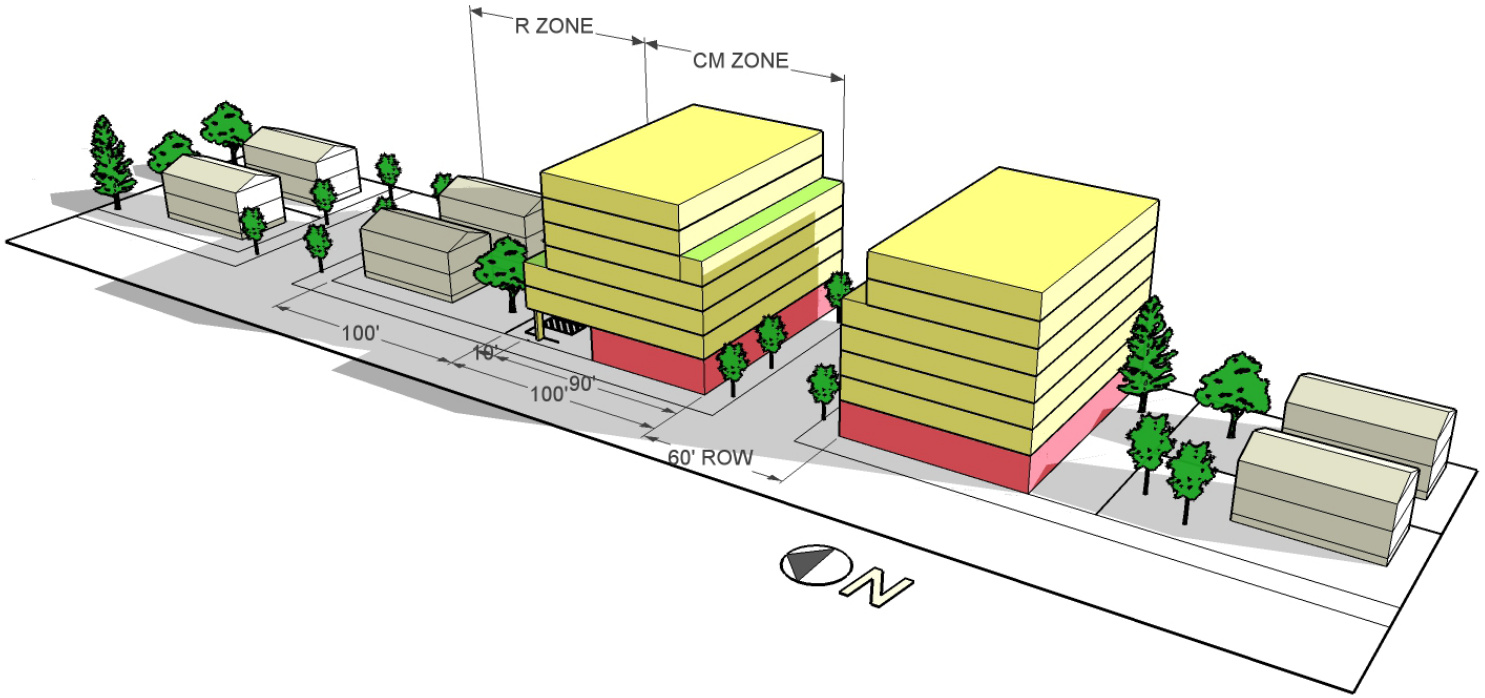
6 stories - Winter Solstice



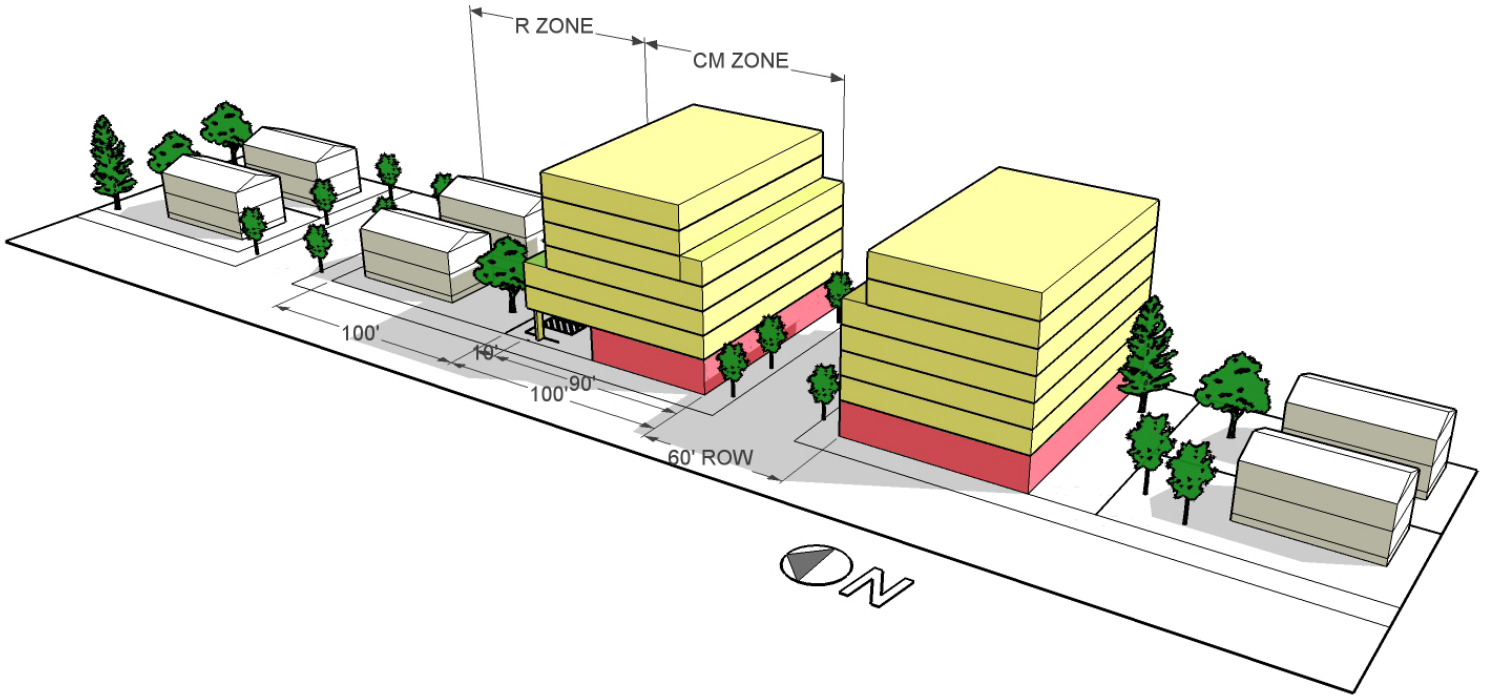
6 stories - Spring/Fall Equinox



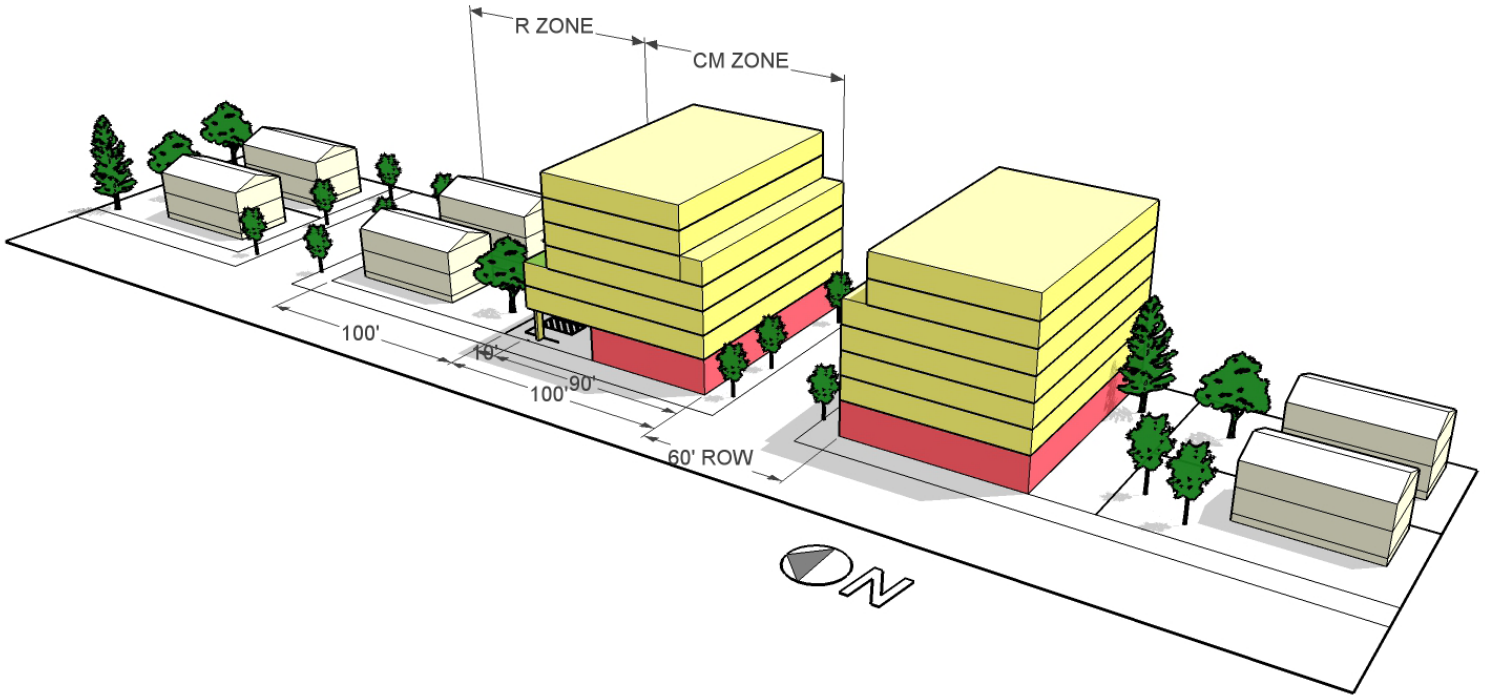
6 stories - Summer Solstice



7 stories - Winter Solstice



7 stories - Spring/Fall Equinox



7 stories - Summer Solstice

Mixed-use Zones

Evaluation of Development Incentives

DRAFT May 2016

ECONorthwest
ECONOMICS • FINANCE • PLANNING

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ECONorthwest prepared this report for the City of Portland's Bureau of Planning and Sustainability, with substantial assistance from the Portland Development Commission.

That assistance notwithstanding, ECONorthwest is responsible for the content of this report. Staff at ECONorthwest prepared this report based on their general knowledge of development economics, and on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECONorthwest has not independently verified the accuracy of all such information, and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

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Purpose and Approach

Through its Comprehensive Plan update, the City of Portland has proposed a simpler array of commercial mixed-use base zones that better implement the Comprehensive Plan's Urban Design Framework and Mixed-use Designations. In addition, the City is exploring adding density bonuses to its mixed-use zoning code to incent the production of public benefits, including affordable housing and/or affordable commercial space. The Bureau of Planning and Sustainability (BPS) asked ECONorthwest to evaluate the role that density bonuses could play in the creation of affordable housing and commercial space.

The purpose of this report is to summarize the results of our evaluation of the proposed density bonuses and provide implications for the City as it moves towards implementation of density bonuses and other similar policies.

Predicting whether a developer will accept the proposed density incentives (and which incentives offer the best financial returns) requires an analysis that reflects a developer's decision-making process and cash flow equation. Would the additional density create more value than the cost of construction and operations of the public amenity? If not, a developer is unlikely to accept the additional density, and may choose to just develop to the base zoning instead. This is the central tension explored through this analysis: are the incentives calibrated to motivate private-sector investment in the desired public good (affordable housing and commercial space) without otherwise limiting development outcomes? The answers to these questions vary geographically across the city, over time as market cycles change, and based upon development form and construction type.

About Density Bonuses

Density bonuses are widely used throughout the country in various forms. In Portland, they have been available in the Central City for many years. Density bonuses allow a developer to increase the amount of development on a site beyond what is allowed in the base zone, provided that the developer delivers some public good in return.

Density bonuses under consideration in Portland's mixed-use zones would provide incentives for the provision of affordable housing and affordable commercial space.

ECONorthwest, together with MapCraft, a partner software development and planning firm, created a financial pro forma model to test the value of the density bonuses among developers in achieving the goals of creating new affordable housing and commercial space. The model tested millions of permutations of market inputs, building configurations and density, bonus configurations, and other variables to predict which prototype would offer the greatest financial returns based on the take up of the bonuses.

The remainder of this section describes the methods used and provides an overview of the policies evaluated.

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Methods

There are numerous inputs into pro forma real estate assessments, all of which are consequential to the developer's financial analysis. Using standard tools like Excel spreadsheets, one can only manipulate a relatively small number of inputs to test the implications of variations in supply-side inputs (such as construction costs) and demand-side inputs (such as rents).

Given the City's desire to test different inputs across many submarkets in the city, our team's computational approach allowed for a standard pro forma to be translated into fast-running scripts that can be varied to produce millions of permutations. We used these permutations to conduct sensitivity analysis and determine the optimal financial performance given different development scenarios. This model allowed us to test real estate investment proposals that vary in scale and scope (for example, different building heights and ground floor use mixes) under different market realities (for example, varied construction costs and achievable rents) while constrained by local policies (for example, zoning restrictions and parking requirements).

Our analysis had four steps:

- **DETERMINE MARKET TYPOLOGIES:** We demonstrated how the market for residential and mixed-use development varies geographically, to provide insight into how rents and the proposed mixed-use zones align, where incentives are likely to enjoy the greatest take up, and to provide inputs into the remainder of the evaluation.
- **ANALYZE DEVELOPMENT FEASIBILITY:** We provided analysis on how the development market responds to additional density in the mixed-use zones. The team developed a customized, scalable mixed-use residential model that reflects Portland's market, construction, parcel characteristics, and policy conditions. Further, the team modeled the proposed MUZ code so that pro forma variants could be limited to real estate development options that adhered to the full suite of the City of Portland's land use policies, including setbacks, use restrictions, height restrictions, active ground floor minimums (usually retail), parking requirements, and other considerations.
- **DETERMINE POLICIES TO EVALUATE:** All density bonuses were measured in floor area ratio,[1] or FAR, which is a frequently used measure that is generally a more flexible approach to regulating and incenting density than height limits or bonuses. FAR is the total square feet of a building divided by the total square feet of the parcel of land. Higher FARs tend to indicate more urban (dense) construction. A developer can choose to take a portion of the bonus, if they provide a proportionate amount of public benefit.
- **CONDUCT SENSITIVITY ANALYSIS:** To test the application of the proposed code, particularly its density bonus policies, we modeled real estate development prototypes that varied incrementally in size from the base zoning thresholds to the maximums allowed in the proposed density bonus policy. For each building configuration prototype, the team tested whether a development would likely take advantage of the density bonus.

These steps are detailed more fully in **Appendix B: Methods.**

[1] Floor area ratio, or FAR, is a ratio of the lot size to the total amount of square footage in a building. For example, an FAR of 1 on a 10,000 square foot lot could mean that the developer could either build a one-story building with a 10,000 square foot floorplate, or a two story building with a 5,000 square foot. Both would have an FAR of 1.

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Policies Evaluated

This section provides an overview of the proposed density bonuses and the process that BPS used to narrow the list of incentives under consideration.

Initial Policy Proposal and Evaluation Results

In its earlier proposals for the mixed-use zones, the City of Portland proposed four density bonuses (which varied by zone) that would allow developers to build additional density in exchange for providing some combination of the following:

- **Affordable housing**: The initial policy proposed that 25% of the bonus square footage must be dedicated to affordable housing units to achieve up to 100% of the additional density allowed with the bonus.
- **Affordable commercial space**: For every one square foot of commercial space offered at 75% of current commercial market rent, developer gains two square feet of FAR, to a max of 50% of the allowable additional density in the bonus.
- **Plaza/open space:** For every one square foot of plaza or open space provided in a project, a developer would gain five square feet of FAR. Bonus maxes at 50% of the allowable additional density.
- **Green building:** If a developer met LEED standards, he or she may take up to 50% of the allowable additional density.

ECONorthwest initially evaluated all four of these density bonuses, their interaction with development feasibility across the market, and their relative incentive power when all four were offered simultaneously. **This review resulted in the findings that strongly suggested the need to revise and refocus the policies, because they were effective only in limited circumstances.** In particular:

- The plaza / open space bonus was the most attractive bonus, as structured in the proposed bonuses initially evaluated. This bonus allowed developers to trade off a one-time investment in building a plaza for the long-term benefit of market-rate income in additional residential units. The relative attractiveness of this bonus would have limited take up of the other bonuses.
- The affordable housing bonus was attractive in certain limited circumstances, where land values were low and achievable rents were very high. When the affordable housing bonus was financially beneficial, such that a developer might use it, it produced relatively few units of affordable housing per building.
- The affordable commercial bonus, as structured, was generally unattractive. It offered too little benefit to developers relative to the cost imposed.
- The green building bonus was difficult to model, as there is little consensus in the development community about how much cost is imposed through achieving LEED Platinum status. However, as modeled, it was generally unattractive to developers.

This initial review also found that optimal outcome for many developers would be only partial take up of the bonus (for example, taking 50% of the allowable maximum FAR in exchange for providing 50% of the required public benefit). In part, this was related to the structure of the City's parking requirements,

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which are triggered when certain unit counts are met. If developers could take the bonus such that these parking requirements were not triggered, the bonus would be beneficial. In many cases, triggering parking requirements and building the additional incremental density would change the developers cost equation such that the full bonus take-up would reduce overall developer return.

These results are described in detail in **Appendix A** (an interim findings memorandum produced after this initial policy analysis was complete). As a result of these findings, BPS revised the policies and asked ECONorthwest to evaluate the refined set of policies. The remainder of this report focuses on the review of the revised policies, though some of the findings from the initial policy analysis are referenced as appropriate throughout.

Policies Evaluated in this Report

Based in part on the results of our analysis of the initial policies, BPS narrowed the list of bonuses to two candidate bonuses: (1) **affordable housing bonus** and (2) **affordable commercial bonus**. For each, the policy parameters were also revised, as described in Exhibit 1.

Exhibit 1. Overview of Modeled Requirements and BPS Interim Proposal

<table>
<tr><th>Variable</th><th>BPS Interim Bonus Structure</th><th>Proposed requirements as modeled in this analysis*</th></tr>
<tr><td colspan="3">Affordable Housing</td></tr>
<tr><td>% of Bonus SF</td><td>25% of the bonus square footage must be dedicated to affordable housing units to achieve up to 100% of the additional density allowed with the bonus.</td><td>20% or 25% of the bonus square footage must be dedicated to affordable housing units to achieve up to 100% of the additional density allowed with the bonus.</td></tr>
<tr><td>MFI Targets</td><td>Target of 80% of MFI (median family income) up to 100% of density bonus.</td><td>60%, 80%, and 100% of MFI, up to 100% of density bonus.</td></tr>
<tr><td>Zones</td><td><table><tr><th>Zone</th><th>Base Zone FAR</th><th>MAX FAR w/ Bonus</th></tr><tr><td>CM1</td><td>1.5</td><td>2.5</td></tr><tr><td>CM2</td><td>2.5</td><td>4.0</td></tr><tr><td>CM3</td><td>3.0</td><td>5.0</td></tr></table></td><td>CM1**, CM2, CM3</td></tr>
<tr><td>Unit Sizes</td><td>Not addressed</td><td>Assumed a proportionate mix of unit sizes in the units allowed in the bonused area (including for affordable units)</td></tr>
<tr><td>Parking Ratio</td><td>Remove parking requirements for affordable units created through the density bonus.</td><td>Modeled both standard parking requirements for affordable bonused units, and removing the parking requirement for affordable bonused units.</td></tr>
<tr><td colspan="3">Affordable commercial space</td></tr>
<tr><td>Bonus</td><td>For every one square foot of commercial space offered at 75% of current commercial market rent, developer gains two square feet of FAR, to a max of 50% of the allowable additional density in the bonus.</td><td>Modeled as proposed only.</td></tr>
</table>

Source: Bureau of Planning and Sustainability and ECONorthwest, 2016. See https://www.portlandoregon.gov/bps/63621 for more details, including maps of the mixed-use zones. Notes: *ECONorthwest, in some cases, modeled alternate policy parameters for the purpose of assisting with policy calibration. **In all cases and in all zones, ECONorthwest only modeled podium construction projects in all zones. In the CM1 zone, we found virtually no bonus take up. However, particularly in the CM1 zone, lower allowable densities and market variables may support stick-built construction types that are generally less costly to construct. The current BPS proposal applies to wood construction projects, where there may be some take up that ECONorthwest did not model. As a result, for the purposes of this report, we focus results on the CM2 and CM3 zones.

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Part I: Affordable Housing Bonus Results

PROPOSED BONUS STRUCTURE: A developer seeking this bonus for a project could earn up to 100% of the total bonus. To earn bonus area, projects would be required to construct 25% of all floor area in excess of base zone regulations as affordable housing at an income target established by Portland Housing Bureau and set forth in an administrative rule. The affordability target is 80% of median family income (MFI);[2] however, this target is subject to change based on development of the administrative rule. The term of affordability is expected to be 60 years.

With passage of inclusionary zoning legislation in Spring 2016 (SB 1533), the administrative and other aspects of this incentive program could be modified, and potentially applied to a broader range of zones, with different affordability requirements, and in different types of circumstances.

KEY FINDINGS OVERVIEW

- As with all density incentives, the density bonus would only have value for developers and produce public outcomes where development is occurring. If the bonus were in place right now, Portland would be most likely to see developers use it in places where development is currently occurring, and specifically in those areas with lower land land values, such as St. Johns and other areas of north and northeast Portland where achievable rents for new apartments is at least $2.50 per square foot. **See page 7 for details.**
- Density bonus programs "work" (incent development that would not otherwise be feasible) when revenue from additional units is sufficient to profitably overcome the additional cost of constructing additional units. Construction costs and achievable rents—market variables over which regulatory zoning authority has very limited control—have the largest impact on development feasibility, while floor area ratio (or additional density) has a limited impact on overall development feasibility. However, in certain circumstances, access to additional zoned density can make an important difference for developers. **See page 10 for details.**
- We would typically expect a significant difference in development feasibility based on the size of the set-aside (percentage of units required to be "set aside" as affordable) requirement. However, given the structure of the bonus in the mixed-use zones, we find only a modest effect on overall development feasibility when we vary the set-aside requirement between 20% and 25% of bonus units. Given this situation, it makes sense to increase the set-aside requirement to 25% to encourage a greater number of units to be produced. **See page 12 for details.**
- The income eligibility target for the units also affects feasibility. In general, when targeted incomes are at 60% of MFI, development feasibility is challenged. At 80%, it improves. **See page 13 for details.**
- Across all possible combinations of building configuration, increases in rent make more development more feasible. As rents increase, the density bonus program would have greater incentive power. While take-up varies somewhat by zone, where development is occurring in the current market, a financially motivated developer will be indifferent to the bonuses. **See page 14 for details.**

[2] Affordability targets are almost always set relative to median family income, or MFI. For this analysis, we used a standard, HUD supported definition of affordability, and assumed that unit costs would be affordable (not more than 30% of monthly income) for families making 60%, 80%, and 100% of that threshold. The 30% cap includes rent and assumed utility costs.

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- One incentive currently proposed is removing requirements for additional units to provide parking. Because parking can be so expensive to provide, it affects feasibility even in the absence of bonus requirements. Removing parking requirements as an incentive provides benefits to developers in certain situations, especially when it allows a developer to avoid building underground or structured parking. **See page 16** for details.

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Geography

Market conditions across the City, even within the same zoning classification, can be quite different. To test and visualize this diversity, ECONorthwest created market typologies using a machine learning algorithm that calculates and groups census block groups into clusters based on: 1) the greatest level of similarity to other census tracts, and 2) how different each typology is from from every other typology.

The typologies use the following characteristics at the census block group level as cluster variables: (1) current rent levels for October 2015, (2) rent change in previous 12 months, and (3) number of new apartment units production per acre of land (excluding water area) since 2007, capturing all development activity that has occurred during the recovery from the Great Recession. We grouped census tracts with similar market conditions to create the market typologies shown in Exhibit 2.

We also mapped May 2016 apartment rents in Exhibit 3.

KEY TAKEAWAY: The development market is far from geographically homogenous. In 2015 alone, about 6,000 new multi-family units were delivered[3]. However, new development is occurring primarily in inner-ring neighborhoods near the Central City and in St. Johns and other parts of North Portland. The City is unlikely to see new development occurring in geographies with lower rents. As such, these maps are good representations of where new development is most likely to occur in the near term, and a starting place for understanding where incentives are likely to have the greatest value for developers.

[3] Co-Star, 2016.

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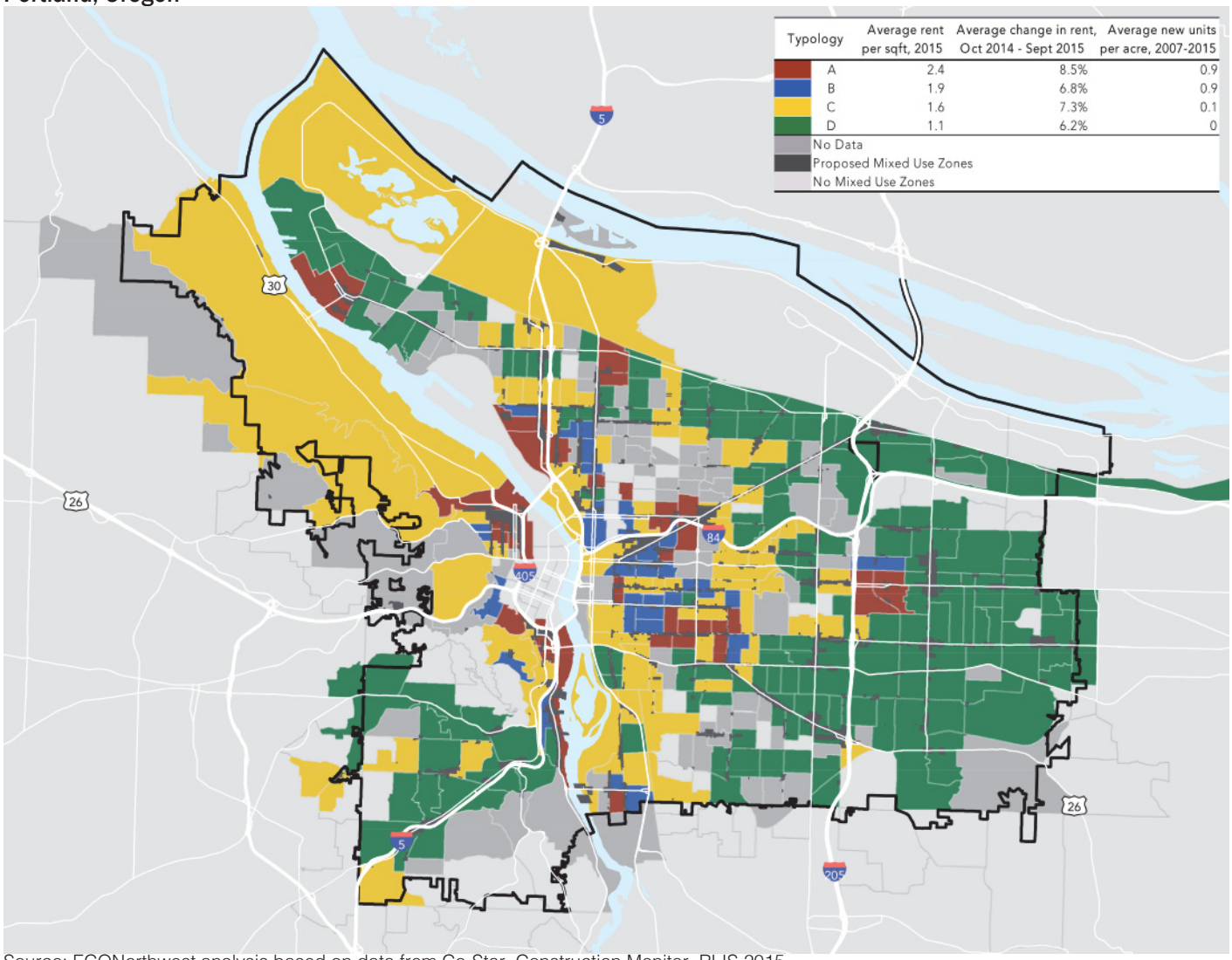
Exhibit 2. Market Typologies Based on Rent, Change in Rent, and New Unit Production, Census Block Groups in Portland, Oregon



Source: ECONorthwest analysis based on data from Co-Star, Construction Monitor, RLIS 2015
Note 1: Block groups with fewer than 2 rent observations were excluded from the analysis, and shown here as "no data."
Note 2: The area near Gateway along I-205 shown as part of Typology A is probably reflecting data that, while accurate, are outliers in the sample. New senior living development in this area is achieving rents that may not be representative of the development market in this area.

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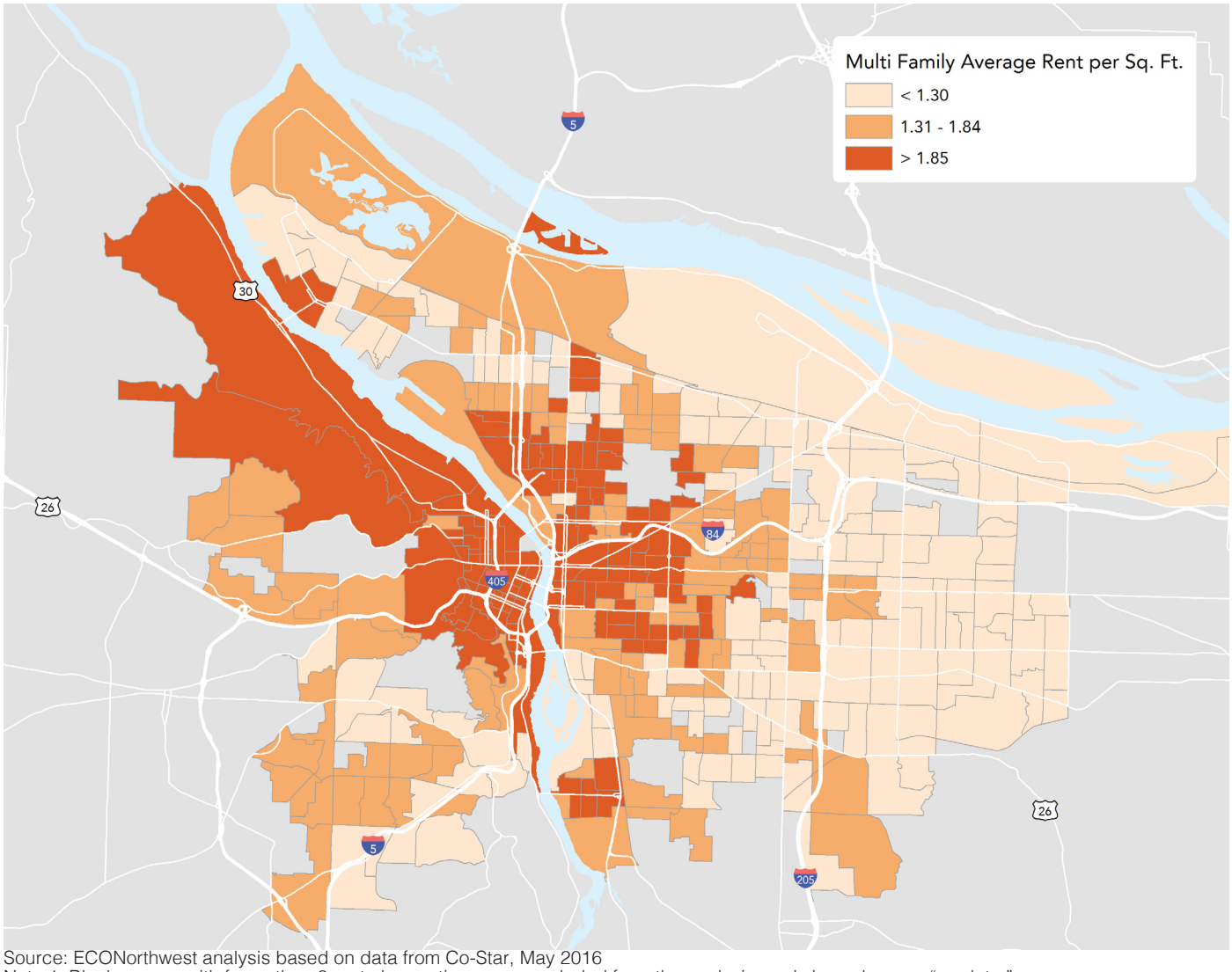
Exhibit 3. Rents by Census Block Group, Portland Oregon, May 2016



Source: ECONorthwest analysis based on data from Co-Star, May 2016
Note 1: Block groups with fewer than 2 rent observations were excluded from the analysis, and shown here as "no data."

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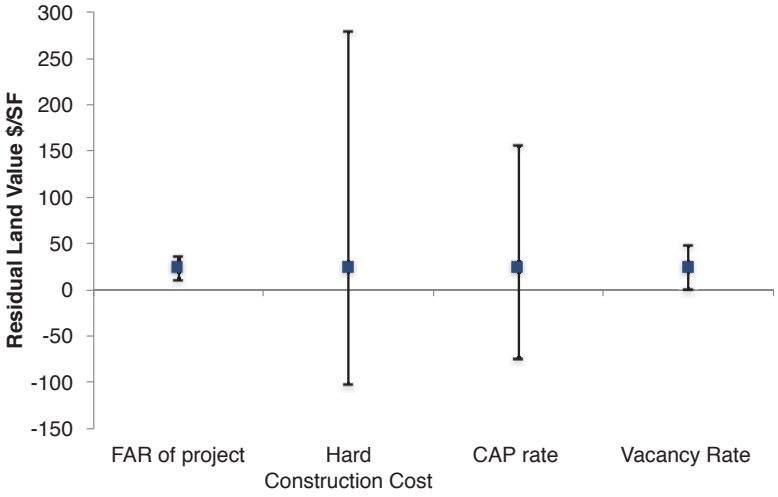
The Role of FAR in Development Feasibility

Density bonus programs "work" (incent development that would not otherwise be feasible) when revenue from additional units is sufficient to profitably overcome the additional cost of constructing those additional units. To provide context, we evaluated the role that additional density (measured as floor area ratio) might play in incenting new development.

KEY TAKEAWAYS: Of all of the cost drivers for development, changes in rent and construction costs have the biggest impact on the development pro forma. This basic fact emphasizes the importance of creating an incentive program that can flexibly respond to changes in market cycles. For example, as the development cycle reaches its peak, construction costs get bid up, which generally creates a constraint to additional development.

As shown in Exhibit 4, changes in allowable FAR are less of a lever for increasing feasibility than other market variables that are less directly controlled by public policy.[4] For this analysis, we measured feasibility as *residual land value*. Residual land value is one way of considering feasibility from a developer's perspective: it is an estimate of what a developer would be willing to pay for land, given the cost of development and the likely return from leases or sales. Residual land value was calculated using the *cap rate*,[5] plus a spread of 1.5% to account for developer risk and a profit margin. When a residual land value is negative, someone would have to pay a developer to undertake a project on that property.

Exhibit 4. Development Feasibility Dashboard: Mean Values – Individual Variables (Min/Max) at $2.75 PSF/month rent



Source: ECONorthwest, 2016

Exhibit 4 represents the range of impacts of several of the key development variables that this analysis tested (FAR, hard construction costs, cap rates, etc) when rents are assumed to be $2.75 per square foot per month. At $2.75 per square foot, the residual land value (represented with the blue boxes in the

[4] These findings used a simplified "pencil sketch" model that excluded all parking and commercial/retail from the building configuration. It isn't expected, however, that a more detailed model would have different findings—for instance, adding a parking requirement is a further financial burden as additional density increases the incremental costs.

[5] The *cap rate* is the rate of return on a property based on the income that the property is expected to generate. It is the ratio of net operating income to current market value.

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center of the range) is positive, meaning that, on average, regardless of what is happening with construction costs, cap rates, or FAR, the developer's feasibility equation is positive and development would move forward, assuming the developer could find land available at about $30 per square foot. This finding is logical: new construction is happening in Portland at rents of about $2.75.

The length of the vertical bars shows how much the residual land value changes as the variables increase or decrease from this starting point, holding every other variable constant. In other words, decreasing construction costs to the lowest amount tested in this analysis ($150 in hard costs)[6] increases residual land value from under $50 per square foot to about $300 per square foot, which is a large increase in development feasibility. Similarly, changes in cap rates can move residual land values from about $30 per square foot to about $150 per square foot. In this market situation however, additional floor area ratio has a very small impact on overall feasibility.

This analysis does not mean that additional density is not a useful incentive; it does, however, suggest that its utility will be situational.

[6] Excluding "soft costs", or permit fees, architectural fees, etc.

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Set-aside Requirement: 20% requirement vs. 25% requirement

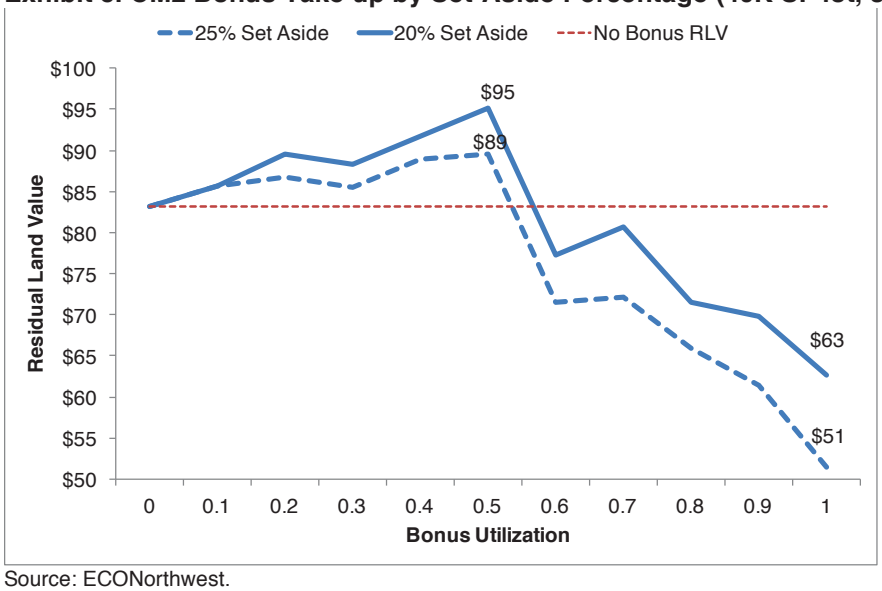
To assist with calibrating the density bonuses to the greatest take up, we tested some of the fundamental program design elements, including the set-aside requirements, or portion of units required to be "set aside" as affordable. What happens if 20% of bonus units to be set aside as affordable, as opposed to 25% of bonus units?

KEY TAKEAWAY:

The result of this comparison is shown in Exhibit 5. As density is added beyond the allowed baseline in each zone, the residual land value changes. The residual land value line on this exhibit (and other similar exhibits in this report) shows the maximum achievable residual land value amongst all the possible building configurations modeled for each 10% increment of density bonus. The zig zag pattern is the result of changing building configuration (adding parking, changing efficiency of lot coverage, etc.) but also the result of intricacies and nuances of the building and zoning codes, and the fact that we modeled discrete increments of building configurations—rather than a continuous range—to better reflect the reality of how a building would be constructed.

While we would typically expect a significant difference in outcome based on the size of the set-aside requirement, given the structure of the bonus in the MUZ, we find only a modest effect on overall development feasibility when we vary the set-aside requirement between 20% and 25% of bonus units. In this case, because the overall bonus take up is less than 100% on most sites and the overall number of units produced in each building is small, the difference in affordable unit production and in development feasibility is nearly inconsequential from a policy perspective. The City should re-evaluate this finding for different program configurations that could be considered through the City's inclusionary housing policy design process. For example, if the set-aside were 25% of *all units* instead of 25% of *bonus units*, the differences in feasibility could be more significant.

Exhibit 5. CM2 Bonus Take up by Set-Aside Percentage (40K SF lot, 80% MFI)



Source: ECONorthwest.
Note: This exhibit shows results in the CM2 zone, on 40,000 sf lots, at 80% MFI affordability target. We completed the analysis for other zones and in other lot sizes, and found similar patterns when comparing 20 and 25% set-asides.

Ord. 188177, Vol. 2.5, page 12842

Affordability Target

Another key program parameter is the affordability target, or the income target for eligibility for the units. We modeled how total and affordable unit production varies when the incentive targets different affordability thresholds: 60%, 80% and 100% of median family income (MFI).

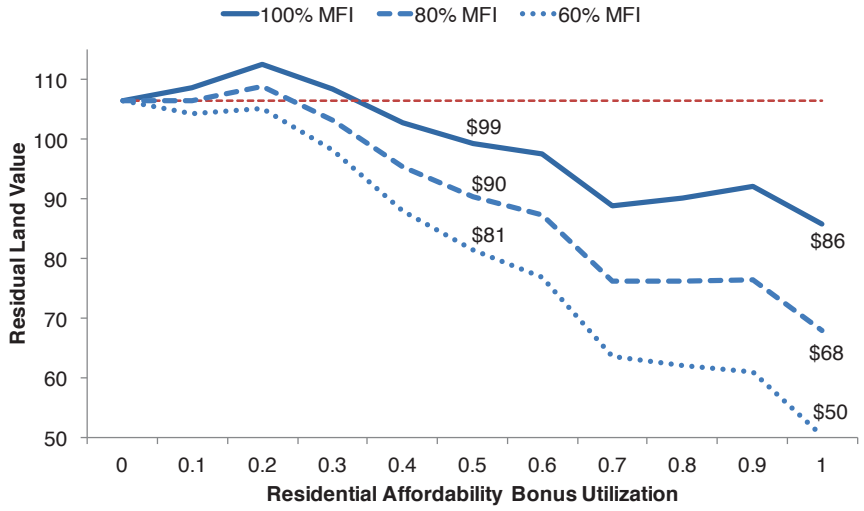
KEY TAKEAWAY:

Not surprisingly, the density bonus performs best from a financial perspective when higher incomes are targeted. At 60% of MFI, the rent from the affordable units is generally too low to support development feasibility. To achieve the production of units at 60% MFI, greater subsidy would be required. Without additional subsidy, the policy risks lowering overall unit production; the analysis finds that a developer would be likely to choose to develop at the base zone density or not at all, rather than taking the bonus of the additional density. At 80% and 100% MFI, bonus take up improves.

Exhibit 6 shows results in the CM3 zone, on 40,000 square foot lots, assuming a 25% set-aside. We completed the analysis for other zones and in other lot sizes, and found similar patterns in the difference in take up between 60%, 80%, and 100% of MFI. The overall shape of the lines changed as we evaluated different configurations, but the relationship among the lines did not.

State legislation regarding inclusionary zoning passed in early 2016 (SB 1533) provides authorization for jurisdictions to, in certain circumstances, mandate the inclusion of affordable units to 80% MFI. As the City of Portland explores the development of mandatory inclusionary zoning policies and evaluates the financial off-sets it will provide for developers, re-evaluation of the income requirements may be warranted.

Exhibit 6. CM 3 Residential Bonus Take up by Affordability (MFI) Target



Source: ECONorthwest
Note: This exhibit shows results in the CM3 zone, on 40,000 sf lots, assuming a 25% set-aside. We completed the analysis for other zones and in other lot sizes, and found similar patterns relative to 60, 80, and 100% MFI.

Ord. 188177, Vol. 2.5, page 12843

Rent and Zone Sensitivity

The majority of model analysis and policy calibration was conducted using an assumed market rent of $2.75. Based on our analysis, rents lower than $2.50 do not generally support podium construction, and are therefore are not relevant when calculating the likely density bonus take up. To test the sensitivity of findings to changes in market inputs, we evaluated an alternative scenario using a higher market rent level of $3.25 per square foot (which represents the current high end of the market in the City of Portland). We also evaluated differences across mixed-use zones.

KEY TAKEWAY:

The residual land values that can be supported with increased rents are higher in all scenarios. Of interest is that the incentive for the density bonus is also much stronger across all zones and lot sizes. Exhibit 7 displays the CM2 zone residential bonus take up for each of the market rent assumptions—the incentive for bonus take up is limited at $2.75 rent, however, there is a financial incentive to use all of the bonus with $3.25 rent.

Exhibit 7. CM 2 Residential Bonus by Market Rent (40K SF lot with a 25% set-aside bonus) $2.75 vs. $3.25 rent

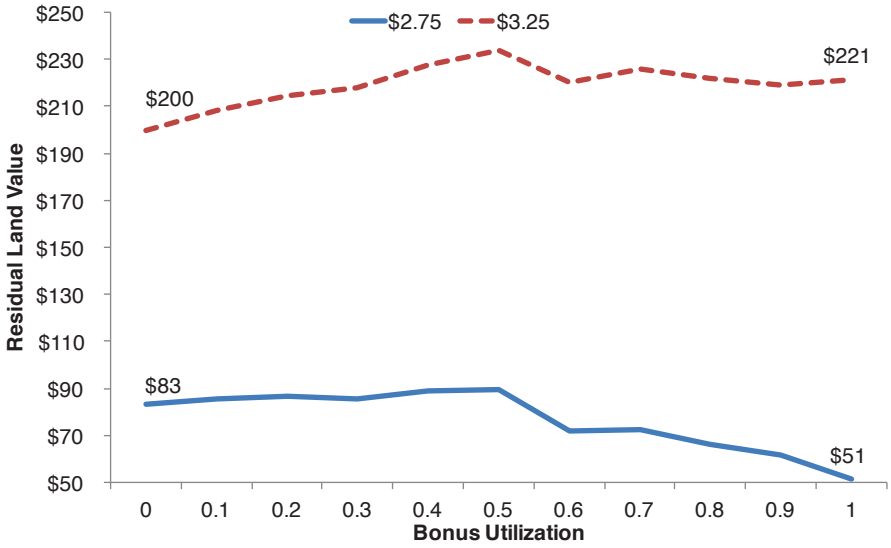


Exhibit 8 shows the impact of the proposed policy in each mixed-use zone. This exhibit shows that developers will be indifferent to the incentives, and development will occur or not based on the larger market variables (rents, construction costs, etc) evaluated in this analysis. Where development is occurring, a financially motivated developer will be indifferent to the bonuses.

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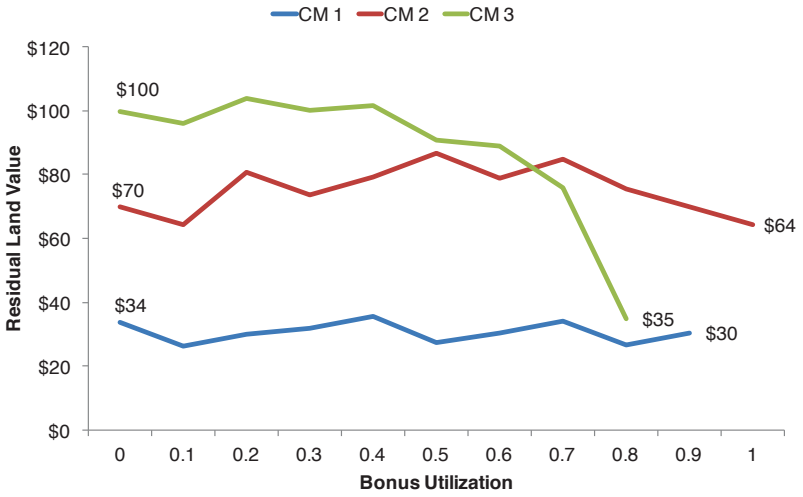
Exhibit 8. Impact of Proposed 80% MFI Affordable Housing Density Bonus on Residual Land Value, in each Mixed-use Zone (10K SF lot, 80% MFI)



Source: ECONorthwest, 2016
Note: This exhibit shows only the results at 80% MFI. Results at 60% MFI are generally unattractive in all zones, and were not included. Results at 100% MFI were generally more attractive, but are not the policy target. See page 12 for details regarding program take up at different affordability thresholds.

Ord. 188177, Vol. 2.5, page 12845

Parking Requirements

Parking is a key variable in the feasibility equation. We modeled development outcomes based on three parking scenarios:

- Parking requirements are the same for all units in the building
- Parking requirements waived for new units created through the bonus
- Automated (mechanical) car stackers (using standard parking requirements)

Mechanical stacked parking is beginning to appear in new developments in Portland as a cost-effective and space-efficient alternative. Many predict that within a few years, it may be the norm for urban residential developments. We looked at the effect of automated car stackers on each pro forma. Since this is a new technology, it is not clear yet how it could affect the market as a whole.

KEY TAKEAWAY:

Parking affects feasibility even in the absence of bonus requirements. As additional density is added, Portland's development code requires parking to be provided for buildings larger than 30 units, and the cost per space increases as parking form shifts from surface, to podium, to underground. The additional parking adds cost that in many lower-rent markets cannot be overcome by the additional density allowed through the bonuses. This is one variable that contributes to the limited attractiveness of the bonuses.

Some developers choose to provide more parking than is required in their project to increase the project's attractiveness in the market. This is especially common for buildings that are farther from the Central City and do not have strong access to high capacity transit lines.

Removing parking requirement for affordable units created through the bonus offers an incremental financial incentive. This proposed policy offers reduced incentive compared to the larger returns achieved through the assumption of the use of mechanical stacker units. Its benefit is situational, but important for the following situations:

- Parking is required for the building, but the building is well-located near transit and does not need additional parking to be competitive in the market
- Removing parking allows the developer to avoid the 30 unit threshold for requiring parking
- Removing parking requirements means that the developer can avoid underground or structured parking

Exhibit 9 shows the bonus take-up by parking policy in the CM2 zone, showing that take-up may increase after 50% with stackers, but not with other parking scenarios

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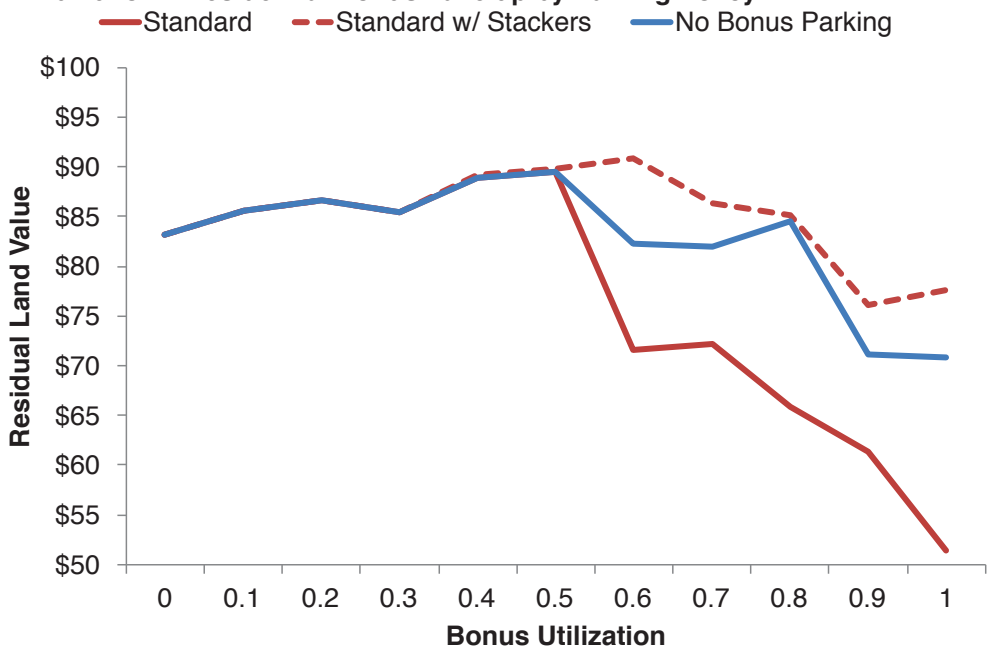
Exhibit 9. CM2 Residential Bonus Take up by Parking Policy



Source: ECONorthwest, 2016
Note: Modeled in CM2 zone

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Part 2: Affordable Commercial and the Combined Incentives

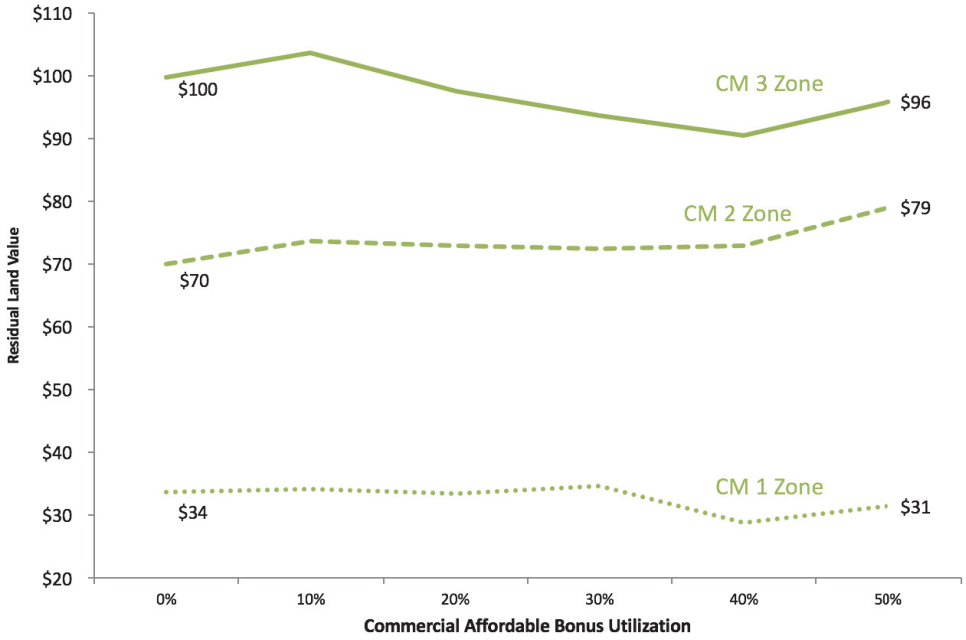
Overview of the Affordable Commercial Bonus

BONUS STRUCTURE: A development proposal seeking this bonus could earn up to 50% of the total bonus floor area. Projects would earn two square feet of additional/bonus floor area for each square foot of commercial space that is made available at "affordable" rates. Commercial space priced at a rate of 25% below market rents is being targeted. However, specific rates, affordability targets, and qualifying business types will be further studied and described in an administrative rule to be administered by a partner agency or entity. The term of affordability is expected to be 20 years. As structured, this bonus is less attractive than the affordable housing bonus but can still provide an incentive for applicable projects.

KEY TAKEAWAYS: Retail is often a "loss leader" in a development project, meaning that developers hope that retail spaces can be at least revenue neutral and support an overall project that is financially feasible based on the rents achievable in the residential units in the building. Requiring below-market rents in the commercial space widens the feasibility gap, and requires additional parking spaces, which together create an unattractive financial equation.

Exhibit 10 shows the impact of the proposed commercial affordability density bonus on residual land values. The bonus is attractive in the CM2 zone, but not in the CM1 or CM3 zones.

Exhibit 10. Impact of Proposed Affordable Commercial Space Density Bonus on Residual Land Value, in each Mixed-Use Zone



Source: ECONorthwest, 2016

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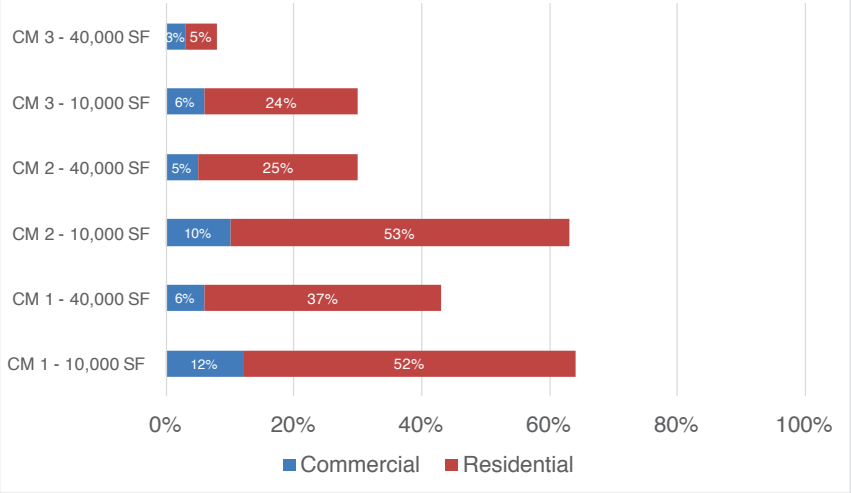
Combined Bonus Utilization

A key question for this analysis was: how do the incentives interact with each other? Is one preferable to the other? We modeled the interaction of the bonuses, recognizing that the mixed-use zone policies allow the developer to take only part of the additional density, so long as they provide proportionate benefit (measured as affordable housing or commercial space). The financial model allows measurement of results for partial take up (for example, 10%, 50%, or 75%) of the proposed density bonus based on the financial incentive for bonus use.

KEY TAKEAWAYS: The optimal outcome for many developers would be partial take-up of the bonus. In other words, a developer may choose to take only 50% of the allowed additional FAR. Thus, even when the affordable housing bonus is financially beneficial, it produces relatively few units of affordable housing per building. In many cases, feasibility increased with partial take-up until parking requirements were triggered at 30 units, and were unattractive at the maximum allowed additional density.

Exhibit 11 shows the results of our comparative analysis across zones and parcel sizes. We modeled the top ten scenarios with the largest financial return and measured the bonus take up for each of the building prototypes. On average, the optimal number of units produced through the density bonus was fewer than two and no more than four units of affordable housing per building (depending on zone, lot size, and other variables). In these scenarios, affordable units comprise just 2% of all units in a building. Bonus take up was greatest in the CM1 zone and decreased as the lot size and base zoning entitlements increased.

Exhibit 11. Residential and Commercial Bonus Take Up by Parcel Size (average of top 10 prototypes)
(80% MFI, 25% set-aside for bonus units, 50% commercial affordability)



Source: ECONorthwest, 2016

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Conclusions and Next Steps

This section relates back to policies and provides recommendations for further analysis. As a summary of overall findings, Exhibit 12 describes bonus take-up by zone.

Exhibit 12. Summary of Results: Are the Bonuses "Attractive" to Developers?

	CM1	CM2	CM3
Affordable Housing	Limited take up where rents are high and land costs are low.	Partial take up situationally attractive, where rents are high, land costs are low	Partial take up attractive, where rents are high, land costs are low, and parking requirements or incentives align with market demand for parking
Commercial Affordability	Yes, where rents are high.	Yes, where rents are high.	Indifferent to bonus

Program Design

- ***The set-aside amount does not matter much in the case of the affordable housing or commercial density bonus, primarily because of the way the bonus proposal is structured.*** Moving forward, the set-aside requirement could become a much more important program consideration as the city transitions to consideration of an inclusionary housing policy.
- ***Parking waivers*** for affordable units could be beneficial in certain circumstances, ***and should be included among the incentives.*** At the same time, it will be important to ***keep up-to-date with the latest technologies related to parking.*** Parking costs are a major driver of construction costs, and the parking associated with the additional units allowed by the density bonus can affect program take-up. Mechanical stacked parking is beginning to appear in new developments in the Portland market as a cost-effective and space-efficient alternative. Many predict that within years, it may be the norm. The City should consider modeling the impact of stacked parking in future related analyses.
- ***The City should consider whether the policy should require the same distribution of unit size for affordable units as the market rate units.*** Without this requirement, even where affordable units are produced, the developer will opt for development of smaller studio units. This question leads to an important policy discussion about the trade-offs between development of more total units (which are likely to be smaller units) versus a smaller number of units that might accommodate families. Is the desired policy outcome *more* units? Or *family* units?
- ***We recommend the City study the impacts of different affordability periods for both density bonus incentives and upcoming studies related to inclusionary zoning***. The literature for inclusionary zoning finds that longer timeframes for affordability are not a significant limiting factor for the feasibility of including affordable units, given how developments are planned and underwritten.
- Regarding the affordable commercial program, ***the bonus should be at 80% of market rate rents.***

Program Implementation

- ***The City should consider structuring bonus policies to flexibly respond to market cycles, or be updated frequently.*** Development markets are cyclical and should be expected to change. As a result, the findings of this analysis are very sensitive to changes in rents and construction costs. In the coming years, if rents increase faster than construction and other up-front development costs, the density bonuses will become more attractive.

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- ***A fee-in-lieu approach*** could increase take up of the density bonus while providing funds to dedicate to affordable housing. As a next step, the City would like to establish a fee-in-lieu system and a set of parameters for fee use. An in-lieu fee would allow developers to pay into a housing fund rather than building new affordable housing units. Developers may be reluctant to encumber an entire development project with a limited number of affordable units that must remain compliant with affordable housing programs over long periods of time. And, the administrative costs for the City to ensure compliance for these units may be prohibitive.
- ***We recommend simplifying monitoring and compliance for owner/operators***. This is important for both affordable residential and commercial.
- ***As a next step, the City should study the potential unit creation from density bonuses on the homeownership products.*** This analysis detailed in this report looked specifically at rental products. If the City is also interested in encouraging mixed-income ownership projects, it should look into the potential impacts on the pro forma for condo and other ownership projects. The program might be effective when paired with other incentives and partnerships, including Community Land Trusts.
- ***For the commercial bonus, the City should work with its partners to integrate the incentive into the current bundle of tools available to business owners.*** We recommend pairing this incentive with other business support programs offered through PDC or other non-profit partners for outreach and ongoing monitoring and compliance.

Integration with Related Policies

The City may need to re-evaluate the density bonus program with coming policy changes that will affect development form and costs, including a new construction excise tax, a possible linkage fee, and changes in Changes in Transportation Demand Management requirements.

In addition, Oregon legislators passed Senate Bill 1533 in February 2016 which allows jurisdictions to require affordability in new multifamily structures of over 20 units. The legislation also requires that jurisdictions provide development incentives for affordable housing. As of Spring 2016, City staff had not fully reconciled the provisions of SB 1533 with development incentives and allowances proposed in the Mixed-use Zones Project.

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Appendices

- A: Interim Findings Memorandum
- B: Detailed Methodology

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Mixed Use Zones Project

Proposed Zoning Code and Zoning Map Amendments

PSC Work Session 1

May 24, 2016

Bureau of Planning and Sustainability
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Ord. 188177, Vol. 2.5, page 12853

Low-rise Commercial Storefront Areas



Intent

- Respond to community interest in preserving the scale and character of older, low-rise main street areas, while continuing to provide ample capacity for growth in the majority of mixed use areas.

- Retain allowances for retail/commercial uses to reinforce their roles as core commercial areas that are anchors to complete communities.

Low-rise Commercial Storefront Areas - Mapping

Consideration of zoning approaches for areas that:

- Have concentrations of 1-2 story storefront commercial buildings (built during the Streetcar Era – up to 1950); where
- These buildings are the predominant type of development for at least a 2-block or 400’ length of corridor;
- Are located in neighborhood centers and other locations outside larger centers.



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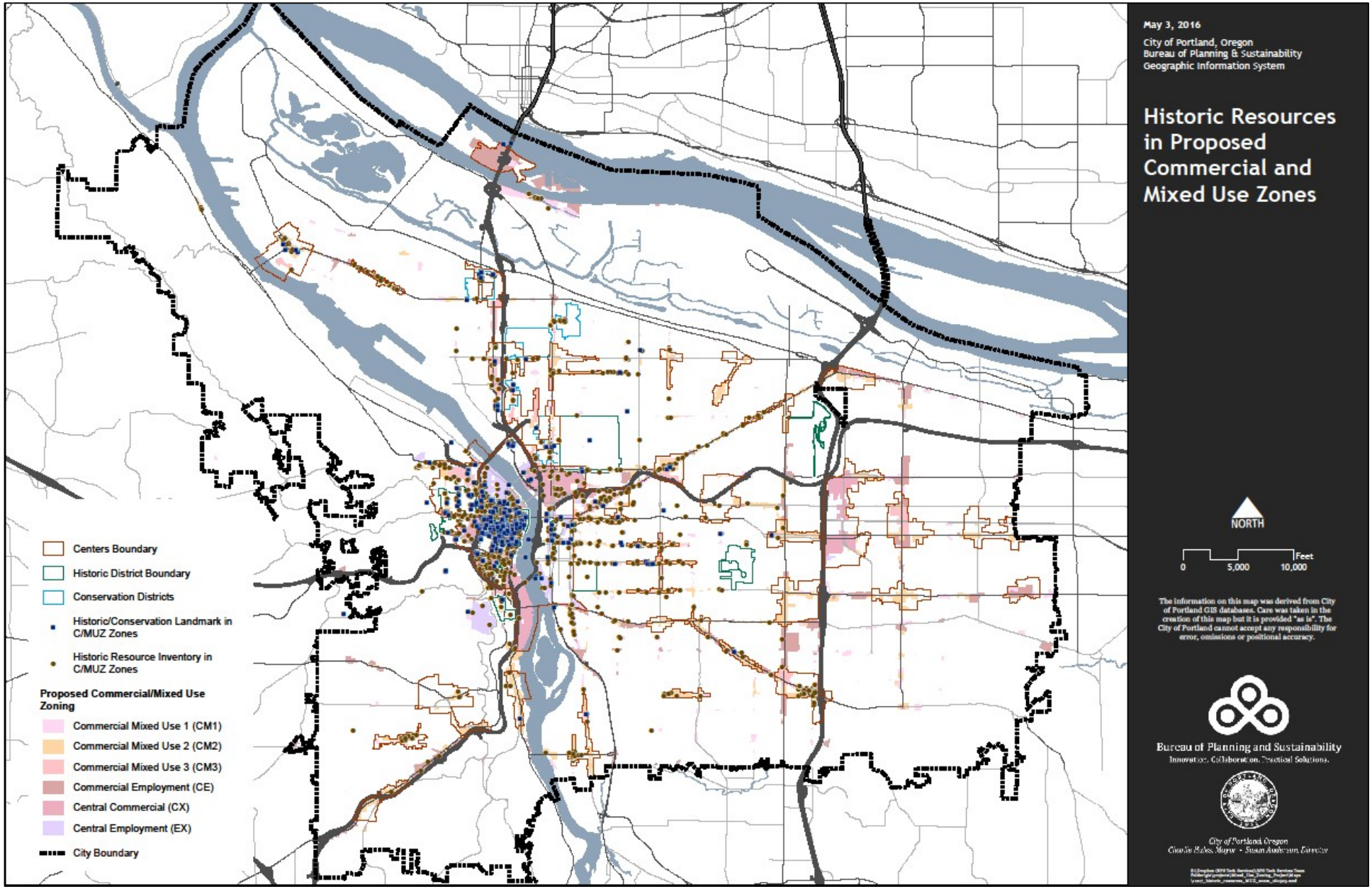
May 3, 2016
City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System
Historic Resources in Proposed Commercial and Mixed Use Zones
Centers Boundary
Historic District Boundary
Conservation Districts
Historic/Conservation Landmark in C/MUZ Zones
Historic Resource Inventory in C/MUZ Zones
Proposed Commercial/Mixed Use Zoning
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
Commercial Employment (CE)
Central Commercial (CX)
Central Employment (EX)
City Boundary
NORTH
0
5,000
10,000
Feet
The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.
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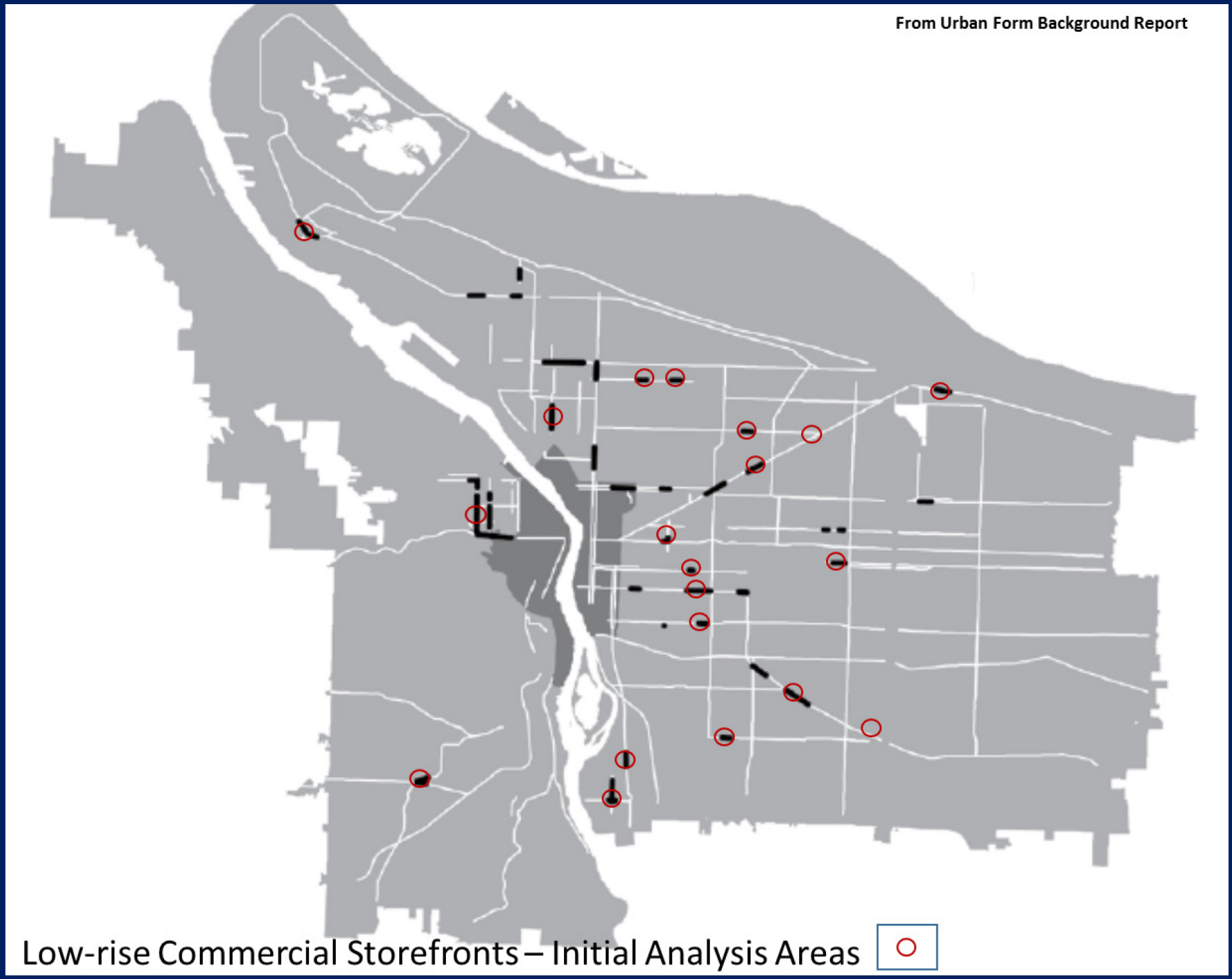
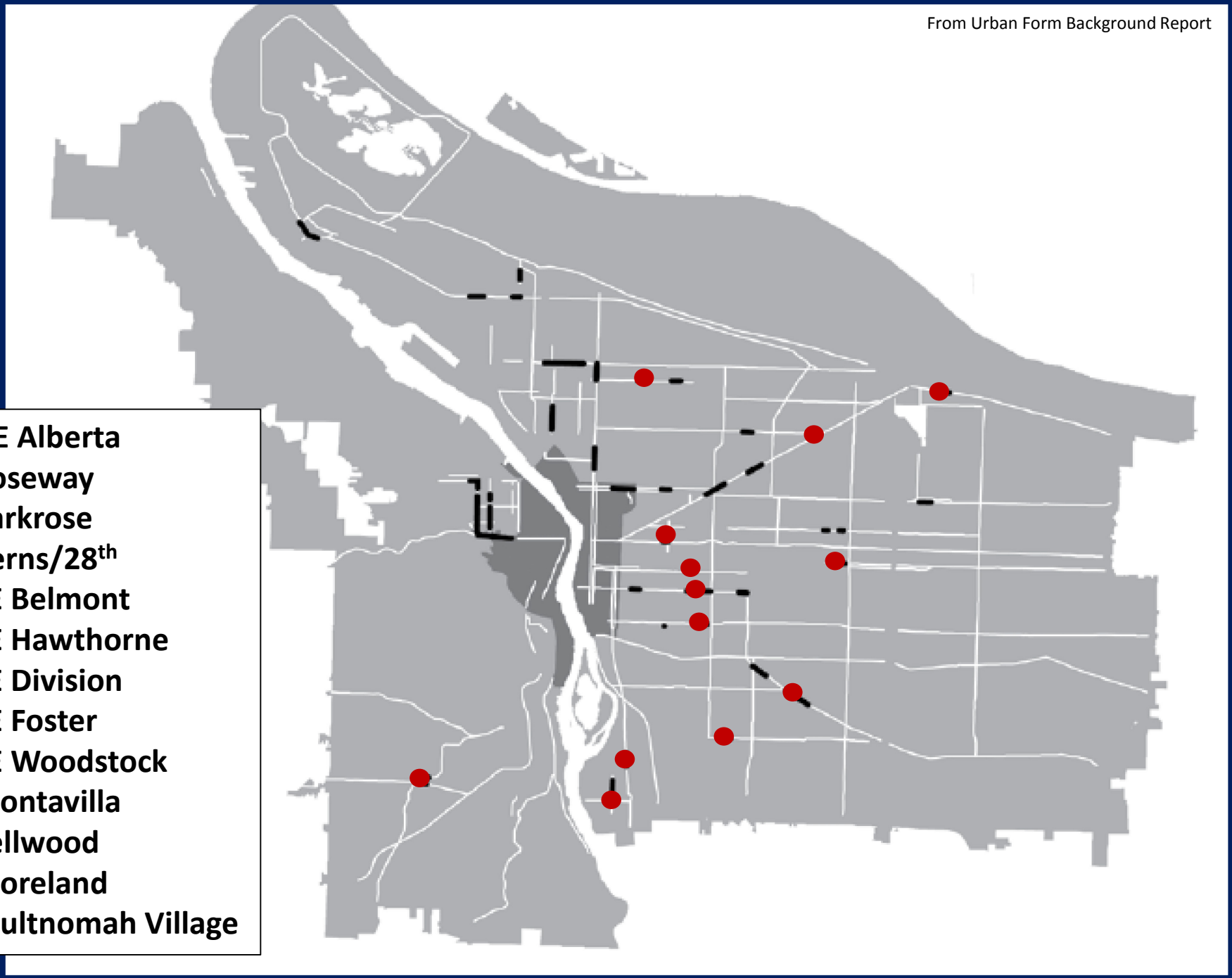
Charlie Hales, Mayor • Susan Anderson, Director

From Urban Form Background Report



From Urban Form Background Report



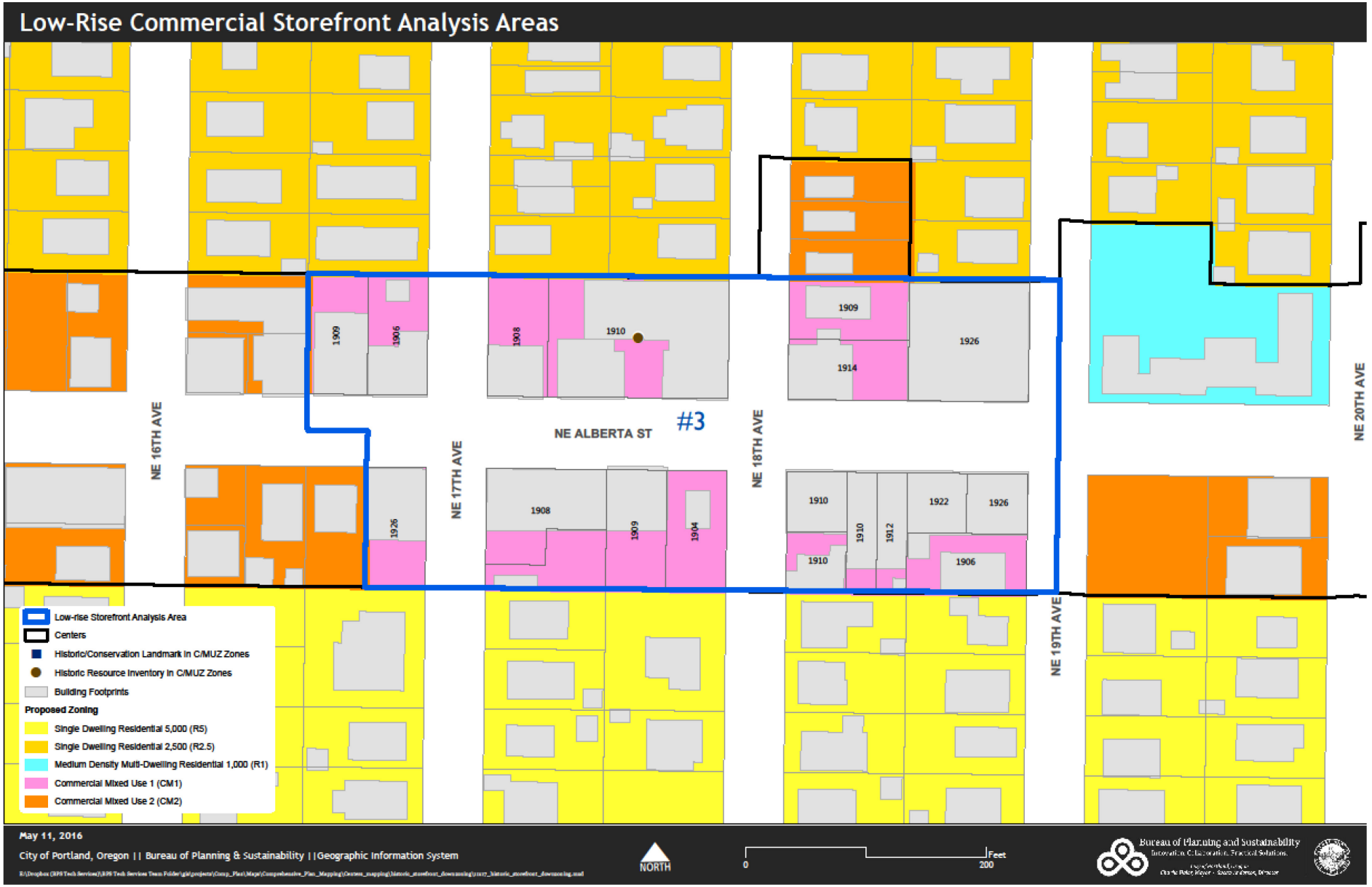
- NE Alberta
- Roseway
- Parkrose
- Kerns/28th
- SE Belmont
- SE Hawthorne
- SE Division
- SE Foster
- SE Woodstock
- Montavilla
- Sellwood
- Moreland
- Multnomah Village

Low-rise Storefront Commercial – CM1 Proposal Areas



Potential Approach: lower scale (35') in old main street core and corridor fringes
greater scale (45'/55') in majority of corridor

NE Alberta



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NE Alberta, view east from NE 17th



NE Alberta, view west from NE 19th

NE Alberta

Percentage of lots with Streetcar Era storefront buildings: 88%

Percentage of street frontage with Streetcar Era storefront buildings: 79%

Existing zoning: Storefront Commercial (CS)

Notes:

Other portions of NE Alberta have Streetcar Era storefront buildings, but these are more scattered than in this analysis area.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

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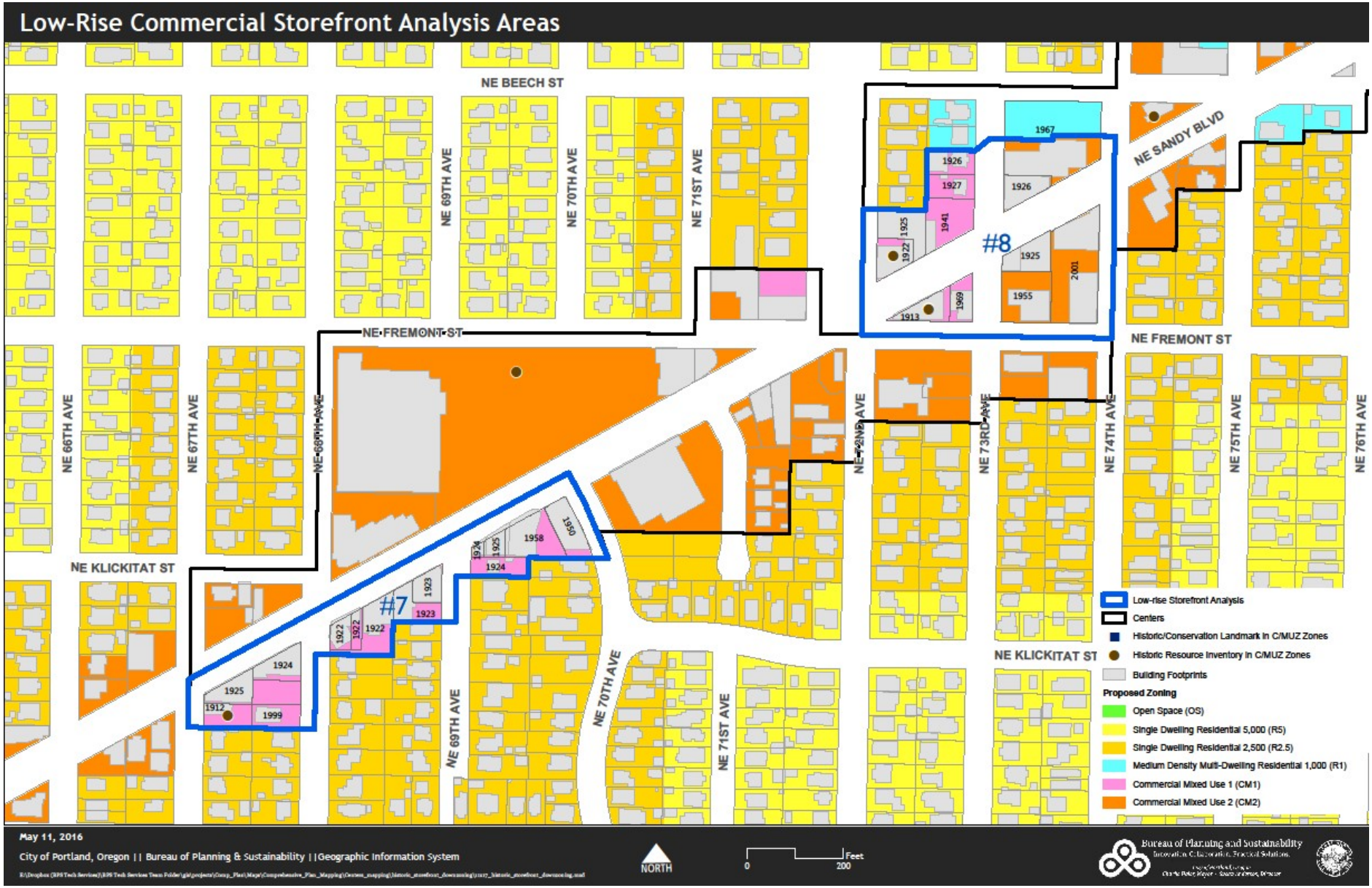
Roseway



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Google Maps Street View

NE Sandy, view east from NE 67th



NE Sandy & NE Fremont, view north from NE 72nd

Roseway

Western portion

Percentage of lots with Streetcar Era storefront buildings: 83%
Percentage of street frontage with Streetcar Era storefront buildings: 77%

Eastern portion

Percentage of lots with Streetcar Era storefront buildings: 56%
Percentage of street frontage with Streetcar Era storefront buildings: 50%

Existing zoning: General Commercial (CGh)

Notes: For western portion, less than 50% of street frontage has Streetcar Era storefront buildings if both sides of Sandy were to be considered.

Staff proposal

Include majority of the analysis area as part of low-rise commercial storefront proposal (CM1 zoning). In eastern portion, CM1 proposal does not include properties that are east of NE 73rd, but adds property at northwest corner of Fremont and 72nd (storefront-type building built 1951).

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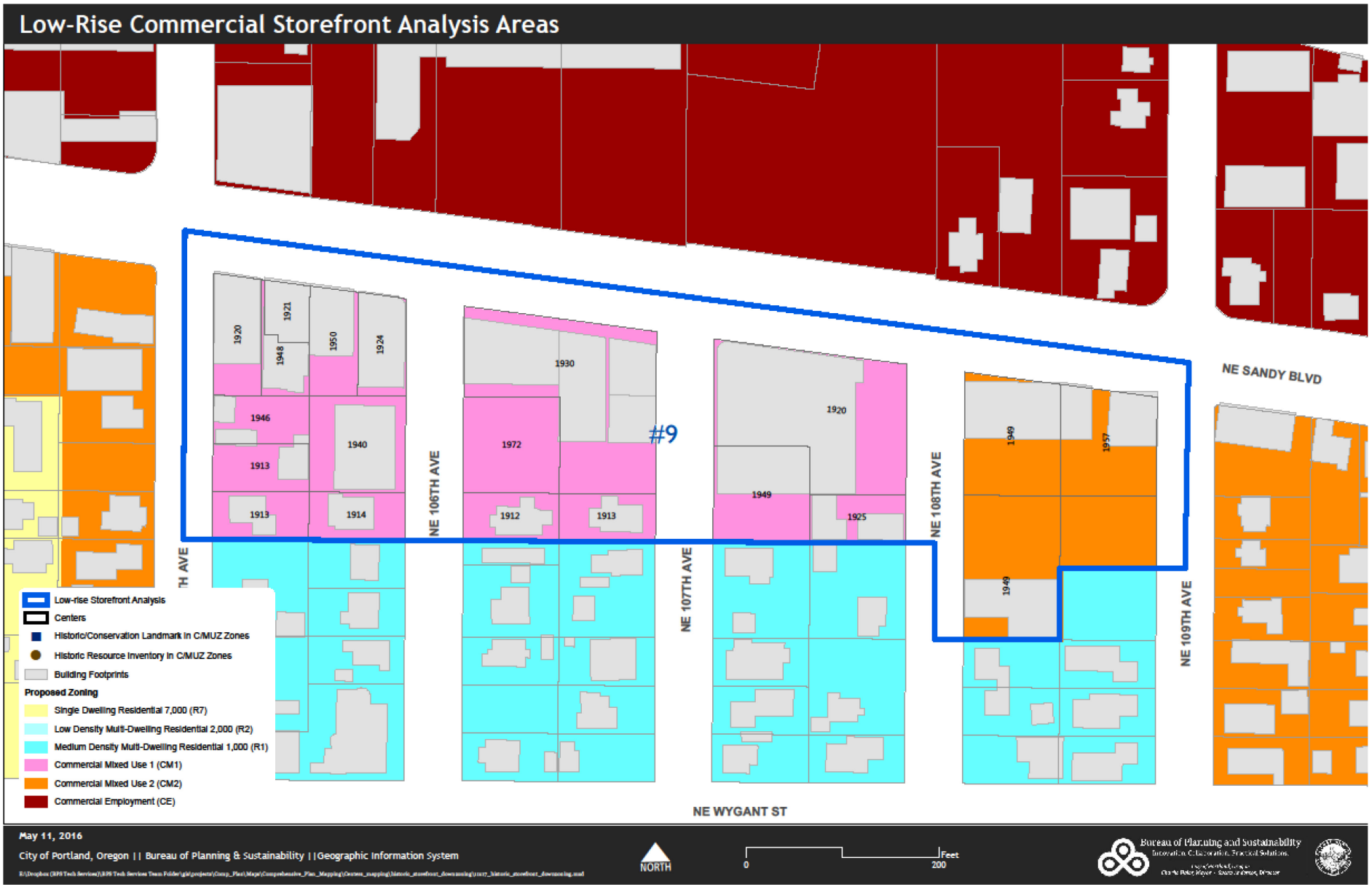
Parkrose


Low-Rise Commercial Storefront Analysis Areas
#9
NE SANDY BLVD
NE 106TH AVE
NE 107TH AVE
NE 108TH AVE
NE 109TH AVE
NE WYGANT ST
1920
1921
1948
1950
1924
1946
1940
1913
1914
1930
1972
1912
1913
1920
1949
1925
1949
1957
1949
Low-rise Storefront Analysis
Centers
Historic/Conservation Landmark in C/MUZ Zones
Historic Resource Inventory in C/MUZ Zones
Building Footprints
Proposed Zoning
Single Dwelling Residential 7,000 (R7)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
May 11, 2016
City of Portland, Oregon || Bureau of Planning & Sustainability ||Geographic Information System
NORTH
0
200
Feet
Bureau of Planning and Sustainability



Google Maps Street View

NE Sandy, view west from NE 108th



Google Maps Street View

NE Sandy, view west from NE 106th

Parkrose

Percentage of lots with Streetcar Era storefront buildings: 88%

Percentage of street frontage with Streetcar Era storefront buildings: 88%

Existing zoning: General Commercial (CGh)

Notes:

Percentage of street frontage with Streetcar Era storefront buildings would be approximately 50% if both sides of Sandy were to be considered.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning), but do not include the block east of 108th (buildings built 1949 and 1957). Proposal includes properties between the corridor-fronting properties and the multi-dwelling zoning to the south to provide a more cohesive zoning pattern.

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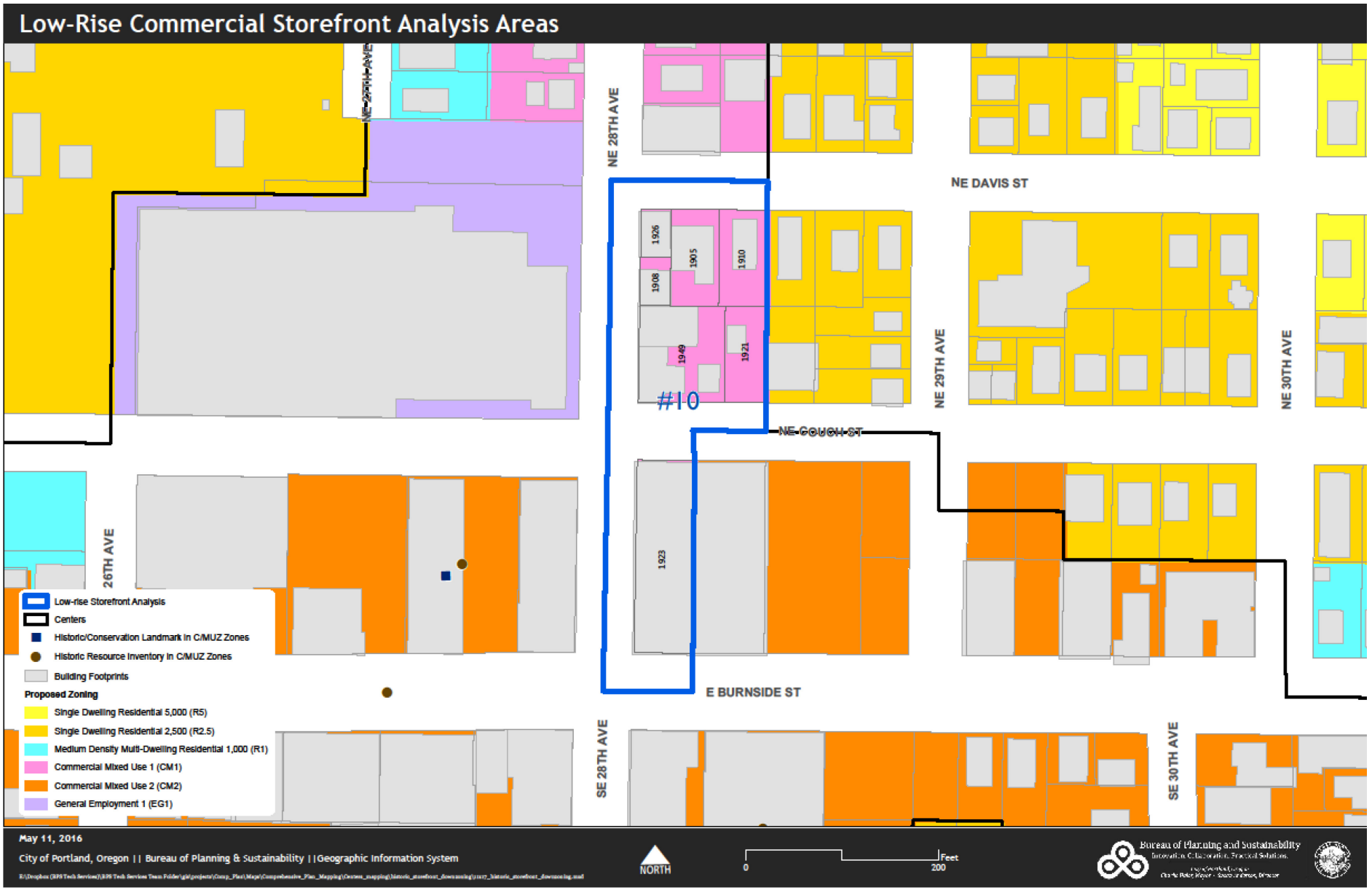
Kerns - NE 28th



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NE 28th, view north from Burnside



NE 28th, view south from near NE Davis

Kerns – NE 28th

Percentage of lots with Streetcar Era storefront buildings: 100%

Percentage of street frontage with Streetcar Era storefront buildings: 100%

Existing zoning: Storefront Commercial (CS)

Notes:

Percentage of street frontage with Streetcar Era storefront buildings would be 50% if both sides of NE 28th were to be considered.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning). Proposal includes properties between the corridor-fronting properties and the residential zoning to the east to provide a more cohesive zoning pattern.

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SE Belmont



Ord. 188177, Vol. 2.5, page 12868



NE Belmont, view east from SE 33rd



SE Belmont, view west from SE 34th

SE Belmont

Percentage of lots with Streetcar Era storefront buildings: 83%
Percentage of street frontage with Streetcar Era storefront buildings: 75%
Existing zoning: Storefront Commercial (CS)
Notes:
Block on north side of Belmont between SE 34th and 35th also has Streetcar Era storefront buildings, but was not included in the analysis area due to greater building height (building at northeast corner of SE Belmont and 34th is three stories). Includes multiple properties that are in the Historic Resources Inventory.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

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SE Hawthorne



Ord. 188177, Vol. 2.5, page 12870



SE Hawthorne, view east from SE 35th



SE Hawthorne, view east from SE 35th Place

SE Hawthorne

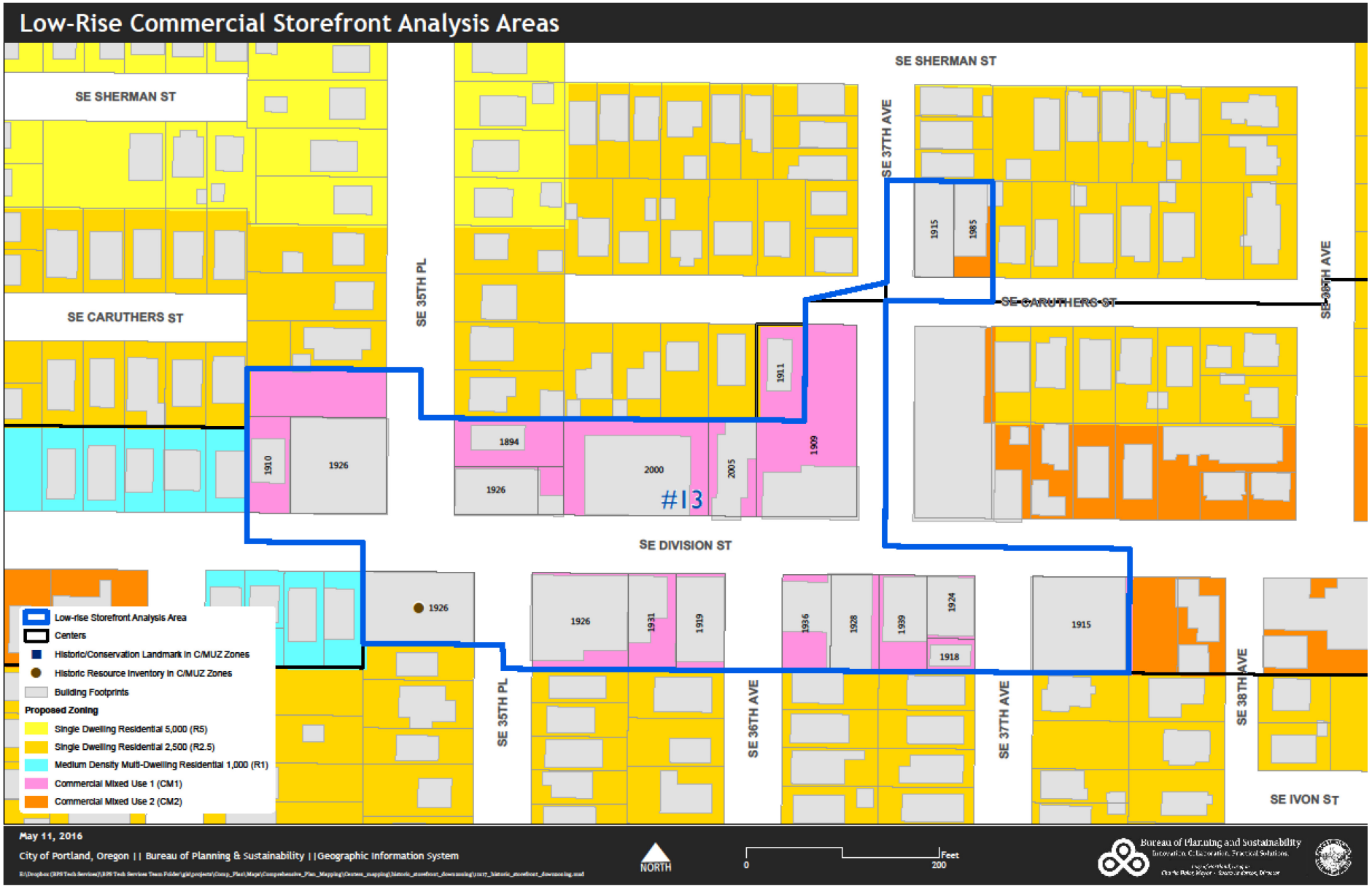
Percentage of lots with Streetcar Era storefront buildings: 73%
Percentage of street frontage with Streetcar Era storefront buildings: 68%
Existing zoning: Primarily Storefront Commercial (CS)
Notes:
The above percentages do not include several storefront-type buildings built in the 1950s. The analysis area does not include the Bagdad Theatre, which was left out because of its greater height. The analysis area includes several properties that are historic landmarks or are in the Historic Resources Inventory.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning), but do not include the analysis area block west of SE 35th Avenue (buildings built 1997).

Ord. 188177, Vol. 2.5, page 12871

SE Division



Ord. 188177, Vol. 2.5, page 12872



SE Division, view east from near SE 35th Place



SE Division, view southwest from SE 36th

SE Division

Percentage of lots with Streetcar Era storefront buildings: 80%
Percentage of street frontage with Streetcar Era storefront buildings: 78%
Existing zoning: Primarily Storefront Commercial (CSm)
Notes:
The analysis area includes one property that is three stories in height (built 2000), and there is a more recently built building that is four stories immediately to the east of the analysis area.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning), but do not include the properties at the northeast corner of SE Caruthers and SE 37th (off of SE Division and location of a proposed four-story development).

Ord. 188177, Vol. 2.5, page 12873

SE Foster



Ord. 188177, Vol. 2.5, page 12874



Google Maps Street View

SE Foster, view southeast from near SE 63rd



Google Maps Street View

SE Foster, view northwest from near SE 67th

SE Foster

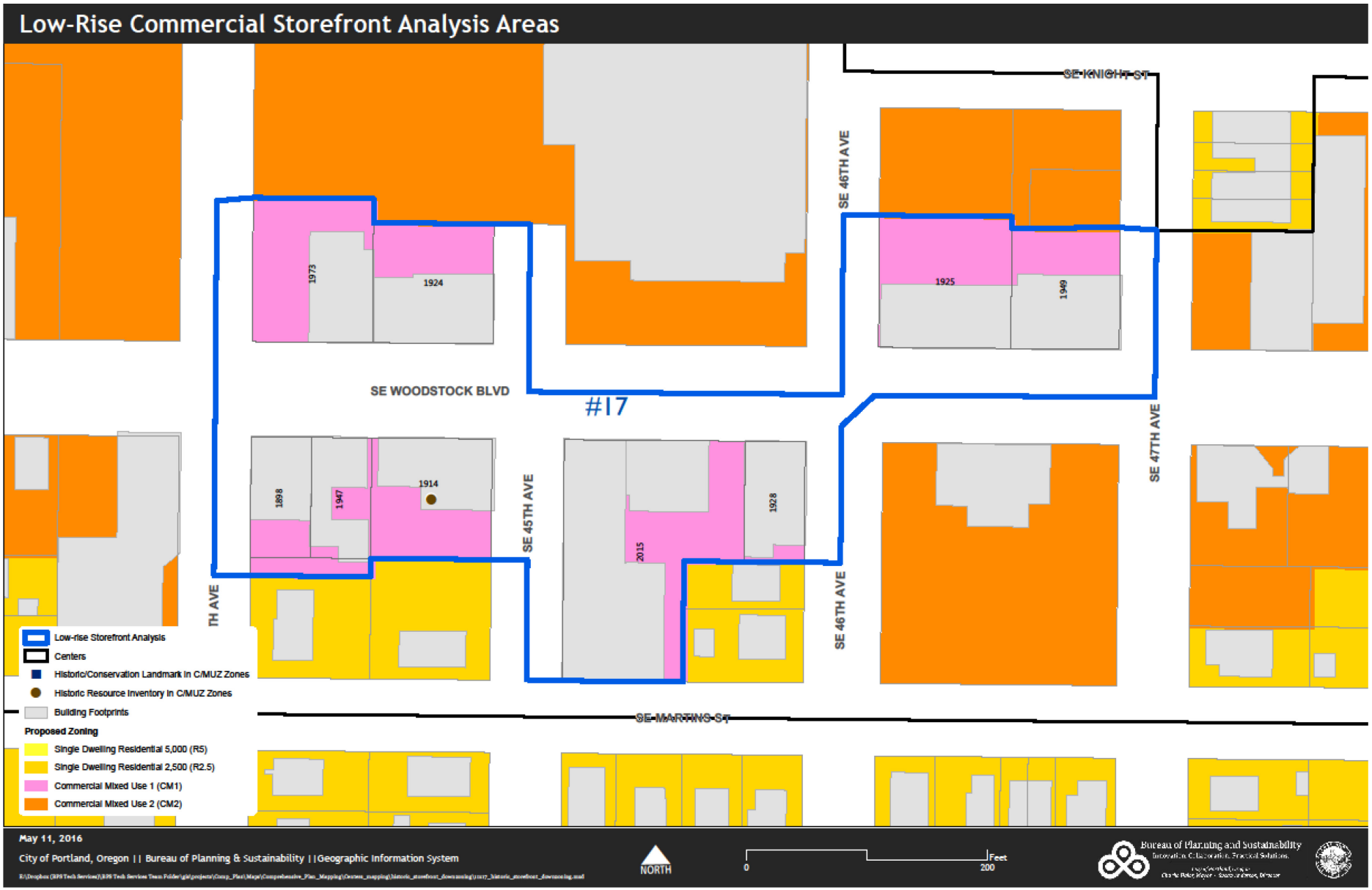
Percentage of lots with Streetcar Era storefront buildings: 77%
Percentage of street frontage with Streetcar Era storefront buildings: 69%
Existing zoning: Primarily Storefront Commercial (CS), with General Commercial (CG) east of SE 67th
Notes:
The above percentages do not include several storefront-type buildings built in the 1950s, which generally continue the building street walls established by the Streetcar Era buildings.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning). Proposal includes properties fronting or close to SE Foster.

Ord. 188177, Vol. 2.5, page 12875

SE Woodstock



Ord. 188177, Vol. 2.5, page 12876



Google Maps Street View

SE Woodstock, view east from SE 44th



Google Maps Street View

SE Woodstock, view west from near SE 47th

SE Woodstock

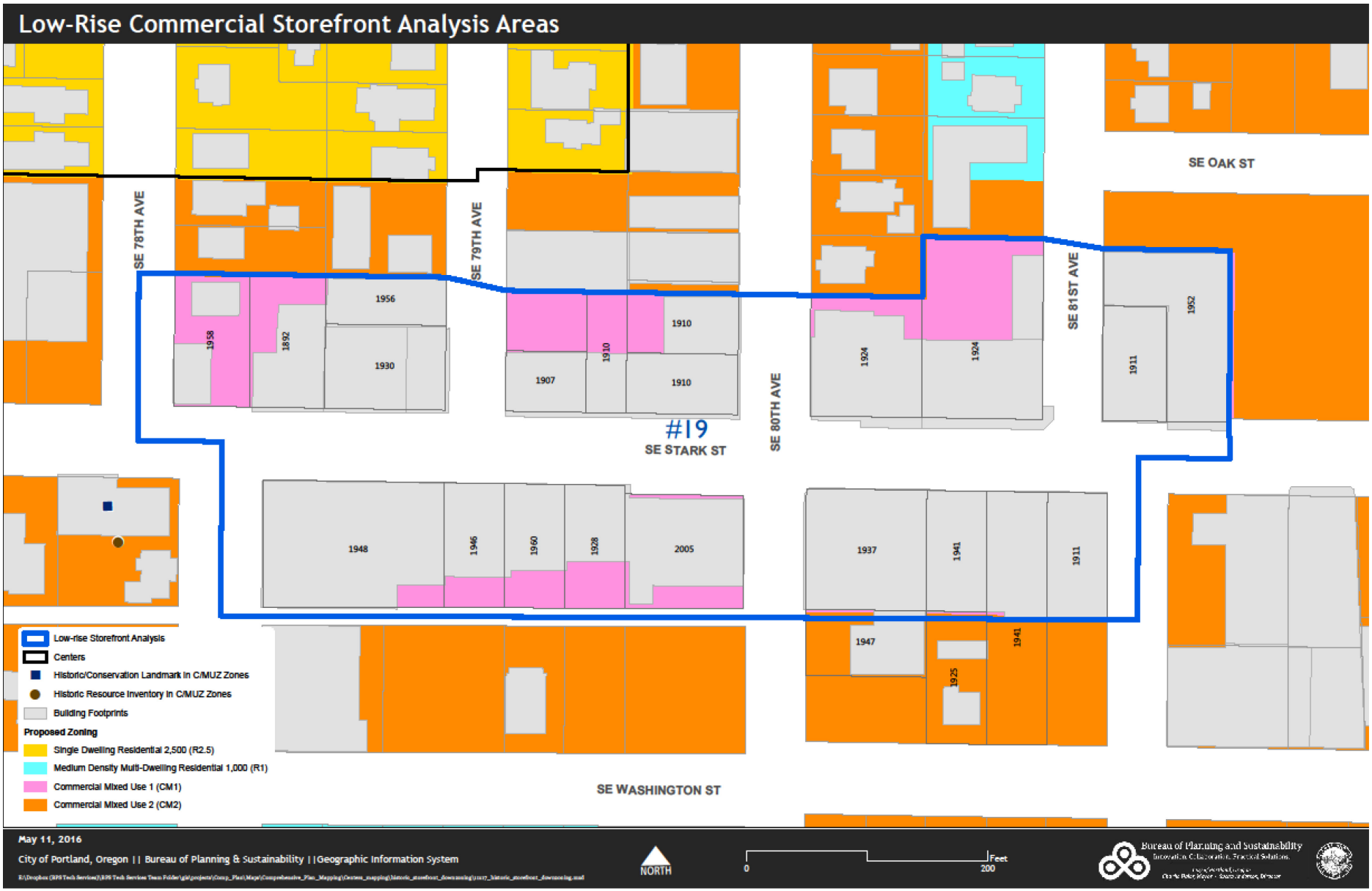
Percentage of lots with Streetcar Era storefront buildings: 78%
Percentage of street frontage with Streetcar Era storefront buildings: 69%
Existing zoning: Primarily Storefront Commercial (CS), with Neighborhood Commercial 2 (CN2) along north side of SE Woodstock in portion of analysis area between SE 44th and SE 45th
Notes:
The analysis area was mapped to focus on blocks with Streetcar Era buildings and does not include a block with front parking and another block with a bank building (built 1974). If both sides of the street were to be considered for the length of the analysis area corridor, slightly less than 50% of street frontage has Streetcar Era storefront buildings. The analysis area includes a recently-built grocery store.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

Ord. 188177, Vol. 2.5, page 12877

Montavilla



Ord. 188177, Vol. 2.5, page 12878



SE Stark, view east from near SE 78th



SE Stark, view west from near SE 80th

Montavilla (SE Stark)

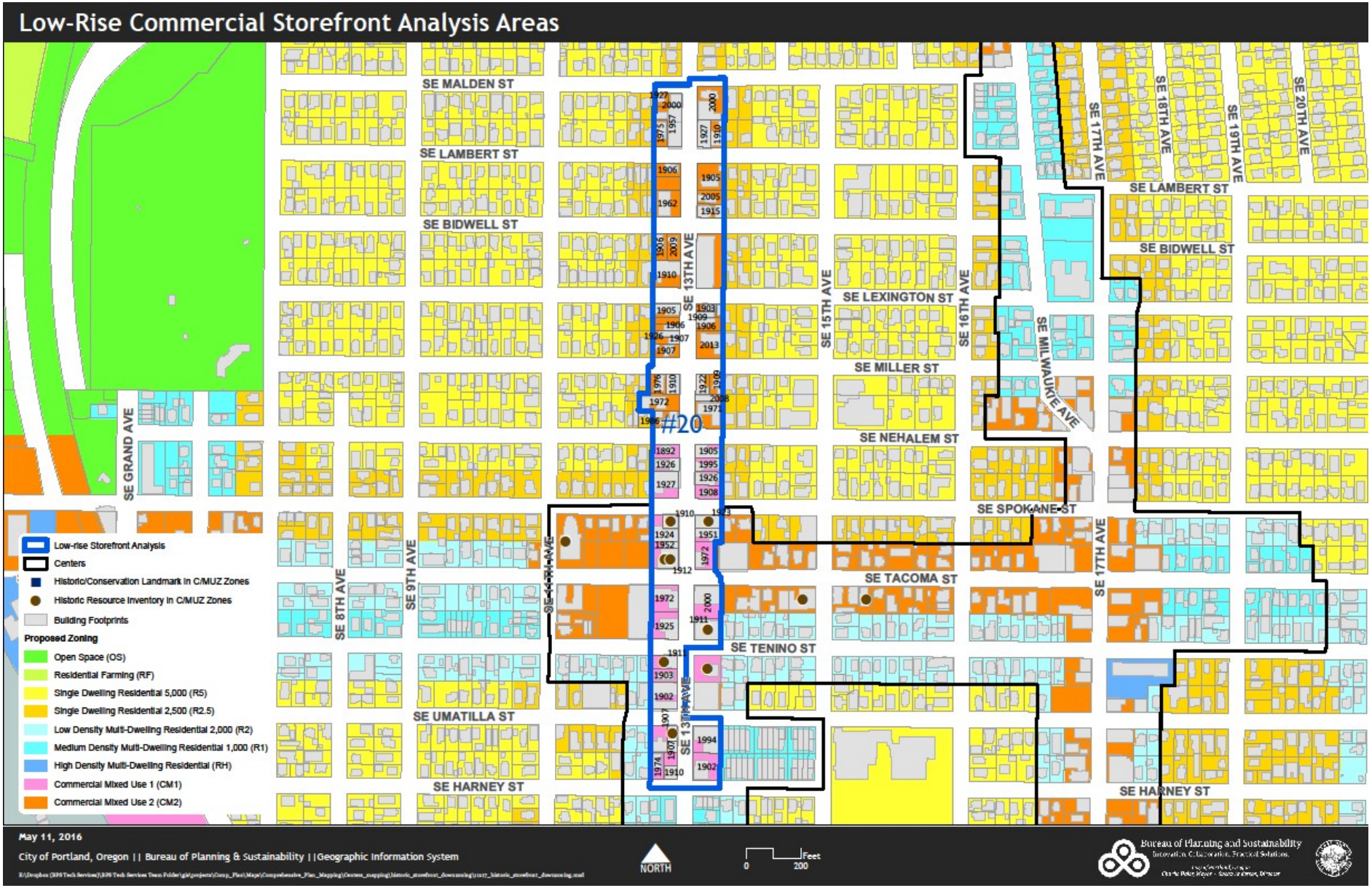
Percentage of lots with Streetcar Era storefront buildings: 79%
Percentage of street frontage with Streetcar Era storefront buildings: 81%
Existing zoning: Storefront Commercial (CS)
Notes:

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

Ord. 188177, Vol. 2.5, page 12879

Sellwood


Low-Rise Commercial Storefront Analysis Areas
SE MALDEN ST
SE LAMBERT ST
SE BIDWELL ST
SE 13TH AVE
SE 15TH AVE
SE 16TH AVE
SE 17TH AVE
SE 18TH AVE
SE 19TH AVE
SE 20TH AVE
SE LEXINGTON ST
SE MILLER ST
SE NEHALEM ST
SE MILWAUKIE AVE
SE SPOKANE ST
SE TACOMA ST
SE TENINO ST
SE UMATILLA ST
SE HARNEY ST
SE GRAND AVE
SE 8TH AVE
SE 9TH AVE
SE 11TH AVE
#20
Low-rise Storefront Analysis
Centers
Historic/Conservation Landmark in C/MUZ Zones
Historic Resource Inventory in C/MUZ Zones
Building Footprints
Proposed Zoning
Open Space (OS)
Residential Farming (RF)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
May 11, 2016
City of Portland, Oregon || Bureau of Planning & Sustainability ||Geographic Information System
NORTH
Feet
0
200
Bureau of Planning and Sustainability



Google Maps Street View

SE 13th, view south from SE Spokane



Google Maps Street View

SE 13th, view south from near SE Umatilla

Sellwood (SE 13th)

(Analysis divided into north and south portions, due to corridor length and greater concentration of storefront buildings to the south)

North of Nehalem

Percentage of lots with Streetcar Era storefront buildings: 43%
Percentage of street frontage with Streetcar Era storefront buildings: 33%

South of Nehalem

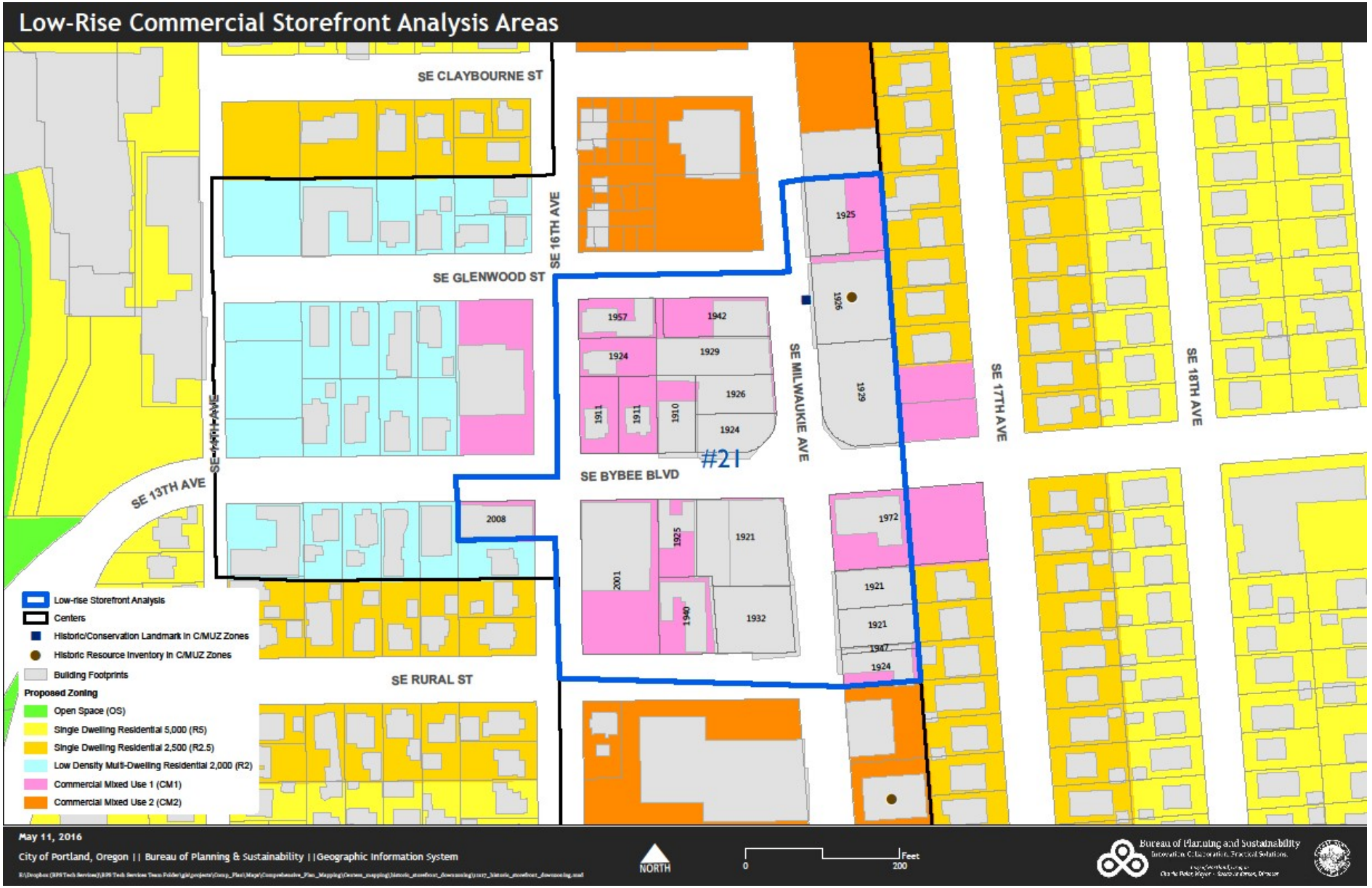
Percentage of lots with Streetcar Era storefront buildings: 52%
Percentage of street frontage with Streetcar Era storefront buildings: 50%
Existing zoning: Storefront Commercial (CS)
Notes: Many of the Streetcar Era buildings in the northern portion are house-type buildings, rather than storefront buildings. The southern portion includes several properties in the Historic Resources Inventory. The southern portion also includes a four-story building under construction (at corner of SE 13th & Spokane), and excludes a property with a recently built four-story building (at corner of SE 13th & Umatilla).

Staff proposal

Include the southern portion of the analysis area (south of SE Nehalem) as part of low-rise commercial storefront proposal (CM1 zoning), with the addition of the property at the southeast corner of SE 13th and SE Tenino (building built 1920).

Ord. 188177, Vol. 2.5, page 12881

Moreland



Ord. 188177, Vol. 2.5, page 12882



Google Maps Street View

SE Milwaukie & SE Bybee, view north



Google Maps Street View

SE Milwaukie, view south from SE Glenwood

Moreland (SE Milwaukie & SE Bybee)

(Analysis figures are for properties with frontage on SE Milwaukie or SE Bybee)

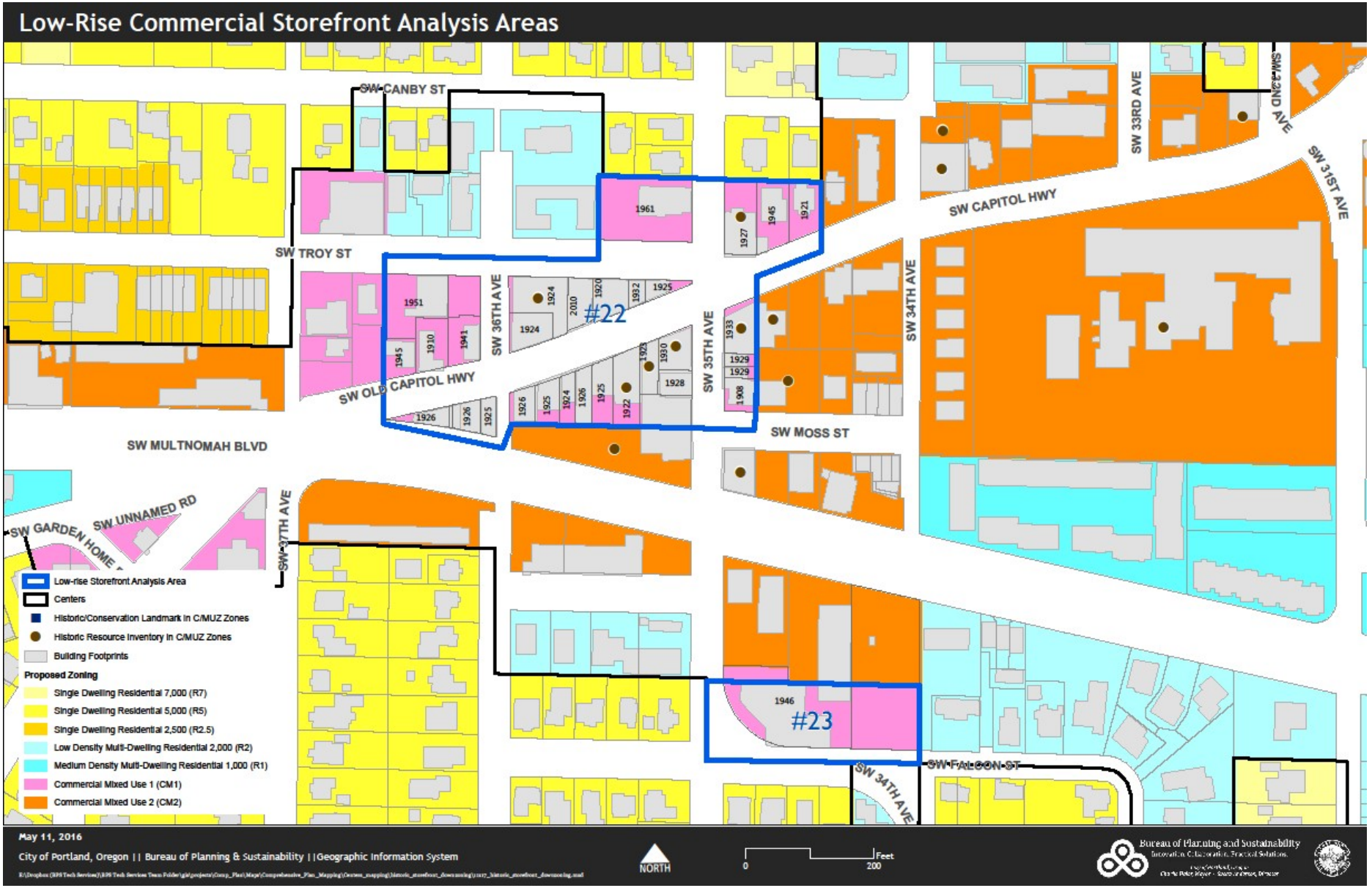
Percentage of lots with Streetcar Era storefront buildings: 75%
Percentage of street frontage with Streetcar Era storefront buildings: 71%
Existing zoning: Storefront Commercial (CS)
Notes:
The western portion of the analysis area includes two recently constructed storefront buildings and two Streetcar Era house-type structures.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning). Proposal includes properties to the west that do not have frontage on the primary corridors to provide full-block zoning and a cohesive zoning pattern.

Ord. 188177, Vol. 2.5, page 12883

Multnomah Village



Ord. 188177, Vol. 2.5, page 12884



SW Old Capitol Hwy & SW 35th, view southwest



SW Old Capitol Hwy, view northwest from SW 36th

Google Maps Street View

Multnomah Village (core area)

(Analysis figures are for properties with frontage on SW Old Capitol Hwy or SW 35th)

Percentage of lots with Streetcar Era storefront buildings: 90%
Percentage of street frontage with Streetcar Era storefront buildings: 77%
Existing zoning: Storefront Commercial (CSd)
Notes:
Analysis area includes several properties in the Historic Resources Inventory. Other portions of Multnomah Village, outside this analysis area, are proposed for zoning to CM1 due to their locations at the edges of the center area, adjacent to single-dwelling zoning.

Staff proposal

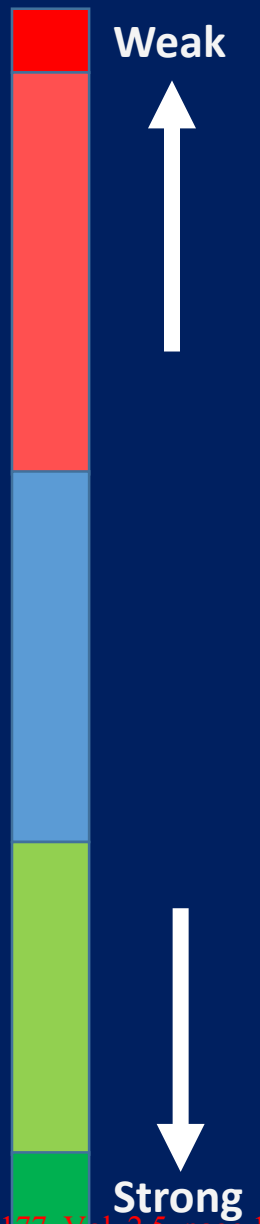
Include as part of low-rise commercial storefront proposal (CM1 zoning).

Ord. 188177, Vol. 2.5, page 12885

Low-rise Storefront Areas: Assessment

	Property Owners	N'hood Assns	Others	ROW
Woodstock	○	○	◔	W; 80'
Roseway	○	-	●	W; 80'
Parkrose	-	-	-	W; 80'+
Hawthorne	◔	-	◔	M; 70'
Foster	○	●	○	W; 80'+
Alberta	○	-	-	N; 60'
Kerns	-	-	-	N; 60'
Belmont	-	-	◑	N; 60'
Montavilla	○	-	-	N; 60'
Division	-	● DDI	◑	N; 60'
Sellwood	○	●	◑	N; 60'
Moreland	○	●	◑	N; 60'
Multnomah	•	●	●	N; 60'

Strength of Proposal



Against ○

For ●

Ord. 188177, Vol. 2.5, page 12886

Low-rise Commercial Storefront

Options to Consider:

1. **Keep proposal mostly intact**, expanding use allowances, but eliminating the one area where there was clear consensus against the CM1 proposal: Woodstock

2. **Narrow the proposal, remove areas on wide Civic Corridors, and Woodstock.**
   - Remove: Roseway, Parkrose, Hawthorne, Foster and Woodstock.
   - Keep: Alberta, Kerns,, Belmont, Division, Montavilla, Sellwood, Moreland, and Multnomah Village.

3. **Narrow the proposal based on level of community support and other factors** (only retaining areas with neighborhood/community support).
   - Remove: Alberta, Roseway, Parkrose, Kerns, Belmont, Hawthorne, Foster, Woodstock, Montavilla.
   - Keep: Division, Sellwood, Moreland, and Multnomah Village

4. **Eliminate CM1 low-rise storefront proposal.** Rely instead on:
   - **Historic district designations and/or individual landmark designations**, or
   - **Apply the Design Overlay**, potentially with design guidelines and standards specific to the Streetcar Era low-rise storefront areas.

Low-rise Storefront Areas: Assessment

	Property Owners	N'hood Assns	Others	ROW
Woodstock				W; 80'
Roseway		-		W; 80'
Parkrose	-	-	-	W; 80'+
Hawthorne		-		M; 70'
Foster				W; 80'+
Alberta		-	-	N; 60'
Kerns	-	-	-	N; 60'
Belmont	-	-		N; 60'
Montavilla		-	-	N; 60'
Division	-	DDI		N; 60'
Sellwood				N; 60'
Moreland				N; 60'
Multnomah				N; 60'

Against

For

Strength of Proposal

Weak

Strong

	Property Owners		N'hood Assns		Others		ROW
	Support	Oppose	Support	Oppose	Support	Oppose	
Alberta		II					N; 60'
Roseway		I			I		W; 80'
Parkrose							W; 80'+
Kerns							N; 60'
Belmont					I	I	N; 60'
Hawthorne	?	IIII			I	IIIIIII	M; 70'
Division			DDI		IIII	IIIII	N; 60'
Foster		I	Y			II	W; 80'+
Woodstock		IIIIIIIII		N	I	IIIIIII	W; 80'
Montavilla		I					N; 60'
Sellwood		IIIIII	Y		IIII	III	N; 60'
Moreland		II	Y		II	III	N; 60'
Multnomah	?		Y		IIIII+		N; 60'



Community Involvement Program

Planning and Sustainability Commission Briefing

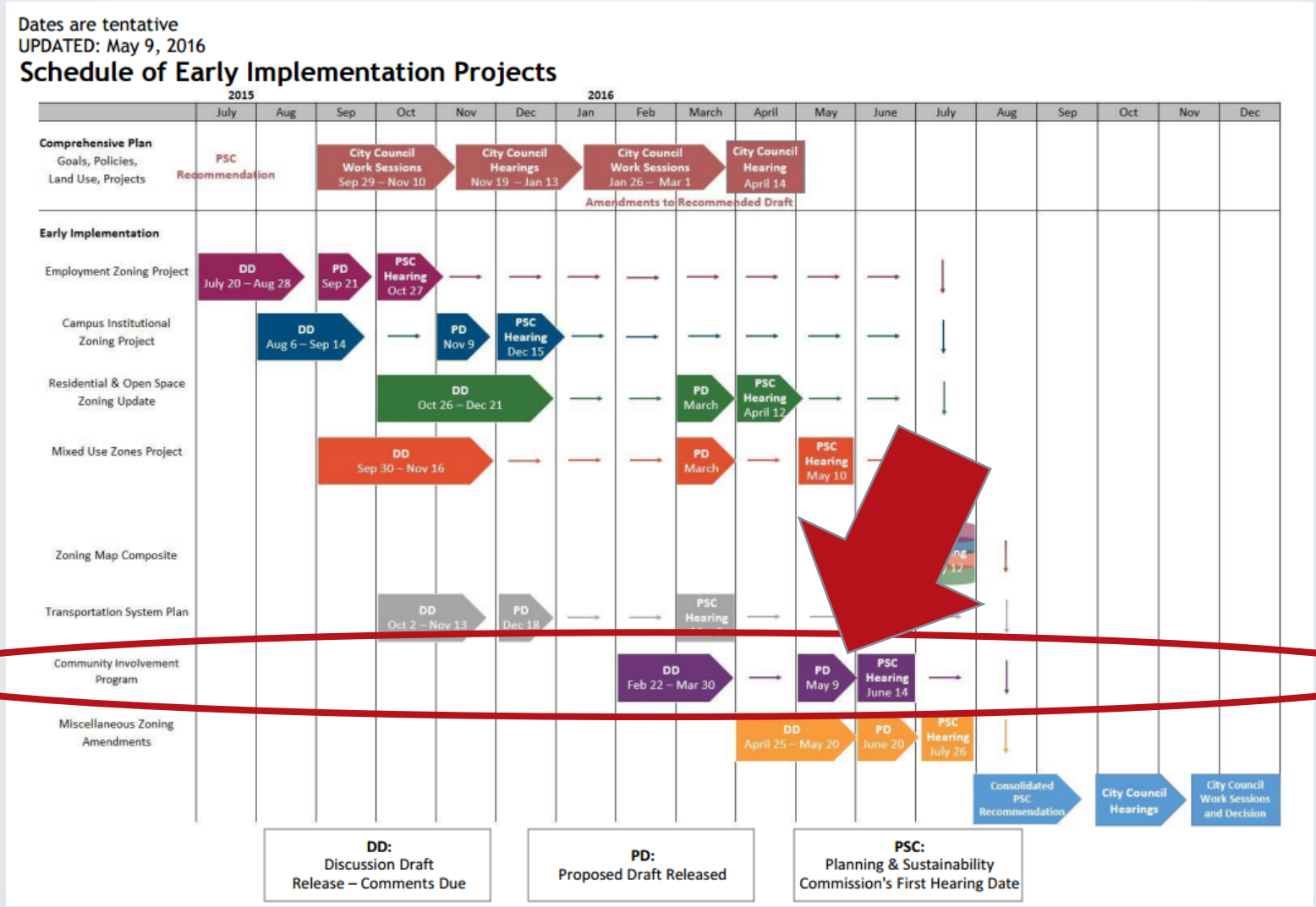
May 24, 2016

Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

Ord. 188177, Vol. 2.5, page 12890

What is it?


Dates are tentative
UPDATED: May 9, 2016
Schedule of Early Implementation Projects
2015
2016
July
Aug
Sep
Oct
Nov
Dec
Jan
Feb
March
April
May
June
July
Aug
Sep
Oct
Nov
Dec
Comprehensive Plan
Goals, Policies, Land Use, Projects
PSC Recommendation
City Council Work Sessions Sep 29 – Nov 10
City Council Hearings Nov 19 – Jan 13
City Council Work Sessions Jan 26 – Mar 1
City Council Hearing April 14
Amendments to Recommended Draft
Early Implementation
Employment Zoning Project
DD July 20 – Aug 28
PD Sep 21
PSC Hearing Oct 27
Campus Institutional Zoning Project
DD Aug 6 – Sep 14
PD Nov 9
PSC Hearing Dec 15
Residential & Open Space Zoning Update
DD Oct 26 – Dec 21
PD March
PSC Hearing April 12
Mixed Use Zones Project
DD Sep 30 – Nov 16
PD March
PSC Hearing May 10
Zoning Map Composite
Transportation System Plan
DD Oct 2 – Nov 13
PD Dec 18
PSC Hearing
Community Involvement Program
DD Feb 22 – Mar 30
PD May 9
PSC Hearing June 14
Miscellaneous Zoning Amendments
DD April 25 – May 20
PD June 20
PSC Hearing July 26
Consolidated PSC Recommendation
City Council Hearings
City Council Work Sessions and Decision
DD: Discussion Draft Release – Comments Due
PD: Proposed Draft Released
PSC: Planning & Sustainability Commission's First Hearing Date

Elements

- Community Engagement Manual
- Community Involvement Committee
- Legislative requirements
- Programmatic commitments

Community Involvement Shift

- Builds on Portland Plan
- Expanding outreach and engagement

Chapter 2: Community Involvement

What is this chapter about?

The goals and policies in this chapter convey the City's intent to:

- Provide a wide range of opportunities for involvement in planning and investment decisions, with targeted access and inclusion in decision making for those who potentially will be adversely affected by the results of those decisions.
- Foster ongoing positive relationships between communities and the City to support accountability for improving community well-being and inclusion.
- Recognize that the City has a responsibility to plan for the needs of, and engage with, under-served and under-represented communities to achieve greater equity.
- Expand opportunities for meaningful community engagement in planning and investment processes, from issue identification and project scoping through implementation, monitoring, evaluation, accountability, and enforcement.
- Promote civic responsibility both within communities and at an individual level.
- Require transparent, well-designed, thoughtful, culturally-specific, relevant, representative, and responsive public processes for planning and investment decisions, implementation, and monitoring.
- Build community capacity to increase the community's meaningful participation and leadership in planning and investment decisions.
- Promote thoughtful consideration of and responses to public comment on planning and investment decisions.

Comprehensive Plan policies related to community involvement

1980

9
CITIZEN INVOLVEMENT

GOAL:

9 **Improve the method for citizen involvement in the on-going land use decision-making process and provide opportunities for citizen participation in the implementation, review and amendment of the adopted Comprehensive Plan.**

POLICIES & OBJECTIVES:

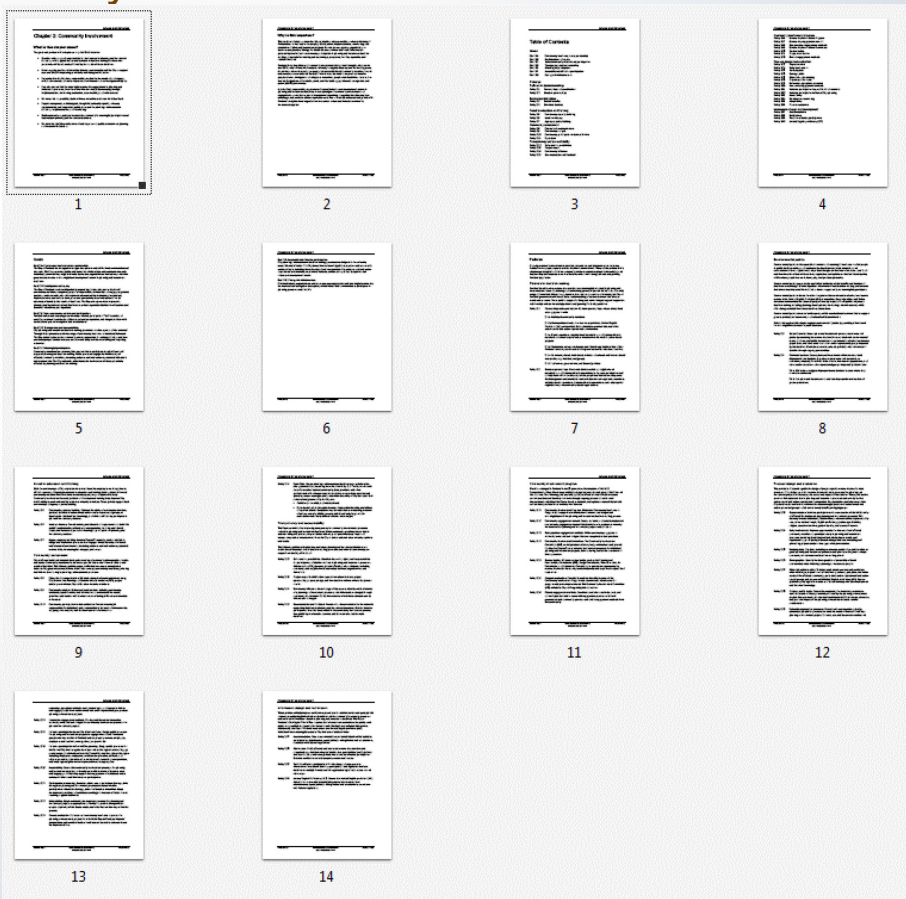
9.1 Citizen Involvement Coordination
Encourage citizen involvement in land use planning projects by actively coordinating the planning process with relevant community organizations, through the reasonable availability of planning reports to city residents and businesses, and notice of official public hearings to neighborhood associations, business groups, affected individuals and the general public.

9.2 Comprehensive Plan Review
Implement a process for complete review of the Comprehensive Plan on a five year basis which provides opportunities for active involvement by the city's residents, businesses and organizations.

9.3 Comprehensive Plan Amendment
Allow for the review and amendment of the adopted Comprehensive Plan which insures citizen involvement opportunities for the city's residents, businesses and organizations.

9.4 Intergovernmental Cooperation
Promote citizen involvement in land use decisions initiated by other governmental agencies.

Today



Implementation of 2035 Comprehensive Plan

- New program
  - Supports staff to work toward all Chapter 2 policies
  - Implements specific policies
    - Policy 2.16 directs City to maintain a **Community Involvement Program**
    - Policies 1.17 and 2.19 requires an independent **Community Involvement Committee**
    - Policy 2.17 requires a **community engagement manual**

What is it NOT?

- Not a prescriptive step-by-step guide to community involvement for the next 20 years

What projects would this program support?

- Legislative projects amending the Comprehensive Plan
  - Changes to the zoning map or code
  - Changes to the TSP
  - Changes to goals and policies

Manual

- Guidelines to help staff work toward goals and policies in Chapter 2.
  - Equity Framework
  - Baseline expectations
  - Guiding questions
  - Examples of tools

Community Involvement Committee

- Stewards of the manual
- Advise staff on ongoing and project-specific community involvement practices

Membership and **charter** to be determined between adoption of the Comprehensive Plan and its implementation

Legislative Requirements

- Continuing requirements
  - Federal
  - State
  - City
- Proposed Draft includes changes to:
  - Title 3
  - Title 33

Programmatic commitments

- Develop, monitor, support, evaluate community involvement
- Support the Community Involvement Committee
- Reduce barriers to participation
- Support transparency

Discussion Draft comment themes

- **Increase** clarity and specificity of language
- **Add** prescriptive requirements for involvement
- **Add** specifics about CIC membership
- **Give** CIC more authority
- **Include** prescribed metrics

Ord. 188177, Vol. 2.5, page 12902

Next Steps

- Hearing and Recommendation on June 14, 2016

Ord. 188177, Vol. 2.5, page 12903

Community Involvement Program

EARLY IMPLEMENTATION OF THE 2035 COMPREHENSIVE PLAN

PROPOSED DRAFT – MAY 2016



















Planning and Sustainability Commission
Public Hearing June 14, 2016

DD → PD → REC → A

Discussion Draft → Proposed Draft → Recommended Draft → Adopted Plan

May 2016
www.portlandoregon.gov/bps/pdxcompplan

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Ord. 188177, Vol. 2.5, page 12904

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

How to Testify on this Proposed Draft

Please note that all testimony will be added to the legal record. Send testimony to:

Write: Planning and Sustainability Commission

1900 SW 4th Ave, Suite 7100

Portland OR 97201

Email: psc@portlandoregon.gov

Fax: 503-823-7800

Comments on this Proposed Draft are due by June 14, 2016.

Next Steps

After reviewing testimony, the PSC may amend the proposal, and will subsequently vote to recommend the changes and draft plan to Portland City Council, in the form of a *Recommended Draft*.

A digital copy of this report can be found on the project website at www.portlandoregon.gov/bps/70139

Acknowledgements

Portland City Council

Charlie Hales, *Mayor*
Nick Fish, *Commissioner*
Amanda Fritz, *Commissioner*
Steve Novick, *Commissioner*
Dan Saltzman, *Commissioner*

Portland Planning and Sustainability Commission

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Marty Stockton, City Planner and SE District Liaison

With Assistance From

Arlene Amaya, CSA; Ellen Burr, CSA; Jessica Conner, CSA

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Section I: Introduction

Project Summary

Policy 2.16 of the new 2035 Comprehensive Plan directs the City to *Maintain a Community Involvement Program that supports community involvement as an integral and meaningful part of the planning and investment decision-making process.* Policies 2.17 through 2.22 direct the City to:

- Create, maintain and actively implement a community engagement manual
- Utilize best practices in engagement
- Establish a Community Involvement Committee and maintain other review bodies to provide opportunities for involvement
- Periodically evaluate the effectiveness of community involvement practices and advocate for continuous improvement
- Share methods, tools and technologies

This program, described in this report, will serve as a framework to carry out these policies. The new Community Involvement Program will apply to legislative land use and transportation projects initiated by the City of Portland. The program is not intended to be the final word on how community involvement activities will be performed for the next twenty years. Instead, this project provides a structure and guidance for staff and community members to continuously learn, adapt and refine practices for meaningful, inclusive involvement.

Why is this important?

The Bureau of Planning and Sustainability's experience is that inclusive community participation improves land use and transportation decision making. It makes plans and investments more durable, equitable, and accountable.

The legal context is that this project implements policies in *Chapter 2*, *Community Involvement*, of the Comprehensive Plan Goals and Policies. It also meets Oregon Statewide Land Use Goal #1, which requires municipalities to "develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process."

What activities are affected by this project?

The Community Involvement Program will apply to projects that make a change to the Comprehensive Plan that require legislative decisions and action.

Legislative land use and transportation actions include adoption of land use plans, investments, policies or regulations that can affect large parts of the city and many people. These decisions may change any element of the Comprehensive Plan. They may also change or create new related codes and area plans intended to implement the Plan. These changes are accomplished through adoption of an ordinance by City Council. Part of this process is the review and adoption of findings that the proposal is consistent with the goals and policies of the Comprehensive Plan or with State and Metro rules.

Legislative projects typically are:

- Initiated by City Council or City agencies.

Ord. 188177, Vol. 2.5, page 12908

- Reviewed and voted on by the Planning and Sustainability Commission, which transmits its recommendation to City Council.

Examples of legislative projects:

- Changes to the zoning code and map
- Updates to the Comprehensive Plan goals, policies and map
- Change to the Transportation System Plan to add or remove a project from the list
- Change to the boundaries of an Urban Renewal Area

Examples of projects that are NOT legislative:

- A development that is built by right (following the current zoning rules)
- A streetscape project that is listed in the TSP

Note on Terminology

The terminology in this document was chosen deliberately, based on years of discussion and revision. Some of the terms are defined in the glossary of the 2035 Comprehensive Plan (Appendix C). The following two terms, however, were chosen over other terms, for the following reasons.

- "Involvement": This word is used throughout in order to be consistent with language used in state and city documents, including the City's Public Involvement Principles. It should be considered to refer to the full spectrum of engagement and involvement, but it should be noted that not all projects will include full involvement. Some projects, because of their scope and/or context, will be limited to notification/education.
- "Community": This word is used to reflect the fact that there are many communities, and individuals may consider themselves members of many communities. Use of this term is not intended to indicate that there is no role for individuals. The word "citizen" is not used because it can suggest that legal citizenship is a prerequisite for civic involvement, which is not the case. The choice to replace "citizen" with "community" is intended to open the doors and welcome engagement with everyone. The choice to use "community" rather than "public" is intended to reflect a less formal approach to involvement.

Section II Relationship to Comprehensive Plan 2035

The Community Involvement Program is one of the early implementation projects of the Comprehensive Plan Update. These projects are tasks that the City of Portland is required to complete as part of a 20-year Comprehensive Plan update (also called "periodic review") under Oregon's statewide planning program. Other early implementation projects, such as the Mixed Use Zones Project, propose changes to the zoning code and zoning map.

This project addresses *Chapter 2* of the Comprehensive Plan, specifically the "Community Involvement Program" section which directs "City staff and elected officials to assess current practices and develop new tools through ongoing process evaluation and improvement, and direct the City to develop, maintain, and update a manual that details current best practices for community involvement."

Ord. 188177, Vol. 2.5, page 12909

Guiding principles of the Comprehensive Plan

The Comprehensive Plan sets five Guiding Principles, which encourage balanced integrated multi-disciplinary approaches to plans and investments that must comply with the Plan. The Community Involvement Program provides structure to support staff as they work to engage communities to learn more about, inform, and direct legislative projects related to all the Guiding Principles.

- Economic prosperity
- Human health
- Environmental health
- Equity
- Resilience

Goals specifically implemented in this project

The proposed Community Involvement Program is intended to begin to implement the goals in *Chapter 2* of the Recommended Comprehensive Plan, and all of the corresponding policies.

Goal 2.A: Community involvement as a partnership

The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, institutions, and other governments to ensure meaningful community involvement in planning and investment decisions.

Goal 2.B: Social justice and equity

The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

Goal 2.C Value community wisdom and participation

Portland values and encourages community and civic participation. The City seeks and considers community wisdom and diverse cultural perspectives, and integrates them with technical analysis, to strengthen land use decisions.

Goal 2.D Transparency and accountability

City planning and investment decision-making processes are clear, open, and documented. Through these processes a diverse range of community interests are heard and balanced. The City makes it clear to the community who is responsible for making decisions and how community input is taken into account. Accountability includes monitoring and reporting outcomes.

Goal 2.E Meaningful participation

Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community

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members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.

Goal 2.F. Accessible and effective participation

City planning and investment decision-making processes are designed to be culturally accessible and effective. The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-specific, and robust community involvement.

Goal 2.G Strong civic infrastructure

Civic institutions, organizations, and processes encourage active and meaningful community involvement and strengthen the capacity of individuals and communities to participate in planning processes and civic life.

Policies specifically implemented in this project

Policy 1.17 Community Involvement Committee. Establish a Community Involvement Committee to oversee the Community Involvement Program for land use decisions as recognized by Oregon Statewide Planning Goal 1 – Community Involvement and policies 2.15-2.18 of this Comprehensive Plan.

Policy 2.16 Community Involvement Program. Maintain a Community Involvement Program that supports community involvement as an integral and meaningful part of the planning and investment decision-making process.

Policy 2.17 Community engagement manual. Create, maintain, and actively implement a community engagement manual that details how to conduct community involvement for planning and investment projects and decisions.

Policy 2.19 Community Involvement Committee. The Community Involvement Committee (CIC), an independent advisory body, will evaluate and provide feedback to City staff on community involvement processes for individual planning and associated investment projects, before, during, and at the conclusion of these processes.

Policy 2.21 Program evaluation. Periodically evaluate the effectiveness of the Community Involvement Program and recommend and advocate for program and policy improvements. The Community Involvement Committee (CIC) will advise City staff regarding this evaluation.

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Section III: How the Public Has Helped Shape This Project

This section summarizes community involvement activities that have helped shape and inform this project. This Community Involvement Program integrates and builds on feedback and expressed desires of the community members who engaged in several preceding processes.

Comprehensive Plan Policy

The development of the Comprehensive Plan goals and polices entailed several phases of community involvement. This included public input on guidelines for future community involvement.

Early involvement in Policy Expert Groups (PEGs) focused on specific topics and allowed people with deep knowledge and interest to collaboratively develop recommendations. The Policy Expert Group for Community Involvement met between June 2012 and June 2013, developing a set of recommendations for *Chapter 2* of the Comprehensive Plan. Several members of the PEG were also members of the Public Involvement Advisory Council (PIAC), which continued to work with staff on development of *Chapter 2* and the Community Involvement Program after the PEG process ended.

The Working Draft Part One of the Comprehensive Plan goals and policies was released in January 2013. Outreach activities between January 2012 and May 2013 included presentations to existing meetings, eight workshops, online and paper surveys, and tabling at community events. Two hundred and ninety comments were collected on the Working Draft Part One. In general, comments related to community involvement focused on accountability, transparency, broad and effective outreach, communities, improving accessibility of information, and notice and review of by-right development projects.

The Proposed Draft of the Comprehensive Plan was released in July 2014. Outreach for this draft consisted of presentations at existing meetings and tabling at community events. In addition, notification was sent to all property owners affected by proposed map changes. Over 4000 pieces of testimony were submitted to the Planning and Sustainability Commission. Seventy-one of those were related to community involvement. An additional 124 pieces of testimony were submitted about the process of the Comprehensive Plan Update, many of which related to community involvement during the process. These pieces of testimony were also considered in the development of this document, as the lessons learned are directly relevant to improving community involvement in projects that affect the Comprehensive Plan. The Planning and Sustainability Commission voted to approve the Recommended Draft of the Comprehensive Plan in July 2015.

Other input

The Community Involvement Program is built on a foundation of community involvement best practices that have been developed by the Public Involvement Advisory Council (PIAC), Office of Neighborhood Involvement staff and advisory groups, and many other contributing groups and individuals. A PIAC subcommittee has acted as an informal advisory group in the development of this document, and provided invaluable feedback from their perspectives not only as PIAC members, but also as community members who have engaged in community involvement processes, community involvement professionals, and City staff.

Feedback on the Discussion Draft

The Discussion Draft of this document was open for public comment for a month. During that time, five organizations and 20 individuals submitted comments. This proposed draft reflects many suggested

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changes and responds to many issues raised by commenters. Many of the commenters raised issues that are beyond the scope of this project, and some of the comments directly conflicted each other.

Clarity

A number of comments on the Discussion Draft identified confusion about the purpose and context of the Community Involvement Program and its relationship to other bodies such as the Planning and Sustainability Commission and the Public Involvement Advisory Council. Changes were made to the document to clarify why the Program is being created and its relationship with the Comprehensive Plan.

Community Involvement Committee

Many comments focused on the Community Involvement Committee (CIC). Expectations for the breadth and depth of the committee's charge and authority vary widely. Questions were asked about the specific composition of the CIC's membership. The details of membership are not being settled at this stage, and there will be community involvement in the development of the charter and membership of the Committee. Other commenters expressed concern that the Committee did not have a well-defined role and did not have any power to make change to community involvement practices. In this draft, the Committee is assigned the responsibility of making changes directly to the Community Engagement Manual, rather than simply recommending changes.

Language

Some of the comments suggested changes to text that is part of the Comprehensive Plan document or the Statewide Planning Goals.

Several comments call for use of different terms (see Note on Terminology, above), or for more consistent use of terms. This draft was edited to make language choice more consistent.

Metrics

Many commenters expressed a desire for metrics to be included in the Community Involvement Program report and the Community Engagement Manual. This draft does not include metrics, because the Program is intended to operate at a high level and allow flexibility in measuring success and improvement, and choosing appropriate metrics is complex and project-specific. The Community Involvement Committee may choose to begin with a focus on metrics.

Detailed requirements

Some comments called for specific elements to be required in community involvement activities. For example, the East Columbia Neighborhood Association called for a summary report after every public involvement opportunity. One individual called for the addition of code language stipulating that legislative notices be posted online in one place. The Community Involvement Program is intended to emphasize the importance of goals, establish baselines and encourage flexibility and iterative learning in the constant improvement of practices. Prescriptive requirements such as those suggested in comments may be considered in the future in the evolution of "best practices" but are not proposed at this time.

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Section IV – The Community Involvement Program

Introduction

This Community Involvement Program builds on existing community involvement activities and begins to implement the goals and policies established in *Chapter 2 – Community Involvement* of the Comprehensive Plan. The implementation of these goals and policies in the City's activities will be accomplished over time with the objective of robust and transparent engagement of all communities.

Among the commitments that the City is asked to make in *Chapter 2* of the draft Comprehensive Plan are the following:

- To provide a wide range of opportunities for involvement in planning and investment decisions.
- To achieve greater equity in land use actions through setting priorities and making decisions with meaningful involvement of under-served and under-represented communities.
- To meaningfully involve, in decision making, those who potentially will be adversely affected by the results of those decisions.
- To provide this meaningful involvement throughout the phases of planning and investment projects - issue identification and project design through implementation, monitoring, evaluation and enforcement.
- To provide well-designed, relevant, responsive and culturally-responsive public involvement.
- To build community capacity for meaningful participation and leadership in planning and investment decisions.

Two topics in *Chapter 2* have been identified as more immediate priorities for action. They were identified through the community involvement during the Comprehensive Plan process; testimony at public hearings; and comments from the Public Involvement Advisory Committee (PIAC) and the Comprehensive Plan Community Involvement Committee (CIC). These two priorities are 1) equity and environmental justice and 2) transparency of process.

Equity and Environmental Justice

Community involvement is not only critical to achieving all of the long-term goals of the Comprehensive Plan, but a foundational tool to achieve equity and environmental justice throughout. Effective implementation of the Comprehensive Plan requires that community involvement be deliberately and proactively inclusive. Processes must be designed to involve and build relationships with people who may have been left out of planning and investment decision-making in the past. This also requires ongoing commitment to improve community involvement practices to address equity.

"One of the key components in environmental justice is getting people to the table to speak for themselves ... they need to be in the room where policy is being made." Robert Bullard, Dean of the Barbara Jordan-Mickey Leland School of Public Affairs at Texas Southern University in Houston, Texas

Equity is achieved when everyone has access to the opportunities necessary to satisfy their essential needs, advance their well-being and achieve their full potential. In working toward equity, the Community Involvement Program must lead with addressing racial equity, because so many outcomes are determined by race. Equity is achieved when outcomes such as economic status, educational

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attainment, access to health care and other social determinants for success cannot be predicted by identity (e.g., race, ethnicity, ability, sexual orientation, gender, etc).

Like many American cities, Portland has a history of many land use actions that have been detrimental to communities of color and low-income populations. These decisions have reduced these communities' opportunities for better economic, education, housing, and health outcomes. Land use decisions impact affordability, desirability, stability and safety of neighborhoods and communities.

Portland also has a long history of strong community involvement through a system of recognition and support for neighborhood associations. This history is valuable and important, and this work must continue. In addition to this work, community involvement must also be improved to expand the networks of relationships, variety of practices, and the depth of engagement with all communities.

Through the Comprehensive Plan, Portland takes responsibility to work toward correcting disparities. That begins by striving to engage those who are most impacted, and who have had the least power historically to influence decision-making processes. Benefits and burdens should be shared equitably across our communities. A focus on equity in any community involvement process is essential to improve outcomes for under-represented and under-served communities.

The American Institute of Certified Planners (AICP) Code of Ethics and Professional Conduct describes an overall responsibility to the public that includes the following principle: "We shall seek social justice by working to expand choice and opportunity for all persons, recognizing a special responsibility to plan for the needs of the disadvantaged and to promote racial and economic integration. We shall urge the alteration of policies, institutions, and decisions that oppose such needs." Even when the constraints of a project mean that it is not possible for marginalized populations to be at the table, planners must take responsibility to act in a socially just way, using the information available to them.

Overcoming years of institutional racism and bias will require resources to provide more access and meaningful involvement for under-served and under-represented communities. This may require redirecting involvement resources toward these communities. What is just is not always equal. What is equal is not always just.

Transparency in Processes

Effective implementation of the Comprehensive Plan requires that public processes and decision making are more transparent about how community input and involvement affects plans and investment decisions. Concern about transparency in process and decision-making has been expressed by a wide variety of participants in the Comprehensive Plan update process. Transparency is defined in the Recommended Draft of the Comprehensive Plan as "Reliable, relevant, and timely publicly available information about government activities and decision making."

Moving toward greater transparency means giving the public the ability to see how input will be used, how it can affect the project, who will make the decisions at each stage of the project, and how the process will be recorded and made available to the public. This requires good systems and clear communication to record, organize, and preserve that feedback. Making the work more transparent will also increase accountability.

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Transparency can also serve equity. Clear, sound technical work must be combined with commitment to giving a voice to the people historically not at the table. These processes must become more easily understandable even as outreach is extended to a wider range of people and groups.

Elements of the Community Involvement Program

There are four parts to this Community Involvement Program.

- Legislative process requirements
- Community Engagement Manual
- Community Involvement Committee
- Programmatic commitments

A. Legislative Requirements

All community engagement activities must, of course, follow the legislative requirements established in City code and State law. For example, legislative process requirements for land use and transportation decisions require notification of recognized organizations and surrounding property owners. This project proposes minor changes in the legislative hearing notice requirements, but there are many other legislative requirements that staff must meet. A partial list of legislative touchpoints is included in the Community Engagement Manual (Appendix A).

B. Community Engagement Manual

The Community Engagement Manual (see Appendix A) is a practical guide to help City staff put *Chapter 2* policies into practice. The Manual addresses the requirement in Policy 2.17 to "Create, maintain, and actively implement a community engagement manual that details how to conduct community involvement for planning and investment projects and decisions."

The Manual is intended to be used in legislative land use and transportation processes. It addresses all phases of these projects from scoping through evaluation after the project is completed. The Manual is intended to be a dynamic document, and it will be updated regularly based on lessons learned. The Community Involvement Committee (see below) will be charged with the authority to make future amendments to the Manual.

C. Community Involvement Committee.

A Community Involvement Committee (CIC) will be created by City Council to advise staff on community involvement practices for Comprehensive Plan related projects. The CIC, guided by the policies of *Chapter 2*, will advise staff on the design, implementation and evaluation of community involvement in these projects and ongoing community involvement activities, and will review and amend the Community Engagement Manual.

The charge and scope of this committee is shaped by Oregon Statewide Planning Goal 1, and Policy 2.19 of the Recommended Draft of the Comprehensive Plan.

- *Oregon Statewide Planning Goal 1* requires that "(T)he committee for citizen involvement shall be responsible for assisting the governing body with the development of a program that promotes and enhances citizen involvement in land-use planning, assisting in the implementation of the citizen involvement program, and evaluating the process being used for citizen involvement."

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- *Policy 2.19 of the Recommended Draft of the Comprehensive Plan* requires that "(T)he Community Involvement Committee (CIC), an independent advisory body, will evaluate and provide feedback to City staff on community involvement processes for individual planning and investment projects, before, during, and at the conclusion of these processes."

The CIC will act as a consultative body to review and support the community engagement work done by City staff. (See Section V for amendments to Title 3.)

The CIC's primary task will be to identify improvements for community involvement practices in alignment with the goals and policies of *Chapter 2*. The CIC periodically will select the active and upcoming projects that will be the focus of their work on monitoring and "lessons learned". Based on this work with staff, the CIC may amend the Community Involvement Manual and community involvement practice. The CIC may also periodically report to the Planning and Sustainability Commission on their observations about community involvement practice and its effectiveness in meeting the goals of *Chapter 2* of the Comprehensive Plan. One member of the CIC will act as liaison to the Planning and Sustainability Commission. Another member of the CIC will act as liaison to the Bureau of Planning and Sustainability budget committee.

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Will all planning projects report to the CIC?
No. Projects related to the Comprehensive Plan that are large in scope or that have potentially significant benefits and/or burdens will be expected to include CIC review and feedback as early in the project as possible. These projects will also check in with the CIC during the project, and will report back with evaluation after the project is over. Other projects related to the Comprehensive Plan may come to the CIC for review if the CIC requests it or if staff so choose, and the CIC will be kept updated about the status of all Comprehensive Plan-related projects. Planning projects that do not amend the Comprehensive Plan may also ask the CIC for review and feedback if staff so choose.

Will the CIC act as a watchdog?
The CIC will not take on an ombudsman role or a policing role, but will be sensitive to concerns rising up from individuals and organizations. Community members with concerns or suggestions about community involvement in projects related to the Comprehensive Plan should first contact project staff. This direction will allow concerns to be addressed more efficiently and allow the CIC to focus on the main body of their work. However, if these concerns are not addressed at the staff level, community members may bring their concerns to the CIC. The objective of the CIC in these situations is to identify what can be improved, and to support staff to make those improvements.

When and how will the CIC be established?
The process of chartering the committee and selecting members will begin after the Comprehensive Plan is adopted. The committee will be chartered, recruited and selected through a process guided by the Office of Neighborhood Involvement, with consultation with the Office of Equity and Human Rights and the Public Involvement Advisory Council. The committee's composition should represent the racial, cultural, and socioeconomic diversity of the people of Portland.

How is this different than PIAC?
The Public Involvement Advisory Council (PIAC) is charged with providing citywide support and guidance on public involvement guidelines, policies, and practices. This role is important and demanding, and does not generally allow for specific, substantive attention to any one particular category of activity. PIAC alone cannot fulfill the requirements of *Chapter 2* of the Comprehensive Plan. The Manual does not replace the Public Involvement Principles, and the CIC does not replace or duplicate PIAC. The CIC will benefit, however, from communicating and working with PIAC to share lessons learned and inform ongoing work.

D. Programmatic commitments.

The Bureau of Planning and Sustainability and Bureau of Transportation will rely on the Community Involvement Program for Comprehensive Plan-related legislative land use and transportation processes**.** Both Bureaus acknowledge that sufficient resources will be needed. The Bureaus commit to pursuing and prioritizing these resources over several years to meet the goals and objectives behind the program. These commitments include:

- **Staff time to develop, monitor, support and evaluate community involvement processes**.

- **Staff time to support the Community Involvement Committee.** To do its work effectively, this body requires staffing to support organization, communications and evaluation of results.
- **Process improvements and staff time to better and more efficiently track public inquiries, contacts and follow-up.** This is needed for transparency and ongoing process improvement.
- **Resources to institutionalize regular monitoring and evaluation of project and policy outcomes.** Evaluation of outcomes is essential to improve not only community involvement activities, but also of planning processes in general.
- **Ongoing community involvement training for staff and committee members.** These professional development opportunities are necessary so City staff and volunteer advisors have the skills needed to design and implement processes that successfully engage the full range of communities, individuals and groups affected by land use and transportation planning.
- **Resources to reduce barriers to participation.** These include the need for interpretation, translation, childcare, food, transit fare, and other support that allows people to participate who otherwise would not be able to. This also includes contracts or stipends to community organizations that are well-positioned to partner with the City to engage targeted communities.
- **Resources to support transparency around how products of community involvement activities are used in decision-making.**

What this means

The elements of the Community Involvement Program are intended to implement the goals and policies of *Chapter 2* of the Comprehensive Plan. However, they are not sufficient to make the processes and outcomes of all projects better, stronger, and more equitable. Achieving this will require the commitment and hard work of leadership, staff, advisory body members and members of the public.

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Section V: Amendments to Code

These code changes include:

- changes to notification rules in Title 33 Planning and Zoning
- changes to Title 3 Administration necessary to establish the Community Involvement Committee and assign it to the Bureau of Planning and Sustainability as a new responsibility.

A commentary section is included to provide the context of each proposed change.

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Commentary

33.740 Legislative Procedure

This section is being changed to add new bodies to the required notice list, allow more flexibility in the format of the notification, and to be more specific about required information.

Counties and the Department of Land Conservation and Development are added to the list to allow better planning coordination. School districts and special service districts are added to allow them to monitor development and plan for enrollment.

The requirement to place a notice in the newspaper is removed because it is obsolete. The use of other platforms, such as bureau websites, are far more effective at reaching people.

The change from “mailed” to “provided” is intended to allow more flexibility, particularly for email notification when the recipient chooses email over mail. This also makes it easier to expand the lists while controlling costs.

The notice time frame is extended to be consistent with state requirements.

The required content of the notice is specified, identifying key information so that people receiving the notices will be sure of receiving standardized information.

The Bureau of Planning and Sustainability is also exploring how to expand state-required and city-required notification practices to include property occupants as well as owners. This exploration is intended to identify ways to include residential renters in notifications.

33.910 Definitions

This change is intended to reflect the increased focus on outreach to under-represented communities.

This proposal reflects the need to ensure that the definition in the Comprehensive Plan and the definition in the zoning code are the same. The Office of Neighborhood Involvement is overhauling its notification systems and policies to ensure that under-served and under-represented communities are included. After this process is completed, this code change and the Comprehensive Plan definition can be adjusted.

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33.740 Legislative Procedure

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33.740.020 Commission Review

A. Hearing required. A Commission must hold at least one public hearing before recommending action on a legislative matter.

B. Public notice for the hearing.

1. Notice area. The notice must be ~~mailed~~provided to the regional transit agency, Metro, Multnomah County, the Oregon Department of Transportation, the Department of Land Conservation and Development, all recognized organizations within the subject area, all recognized organizations, counties and municipalities within 1000 feet of the subject area, affected bureaus, special service districts, and school district, and interested persons who have requested such notice. ~~Notice must also be published in a recognized newspaper.~~

2. Notice time frame. The notice must be ~~mailed~~provided at least 35~~0~~ days prior to the first public hearing.

3. Notice content. The notice must contain the date, time and location of the first hearing, a summary of the legislative matter subject to the hearing, a map or description of the area affected by the legislative matter, and instructions on how to obtain a copy of the staff proposal and how to testify.

33.910 Definitions

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Recognized Organization. ~~A neighborhood, community, business, or industrial association, or organization recognized or listed by the Office of Neighborhood Involvement (ONI). Recognized organization also includes the ONI district offices.~~ An organization formally recognized by the Office of Neighborhood Involvement (ONI) pursuant to City Code 3.96.060, and organizations participating in ONI's Diversity and Civic Leadership Program.

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Commentary

This change to Title 3 establishes the Community Involvement Committee. This is included in Title 3 rather than Title 33 because the Community Involvement Committee will not make decisions about land use issues.

As described above, the process of chartering the committee and selecting members will begin after the Comprehensive Plan is adopted. The committee will be chartered, recruited and selected through a process guided by the Office of Neighborhood Involvement, with consultation with the Office of Equity and Human Rights and the Public Involvement Advisory Council.

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a. City Code Chapter 3.x is amended by **adding** a new section as follows:

3.xxx.xxx Community Involvement Committee.

A. Purpose. The Community Involvement Committee (CIC), an independent advisory body, is charged with reviewing, commenting and advising City staff on the community involvement elements of legislative projects under Portland's Comprehensive Plan. The Committee will:

1. Recommend changes to ongoing and project-specific community involvement practices to bring them closer into alignment with the Comprehensive Plan Community Involvement goals and policies.

2. Approve and update the Community Engagement Manual over time to reflect emerging best practices.

B. Membership. The Community Involvement Committee members shall be appointed by the Commissioner-in-Charge of the Bureau of Planning and Sustainability and confirmed by the City Council.

C. Appointments and Terms. Appointment to the Community Involvement Committee shall be for a two-year term. If a position is vacated during a term, it shall be filled for the unexpired term. Terms shall be staggered.

D. Meetings, Officers, and Subcommittees.

1. The Community Involvement Committee shall meet at least four times yearly and as otherwise necessary to conduct its business. Meetings shall be conducted in accordance with adopted rules of procedure.

2. The officers of the Committee shall consist of a Chairperson and a Vice-chairperson. The chairperson shall be responsible for conducting the meetings of the committee. The vice chairperson shall act as chair when the chairperson is not available.

3. The Community Involvement Committee may divide its members into subcommittees which are authorized to act on behalf of the committee for an assigned purpose.

E. Attendance. Members of the Community Involvement Committee are expected to attend each meeting of the committee. The Commissioner-in-Charge may replace any member who accrues unexcused absences from three or more consecutive meetings or more than 50 percent of the meetings in any year.

F. Compensation. Community Involvement Committee members shall serve without compensation.

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Commentary

This change to Title 3 adds the Community Involvement Committee as a responsibility of the Bureau of Planning and Sustainability.

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3.33.030 Functions

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3.33.030 Functions

(Amended by Ordinance No. 184046, effective September 10, 2010.) The Bureau of Planning and Sustainability is responsible for planning, implementing, and managing complex programs and projects related to sustainability, urban design, land use, and long range planning.

The Bureau of Planning and Sustainability:

A) Works with the City Council, Planning and Sustainability Commission, and the community to define shared values and develop a cohesive vision for the future of Portland;
B) Maintains, modifies, and updates a Comprehensive Plan to guide the development and redevelopment of the city;
C) Ensures that City policies, implementation tools, and zoning designations are consistent with the Comprehensive Plan, the Metro Functional Plan, Statewide Planning Goals, and other requirements. Implementation tools include Title 33, Planning and Zoning, portions of other City Titles, and a range of programs and policies;
D) Maintains, modifies, and updates Title 33, Planning and Zoning, and the City Zoning Map;
E) Develops, modifies and updates city sustainability principles, climate protection strategies, and green building and other sustainability policies and programs including sustainable government, renewable energy, energy efficiency, sustainable industries, and sustainable food systems; and evaluates the implementation and effectiveness of these policies and programs;
F) Develops, modifies and updates economic, environmental, housing, historic preservation, and community development policies and programs; updates demographic data; advocates for and advances quality sustainable urban design; works to ensure natural resource enhancement; and supports thriving neighborhoods and business communities; and evaluates the implementation and effectiveness of these policies and programs;
G) Convenes meetings of the Planning and Development Directors to coordinate planning and development activities of the City of Portland;
H) Provides City input into and coordination with regional and statewide planning and development activities;
I) Administers the City's solid waste and recycling rules and programs;
J) Provides support for:
    1. The activities of the Planning and Sustainability Commission;
    2. The legislative activities of the Portland Historic Landmarks Commission and the Portland Design Commission.
    3. The activities of the Community Involvement Committee.
K) Carries out other tasks and functions as required by the City Council or Commissioner in Charge.

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Section VI: Appendices

Appendix A: Community Engagement Manual

Introduction

The following manual is a guide for implementing the goals and policies established in *Chapter 2*, *Community Involvement* of the Comprehensive Plan. Community involvement is integral to achieving all of the long-term goals of the Comprehensive Plan. It is also foundational to achieve equity and environmental justice throughout planning and investment projects.

The Comprehensive Plan makes clear that the City should work toward public processes and related outcomes that are equitable and help to correct past disparities. Benefits and burdens of decisions are expected to be shared equitably across our communities. Those who are both most impacted and have had the least power to influence decisions must be engaged. It must be clear how people can influence the priorities, processes, and outcomes of projects.

This manual, as called for by *Policy 2.17*, provides guidance on how to achieve this from project selection to design to implementation and evaluation of outcomes. It helps staff and partners see what resources are needed to have transparent, equitable engagement.

This manual does not include rigid prescriptions. Every project is different; community involvement practices need to be flexible and responsive, and there are many excellent resources already available that provide a "menu" of tools for community involvement and examples of how to use them effectively. This manual is intended to establish the baseline expectations for all relevant projects. It also supplies a framework that staff, community members, the Community Involvement Committee, and others can use to design and evaluate projects to help keep community involvement on track.

This manual, while intended to support project-specific work, can also be used to guide ongoing involvement work as directed by *Chapter 2*.

Comprehensive Plan Chapter 2

Goal 2.A: Community involvement as a partnership

The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, institutions, and other governments to ensure meaningful community involvement in planning and investment decisions.

Goal 2.B: Social justice and equity

The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

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Goal 2.C: Value community wisdom and participation

Portland values and encourages community and civic participation. The City seeks and considers community wisdom and diverse cultural perspectives, and integrates them with technical analysis, to strengthen land use decisions.

Goal 2.D: Transparency and accountability

City planning and investment decision-making processes are clear, open, and documented. Through these processes a diverse range of community interests are heard and balanced. The City makes it clear to the community who is responsible for making decisions and how community input is taken into account. Accountability includes monitoring and reporting outcomes.

Goal 2.E: Meaningful participation

Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.

Community Engagement Equity Framework

The following framework serves to provide key strategies for equitable community engagement processes. It is a staff responsibility to seek out the voices and interests of under-served and under-represented communities who may be negatively impacted by a decision, and to mitigate for these impacts. Throughout the life of a project, an equity lens must be continuously used to:

- Identify disproportionate adverse effects the project may have on any community, but particularly low-income populations and communities of color.
- Identify ways in which the communities' needs inform planning, investment, implementation and enforcement processes.

The strategies below are not linear, but should be utilized on an ongoing and iterative basis. The performance measures are intended to evaluate how a project was impacted by integrating these strategies. Each strategy is accompanied by a list of examples of what the strategy looks like in practice, to guide staff in their use.

- Know the community - Working to understand under-served and under-represented communities is essential to foster greater understanding and informed decision-making in a manner that will maximize benefits and minimize burdens for those communities. Different communities (e.g. geographic, racial, socio-economic class) experience different outcomes, and what works for one group will not work for everyone, due to cultural factors and existing disparities.
    - Performance Measure: What methods were used to gain insight into the experience of under-served and under-represented communities? How did the information that was gathered affect the design of the community engagement process?
    - What does this look like in practice?
        - Listen to community members.

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        - Research community history and current events, using methods such as interviews, community mapping, or review of documentation.
        - Perform demographic analysis of under-served and under-represented communities to understand current and historic trends.
        - Assess vulnerability to socio-economic and environmental factors (involuntary displacement/gentrification, hazard risk, etc.).
        - Become familiar with government initiatives and community-generated reports, such as plans or investment strategies, to identify potential cumulative impacts and/or opportunities for collaborative policy development.
        - Use focus groups and surveys designed and/or administered by the community.

- Be accessible and responsive to diverse communities – Effective policies need to be designed with a culturally responsive and community needs or community assets-based approach. This requires that engagement practices with diverse groups correct for inherent barriers to participation.
    - Performance Measure: Did efforts result in increased participation from targeted communities, and did participants feel that their participation was worth the time and effort?
    - What does this look like in practice?
        - Use people-friendly and culturally responsive strategies such as providing translated materials, on-site interpretation, childcare, food, etc.
        - Partner with and support cultural liaisons and community leaders.
        - Adapt to meet a community where it is, based on its needs for support, capacity building, information sharing, and also physically where community members live or organize.

- Appropriately support staff and community capacity – We must intentionally allocate resources to overcome the cumulative impacts of institutional racism on historically under-served and under-represented. Investing resources into quality engagement can prevent costly course corrections in the long-run. Because community engagement with communities of color and low-income populations is highly relational, one of the best investments that can be made is ample staff time to develop relationships with under-served and under-represented community members. Navigating across cultures and addressing previous negative experiences with government requires both cultural competency skills and time. It is also important to note this work does not begin and end with a project timeline, but should be viewed as an ongoing investment that is connected across projects over time.
    - Performance Measure: How much staff time and/or funding was allocated to support building capacity for communities of color or low-income populations? What steps were taken to prepare staff to work with communities of color and or low-income populations?
    - What does this look like in practice?
        - Provide orientation or training on subject matter to community members.
        - Coordinate administrative processes to simplify community interaction.
        - Pay for community expertise that may be difficult to incorporate otherwise.

        - Train staff on cultural competency.
        - Allocate staff time to develop relationships with community members
        - Support staff participation in community based initiatives.

- Build effective partnerships - Effective partnerships and collaborations are essential to achieve equitable outcomes. Built on trust and accountability, they should also openly acknowledge and work to balance inherent power dynamics. They require clear and purposeful roles, consistency and honest communication to foster mutual respect and build power.
    - Performance Measure: How do partners and collaborators who represent communities of color and low-income communities evaluate the quality of the relationship with staff and the project?
    - What does this look like in practice?
        - Listen, learn, reflect, share.
        - Support staff participation in community-based initiatives.
        - Clarify roles and expectations at the start.
        - Institutionalize representation from impacted communities in decision-making and processes leading to decisions.
        - Train staff on power, privilege and institutional racism and bias.
        - Use transparent and proactive communication to impacted communities.
        - Report back to the community on how feedback was used.
        - Evaluate the relationship.

- Scope the project with the community - Ideally, the input of impacted communities should be sought in the project scoping process. Meaningful engagement with the public as partners requires clarity in roles and purpose.
    - Performance Measure: Do stakeholders understand the goal, the size, and the engagement roles and opportunities of the project? Do stakeholders have a say in the setting of goals and benchmarks?
    - What does this look like in practice?
        - Have an honest and transparent conversation with the project team and the community about the resources available for engagement and the decision-making process.
        - Establish mutually agreed-upon goals and benchmarks for the project or process, including criteria for a successful process and successful outcomes.
        - Clearly identify how public input will be used in decision-making.
- Continuously apply an equity lens – Staff are responsible for seeking out the voices and interests of under-served and under-represented communities who may be negatively impacted by a decision and mitigating for these impacts.
    - What does this look like in practice?
        - Identify disproportionate adverse effects the project may have on any community, but particularly on low-income populations and communities of color.
        - Identify ways in which the communities' needs can inform planning, investment, implementation and enforcement processes.
        - Build in time throughout the project to re-assess who is engaged in the planning, implementation, and evaluation.

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- Build in time to check in with process participants about how the process is working for them.
- Follow through to track how the process includes activities to mitigate for impacts.

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Steps to Community Engagement

Every community is different, and every project is different, so the community involvement processes for each project will look different. However, the following steps are a necessary part of any project.

Step 1: Identify Stakeholders and do a Power Analysis
Step 2: Scope the Level of Community Engagement
Step 3: Plan the Community Engagement Process
Step 4: Implement the Community Engagement Process
Step 5: Report Results of the Community Engagement Process
Step 6: Evaluate the Community Engagement Process

For each step, this manual includes:

- baseline expectations
- questions that it may be helpful to ask along the way
- examples of tools that may be helpful

Step 1: Identify Stakeholders and do a Power Analysis

Comprehensive Plan Policies: 2.2, 2.9, 2.21, 2.24, 2.25, 2.26, 2.27, 2.31

The first step once a project has been scoped is to identify who the stakeholders are, how they may be impacted by the project and how they are able to influence the outcome. Knowing who has a stake and who will be impacted by a policy or plan is important in understanding the political landscape that will need to be addressed during the project in order to achieve equity goals. Power in this step is defined as the ability to influence planning processes and is often tied to class, race, gender and educational status. Some examples of types of influence include having:

- Mandated or perceived authority in the decision making process
- Experience or participation in similar processes
- Shared traits with decision-makers (such as appearance or communication style)
- Property ownership
- Existing relationships with decision-makers and/or staff
- Access to information that can affect analysis of existing and future conditions
- Access to resources that can affect implementation

Power is an effective means for advancing one's interests. It is therefore the responsibility of staff to ensure that impacted parties are empowered through community involvement so that decisions can be made with the best interests of all in mind.

Expectations:

- Do this assessment during the scoping phase of your project.
- Take the time to identify under-represented and under-served communities and how they may be impacted by the policy.
- Discuss what power means for different stakeholders in the process, including the power you have as staff.

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- Break out clusters of stakeholders that have differing types of power (e.g. instead of breaking out based on neighborhood, break out into renters and homeowners)
- Identify specific strategies to address the involvement needs for those who may be very impacted by the decisions that will be made, but are under-represented in decision-making.
- Do not do this assessment as an individual. Seek out diverse perspectives to contribute to the analysis.

Guiding Questions

- What is the purpose of this project? Or, what problem is this project solving? Who shares this definition of the problem?
- Who are the stakeholders for this initiative?
- Who is the end user for this plan?
- Who is likely to be most impacted by the project?
- What has this stakeholder group experienced that might be relevant to this project?
- Does one stakeholder group carry more influence/access than another in regards to your initiative? Why?
- What community engagement strategies will you use to ensure under-represented/under-served stakeholders have more equitable influence/access?

Examples of Tools

- Whiteboard exercise mapping out impacts and power.
- Discuss previously gathered data.

Step 2: Scope the Level of Community Engagement

Comprehensive Plan Policies: 2.26, 2.27, 2.15, 2.17, 2.19

Assessing the degree of community concern, capacity and/or readiness will help to determine the appropriate level of community participation. The community will become involved based on its perception of the seriousness of the issue, but also based on its historic relationship with government. Therefore, it is important to both anticipate the community's level of interest, concern and institutional influence regarding a project or program as well as develop appropriate community engagement strategies to ensure equitable access and involvement in the process.

Expectations:

- Perform this assessment in consultation with community involvement and/or communications staff and management.
- Consider past experiences with similar work.
- Consider the political landscape over the anticipated lifetime of the project
- Determine whether and when the project will be reviewed by the Community Involvement Committee.
- Allocate staff resources to engage with community members in a meaningful way. Including, but not exclusive to: attendance at community-driven meetings, follow-up after feedback has been given, and evaluation.

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- Plan ahead, and communicate clearly about how public input will be considered in decision-making. Determine how the influence of public input on the final decision will be reported, and make that clear to stakeholders at the beginning of the project.

Guiding Questions

- What is the legally required level of participation?
- What is the anticipated level of conflict, opportunity, controversy or concern on this or related issues?
- What is the possibility of broad community interest?
- How significant are the potential impacts to the community?
- How much do the major stakeholders care about this issue, project or program?
- Why do they care or not care?
- What degree of involvement does the community appear to desire or expect?
- What is the potential for community impact on the final decision or project?
- How significant are the possible benefits of involving the community?
- How serious are the potential ramifications of NOT involving the community?
- What level of community participation do Council and/or bureau directors desire or expect?
- What is the probable level of difficulty in solving the problem or advancing the project?
- What level of media interest do you anticipate?

Step 3: Plan the Community Engagement Process

Comprehensive Plan Policies: 2.11, 2.12

It is essential to create a Community Engagement Plan. It will probably be necessary to revisit and update this plan at multiple points over the course of the project, particularly if significant changes are made to the scope, schedule or budget. Be sure to save an original draft and each subsequent version in case a reference is needed them later in reporting.

Note that this is also a good time to review evaluations from previous community engagement plans and feedback from the Community Involvement Committee on past projects so that you can implement the changes and advice you and others have provided.

Expectations:

- Establish goals for the community involvement process.
- Identify federal, state, and city requirements for community involvement that must be met. (See list at end of this document.)
- Identify strategies to address the needs of under-represented, under-served communities.
- Develop a reasonable and meaningful budget. Prioritize resources for engagement with under-served and under-represented communities. When needed, include: translation, interpretation, food, child care, print materials, meeting facilitation, contractors and consultants.
- Establish a reasonable timeline.
- Plan sufficient time for effective techniques and compilation of community input at each step in the decision-making process.

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- Create a strategy for evaluation and accountability

Questions:

- What is the political and legal context of the project?
- How does this community involvement process advance the guiding principles in *Chapter 2* of the comprehensive plan?
- What equity (racial, ethnic, income, geographic) issues (disparate impacts, access) will be important to consider throughout this project?
- What tools will be necessary to accomplish the community involvement goals?
- Is there sufficient flexibility in the schedule to achieve the community involvement goals?
- Will staff be able to respond to the community in a timely manner during the process?
- How much time is required at each decision point?
- What will a successful process look and feel like for the affected communities?
- What will a successful process look and feel like for City staff?
- What mechanism is in place to let community members know how their feedback will be and has been used?
- How would the communities describe this project?
- How will performance be tracked?

Step 4: Implement the Community Engagement Process

Comprehensive Plan Policies: 2.32, 2.33

Now that the work of planning is complete, the job of implementation begins. The process of community engagement is dynamic. Expect to make process changes and adaptations from the original Community Engagement Plan.

Expectations:

- Review the community engagement plan regularly and document what adaptations have been made and why they were made.
- For multi-year projects, build in resources to do a substantial evaluation at major milestones to guide any necessary course corrections.

Questions:

- Does the schedule need to be adjusted?
- Are new concerns developing?
- Does stakeholder identification and analysis need to be revisited?
- Is the political/legal context changing?

Step 5: Report Results of the Community Engagement Process

Comprehensive Plan Policies: 2.14, 2.32

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Whether your purpose is to educate, consult, involve, collaborate, or support shared decision-making, you will need to report the results of your community engagement process. It's likely that you will begin reporting about the community engagement process during the implementation phase, but you will certainly be asked to summarize once the project wraps up. Remember that it's much easier to summarize the community engagement process if you did a good job of tracking it during implementation.

Reporting back demonstrates that stakeholders' time and effort have been well invested. It also shows the community how their input has influenced the project, policy or program. The participants will appreciate their comments and concerns have been understood and accurately communicated to decision-makers.

Expectations:

- Summarize the community involvement activities for the project. This should include a plan and documentation of how it was implemented, including any measures of success. (For smaller projects, this may be very brief.)
- Provide documentation of feedback that was collected, and indicate how it was used.

Questions

- Have you described all of the community involvement elements of your project?
- What are the lessons learned from this process?
- What worked well and what did not work well, and why?
- What community involvement practices would you recommend for staff working on future projects that are similar?
- What changes did you make along the way to your initial Community Engagement Plan, and why?

Step 6: Evaluate the Community Engagement Plan

Comprehensive Plan Policies: 2.14, 2.34

Every project should include an evaluation of the effectiveness of the community involvement process. The evaluation is an opportunity to reflect and share insight about opportunities and challenges. It also enables recommendations to be incorporated into future community engagement processes.

Expectations:

- Tie the final evaluation to the plan's goals and objectives.
- Include observations and recommendations from the public as well as the project staff.
- Report the findings of the evaluation, and lessons learned. For larger projects, findings, highlights, and lessons learned should be shared with the CIC, project team, advisory committee and the public. Smaller projects should wrap up at the end with a project team debrief on what worked well, what didn't work well, and what should be changed in the future.

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Questions

- What was your greatest challenge? How did you overcome it?
- What was your greatest success? What are you most proud of?
- What do you wish you had known going into the process?
- What would you have done differently if you could do it over?
- What advice do you have for yourself or others working on future projects?

Examples of Tools

- Informal feedback from stakeholders on a routine basis
- Short questionnaires following events
- Peer evaluations as strategic points for professional feedback
- Team debriefs following meetings and events to discuss needed adjustments
- Community telephone or web-based surveys

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Legislative Touchpoints and Resources

All community involvement activities should comply with federal, state, and city laws. This is not a complete list, and should be considered a starting point. Many of these laws require action at many levels of the project, not just a single action. There are resources available at the City to help you navigate the requirements and make your project better along the way.

City Requirements and Guidance

The Financial Impact and Public Involvement Statement is required to be submitted with all City Council resolutions, ordinances and reports. The statement is a synopsis of the public input that was considered in the development of the legislation.

Portland's Public Involvement Principles guide City officials and staff in establishing consistent, effective, and high quality community involvement.

The Public Involvement Advisory Council (PIAC) works to:

- Develop guidelines and policy recommendations for citywide public involvement, to be presented to City Council for approval.
- Provide support and advice to City Council and City bureaus with implementation of shared public involvement guidelines and best practices.
- Encourage ongoing collaboration between the community, City bureaus and City Council in the development of shared public involvement guidelines

Portland's Public Involvement Best Practices Program is dedicated to supporting the City's community involvement activities.

Portland's Citywide Racial Equity Goals and Policies are binding City Policy, providing a guidepost for City employees and leadership to follow, to achieve the racial equity goals.

State Requirements

Oregon's Statewide Planning Goal 1: Citizen Involvement OAR 660-015-0000(1) lays out state requirements for public involvement in planning.

Oregon's Public Record and Meetings laws requires transparency in all public meetings.

Federal Requirements and Guidance

The City's Office of Equity and Human Rights provides support to City staff in working to meet and exceed the requirements of federal civil rights laws. There are City plans and programs in place to support the ADA and Title VI requirements.

The Americans with Disabilities Act (ADA) requires that all city activities be made accessible to persons with disabilities.

Title VI of the Civil Rights Act of 1964 declares that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. As Portland receives Federal financial assistance, discrimination is prohibited for all City activities. In public involvement activities, the City must provide interpretation and language assistance, avoid or mitigate environmental injustice, and ensure that all people are able to participate in meaningful public involvement. Title VI also requires

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robust collection, analysis, and use of data about demographics, needs assessments, burdens and benefits, and more.

Other Guiding Documents

American Institute of Certified Planners (AICP) Code of Ethics and Professional Conduct

Federal Plain Writing Guidelines

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Appendix B: Selected Terms from the 2035 Comprehensive Plan Glossary

Community: A group of people with a shared sense of identity or belonging.

Environmental justice: The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Equity: When everyone has access to the opportunities necessary to satisfy their essential needs, advance their well-being, and achieve their full potential.

Transparency: Reliable, relevant, and timely publicly available information about government activities and decision making.

Under-represented: People and communities that historically and currently do not have an equal voice in institutions and policy-making, and have not been served equitably by programs and services.

Under-served: People and places that historically and currently do not have equitable resources, access to infrastructure, healthy environments, housing choice, etc. Disparities may exist both in services and outcomes.

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MEMO

DATE: May 24, 2016

TO: **Planning and Sustainability Commission**

FROM: **Tom Armstrong, Supervising Planner**
Tyler Bump, Senior Economic Planner
Steve Kountz, Senior Economic Planner

CC: **Susan Anderson, Director**

SUBJECT: Portland Retail Needs

This memo is a response to the May17 testimony from Eric Hovee and Mark Whitlow on behalf of the Retail Task Force and the International Council of Shopping Centers.

Their testimony is similar to what they presented to City Council on the Economic Opportunities Analysis (EOA) and the retail polices. BPS refuted their testimony and disagrees with their conclusion that Portland is under-retailed, especially with respect to grocery stores. The details of the BPS analysis are attached as supplemental memos.

The Hovee and Whitlow testimony raises a fundamental challenge: how should the City of Portland use the zoning code and development standards to improve the built environment and make a place safer, pedestrian-friendly, bike-friendly and transit-oriented over time? How do you transition an area over time unless new buildings are required to orient in a way that creates the pedestrian-friendly environment? Or, should the standards be "in sync" with the market and "largely match the existing built environment" until transit service improves and auto use declines? Given how slowly the built environment changes over time, the City has chosen to lead the market with the development standards that fosters more pedestrian-friendly and transit-oriented development.

Comprehensive Plan Policies

The City Council has adopted policy amendments on four retail-related policies. These policies need to be considered and balanced with other policies that support creating a more pedestrian friendly built environment.

Policy 4.33 **Drive-through facilities.** Prohibit drive through facilities in the Central City, and limit new development of drive throughs in the Inner Ring Districts and centers in order to support a pedestrian-oriented environment.

Policy 4.85 **Grocery stores and markets in centers.** Facilitate the retention and development of grocery stores, neighborhood-based markets, and farmers markets offering fresh produce in centers. Provide adequate land supply to accommodate a full spectrum of grocery stores catering to all socioeconomic groups and providing groceries at all levels of affordability.

Policy 6.16 **Regulatory climate.**

6.16.f. Consider short-term market conditions and how area development patterns will transition over time when creating new development regulations.

Policy 6.67 **Retail development.** Provide for a competitive supply of retail sites that support the wide range of consumer needs for convenience, affordability, accessibility, and diversity of goods and services, especially in under-served areas of Portland.

Mr. Whitlow misrepresents the impact of these policies. They do not *require* more land to be devoted to auto-accommodating zoning. The policies do require the City consider these policies in our decision making. But, some of these new policies may compete with other policies, such as Policy 3.19 Accessibility, which calls for centers to be accessible places, where the street environment makes access by transit, walking, biking and mobility devices safe and attractive for people of all ages and abilities. When making a specific decision, all of the applicable policies must be weighed and balanced to determine if a particular decision would "on the whole" comply with the Comprehensive Plan. No one policy automatically trumps another policy. In cases where there are competing policies, City Council will choose the direction they believe best embodies the plan as a whole. In some cases, it may be more auto-accommodating zoning and in other cases it may be development standards to create a more pedestrian-friendly street environment.

BPS Retail Findings

In general, BPS staff disagrees with Mr. Hovee's observations of Portland's current retail environment.

1. The retail leakage analysis is not significantly different from what is in the EOA and does not materially change the findings of the EOA – there is a large surplus of neighborhood commercial development capacity in terms of sites sizes and locations throughout the City of Portland.

2. Access to healthy affordable food options are not as dire or widespread as Mr. Whitlow states. As described in the BPS April 19th memo, access to grocery stores is reasonably well distributed with the exception of Parkrose/Argay, 122nd/Foster and Southwest. Furthermore, the solution to healthy food access is a multifaceted

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problem that is not simply a function of proximity to larger, auto-accommodating supermarkets. The City's healthy food strategy focuses on neighborhood-based solutions that, in addition to providing access, make food more affordable and build community capacity and cohesion.

3. Mr. Hovee and Mr. Whitlow misinterpret the requirements of Goal 9. It requires demonstrating adequate capacity for industrial uses specifically and for the widest range of other employment (non-industrial) uses - not for the widest range of retail, as suggested. The City has done that by analyzing the need for Central City, Campus Institutions and Neighborhood Commercial capacity.

   The City does not have to create an even-more complex, detailed analysis that looks at the supply and demand for large-format, auto accommodating, value-oriented retail with drive-throughs. The EOA includes a parcel size analysis for neighborhood commercial uses that shows surplus capacity across a range of parcel sizes across Portland. This level of detail is sufficient to comply with Goal 9.

4. BPS staff disagrees with the Hovee/Whitlow position that the land supply is inadequate for store types that require larger sites. The land supply analysis in the EOA finds an overall 216% surplus of developable land in Neighborhood Commercial geographies relative to 20-year demand. The April 27 memo shows that there is ample supply of Neighborhood Commercial land in all size categories. The analysis shows about 45% of the capacity greater than 3 acres is in the 3-10 acre category and there is a reasonable distribution across the pattern areas for both 3-10 acre and greater than 10 acre categories parcel sizes. Additionally, some of the mixed use commercial map changes in the Comprehensive Plan have been made to address areas that are underserved by neighborhood serving retail and services as part of creating complete neighborhoods.

Conclusion

Retail leakage is only one factor that is considered along with job growth, sector trends, development trends, business focus group insights, small business vitality, and complete neighborhood strategy. The EOA demonstrates that there is a more than adequate land supply to meet future employment growth in the Neighborhood Commercial geography.

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MEMO

DATE: May 23, 2016

TO: Planning and Sustainability Commission

FROM: Barry Manning, Project Manager

CC: Susan Anderson, Joe Zehnder, Eric Engstrom, Bill Cunningham, BPS

SUBJECT: Mixed Use Zones Project — proposed approach to work sessions

Below is a draft list of Mixed Use Zones Project issues to discuss, address and resolve at upcoming Planning and Sustainability Commission (PSC) work sessions. These issues are based on testimony submitted to PSC and the Commission's identification of major thematic topics at the end of public hearings on May 10 and 17, 2016. The proposed dates and approach are tentative and may change as staff and the PSC further reviews the complete record of testimony.

BPS staff aims to resolve the majority of major thematic and code-related issues at work sessions on May 24 and June 28. Any remaining issues and specific zoning map change requests could be considered and finalized for tentative approval at the July 12 work session, which will be followed by a hearing and work session on the Composite Zoning Map. Staff appreciate feedback and/or suggestions from PSC members on this proposed approach.

Staff proposes to address the Low-rise Commercial Storefront proposal at the first work session. We will review the proposed areas and their features, as well as testimony on the topic. Staff has prepared several options for the PSC to review and consider to respond to testimony, which are included in this memo on page 4.

#	Issue/Topic	Approach/Background	Date/Time
1	Low-Rise Commercial Storefront CM1 zoning	• Address testimony and discuss attributes of each proposed low-rise area. • Consider zoning and other options for addressing scale and character issues.	May 24 1+ hrs
2	Transportation Demand Management Proposal	• PBOT TDM proposal on 6/14 and implications for MUZ. • Follow up at PSC 6/28 meeting on MUZ if needed.	June 14 June 28 (tbd)
3	Base and Bonus floor area allowances; Inclusionary Housing	• Consider relationship of FAR to built form and community input about scale and mass. • Share information about relationship of base and bonus to economics. • Consider interface with IH. • *Briefing sessions on development form, allowances, etc. on May 31 and June1.*	June 28 30 min
4	Development and design standards: building height; step-backs/downs; articulation, length, etc.	• This is linked to topic 3, as FAR was part of response to scale issues. • Consider pros/cons of design and development standards to address massing. • Additional resources/info needed? • *Briefing sessions on development form, allowances, etc. on 5/31 and 6/1.*	June 28 15 min
5	Drive-throughs; Quick Vehicle Service uses (gas stations, etc.); Auto-oriented development standards	• Review existing zoning patterns and policy direction. • Consider options. • *Staff may schedule an additional PSC briefing on this topic prior to 6/28 to inform PSC on issues and considerations.*	June 28 30 min
6	Grocery and large site development zoning; building orientation and other development standards	• This is linked to topic 5. • Consider request to amend CE Zone. • Consider request to rezone specific grocery and other retail sites to CE. • *Staff may schedule an additional PSC briefing on this topic prior to 6/28 to inform PSC on issues and considerations.*	June 28 30 min

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7	BDS Code requests	• BDS submitted many comments on the zoning code language to clarify and address issues. • Hold internal/staff work session with BDS. • BDS staff to attend PSC on 6/28 to discuss proposed resolution or outstanding issues.	June 28 30 min
8	Division Design Initiative (DDI) proposal	• Staff will analyze the DDI proposal and highlight areas where the MUZ incorporated ideas and where it diverges. • Staff will make a recommendation about whether or how to move forward with DDI suggestions.	July 12 30 min
9	Zoning Map Amendments and Requests	• PSC received many zoning map requests from individuals in addition to the thematic zoning issues covered above in #1, #4, and #5. • Staff will bring individual map requests to PSC for consideration. These include: ○ CM1 – Strong; Williams/Alberta ○ CM1 - 30th/Killingsworth ○ CM1 - various locations ○ CE - various locations ○ CM3 - various locations • Staff will review tentative streetcar alignment zoning proposals (memo). • Tentative recommendation on map requests will feed into Composite Zoning Map.	July 12 1 hr
10	Design Overlay Zone	• Recap proposal for design overlay expansion. • Consider Sellwood design request. • Staff will provide briefing memo in advance of work session.	Memo; July 12 (if needed)
11	Employment-focused uses: EX and CM3 zoning	• Staff will provide briefing memo outlining zone differences. • This issue will be addressed in-part at briefing sessions on topics 3-4. • Discussion of map changes on July 12.	Memo; July 12 (if needed)

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CM1 Zone Low-Rise Commercial Storefront Proposal
May 23, 2016 DRAFT — Options for Next Steps

At the public hearings on May 10 and 17, PSC heard a significant amount of testimony about the Low-rise Commercial Storefront proposal and related rezoning to CM1 in areas within selected Neighborhood Centers. At its last meeting, staff provided the PSC a copy of the Low-rise Commercial Storefront Analysis-Summary; this document explains the approach to the proposal. Staff intends to review the proposed areas and their features, as well as testimony on the topic at the May 24, 2016 work session.

Several options for the PSC to consider to respond to testimony are offered below. **Options 1-3 address scale issues. Option 4 focuses on design.**

1. **Keep proposal mostly intact**, expanding use allowances, but eliminating the one area where there was clear stakeholder consensus against the CM1 proposal (Woodstock).

2. **Narrow the proposal, removing areas located along wide Civic Corridors** (along which policies support larger-scale development) **and Woodstock.**
   a. This would remove: Roseway, Parkrose, Hawthorne, Foster and Woodstock.
   b. The following would remain part of the CM1 proposal: Alberta, Kerns/28th, Belmont, Division, Montavilla/Stark, Sellwood (SE 13th), Moreland (Milwaukie/Bybee), Multnomah Village.

3. **Narrow the proposal based on level of community support and other factors,** and retain only the areas with neighborhood/community support.
   a. This would remove: Alberta, Roseway, Parkrose, Kerns/28th, Belmont, Hawthorne, Foster, Woodstock, Montavilla/Stark.
   b. The following would remain part of the CM1 proposal, subject to discussion:
      - Division (DDI and other support, but some opposition).
      - Sellwood/13th (NA and other support, but property owner and other opposition).
      - Moreland/Milwaukie-Bybee (NA and other support, but property owner and other opposition).
      - Multnomah Village (strong community support, no opposition).

4. **Eliminate CM1 low-rise storefront proposal.** Rely instead on:
   a. Historic preservation efforts, such as historic district designations and individual landmark designations; or
   b. Application of Design Overlay, potentially with design guidelines and standards specific to the Streetcar Era Low-rise storefront areas. The Design overlay zone currently exists/is proposed in many low-rise areas, but would be selectively added to parts of: Foster, Kerns, Montavilla, Moreland, Parkrose, Roseway, and Sellwood.

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DRAFT



Low-rise Commercial Storefront Analysis – Summary

Background: Proposed Draft Low-rise Commercial Storefront Areas

The Mixed Use Zones Project Proposed Draft includes new mapping and Zoning Code regulations intended to continue the scale and characteristics of older main street areas where low-rise (1 to 2 story) Streetcar Era storefront buildings are predominant. This responds to community interest in preserving the character of these areas, which are often the historic commercial cores of centers, while being applied strategically to retain ample capacity for growth in the majority of mixed use areas.

In testimony received during Comprehensive Plan Update process and through public input heard during the Mixed Use Zones Project, a frequent concern shared by community members was a desire to preserve the character of older main street areas, which many see as being a key part of the identity and sense of place of neighborhoods. Many expressed concern that newer four-story buildings were out of scale with older buildings along mixed-use corridors and preferred buildings no taller than three stories. The Low-rise Commercial Storefront proposal is a response to these community concerns, and to new policies in the Recommended Draft of the Comprehensive Plan, particularly Policy 4.26 ("**Protect defining features.** Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources.").

The Low-rise Commercial Storefront proposal is intended to strike a balance between accommodating the growth intended for centers and corridors, while strategically applying Zoning Code tools to older, core areas of main streets that have an established scale of low-rise storefront buildings, in order to continue their general scale and characteristics (the existing CS and CG zoning that applies in these areas allow building heights of 45 feet, twice the height of most existing buildings). Areas mapped for the new low-rise commercial storefront zoning approach are locations with:

- Contiguous concentrations of low-rise (1-2 story) Streetcar Era storefront buildings, where
- These storefront building are the predominant type of development for at least a two block or 400' length of corridor, and
- Are located in neighborhood centers (which are intended to have less of an emphasis on growth than larger centers).

The approximate locations of these areas are shown on the map below, "Low-rise Commercial Storefront Areas".

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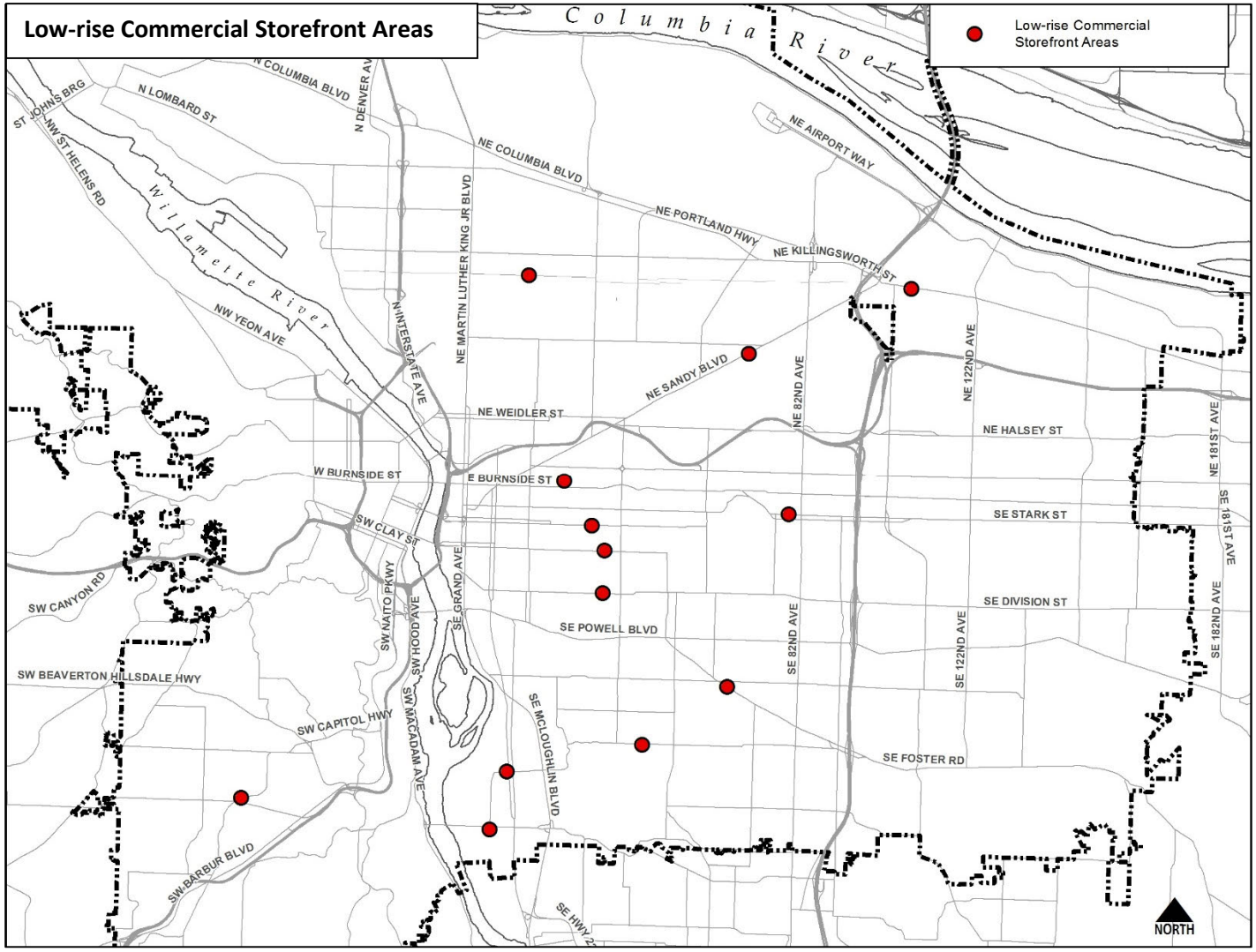
The Proposed Draft calls for zoning these areas to CM1 (limiting building height to 35 feet), with Centers Main Street Overlay regulations that continue these areas' characteristics through allowances for 2 to 1 FAR, full lot coverage and no landscaping, and greater allowances for retail and commercial uses than usually allowed in the CM1 zone to reflect their roles as core commercial areas that are anchors to complete communities.

This document summarizes the analysis that informed mapping of the Proposed Draft Low-rise Commercial Storefront zoning.



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Analysis Areas

The objective of the Low-Rise Commercial Storefront Analysis was to identify areas that had concentrations of low rise-storefront buildings built during the Streetcar Era (from the nineteenth century through 1950, when the original Portland streetcar system was discontinued). This analysis was not intended to determine the historic significance or architectural integrity of these buildings (in many cases, storefront buildings included in the analysis have had storefront windows replaced by walls or smaller windows), although the locations of historic landmarks and buildings on the Historic Resources Inventories were mapped to help inform the analysis.

The building type that was the focus of this analysis, commercial storefront buildings, were typically built adjacent to sidewalks and often feature large, storefront windows. Their ground levels were originally used for retail or other commercial purposes, and sometimes also included an upper level with residences, offices, or other commercial spaces. The analysis identified areas where these storefront buildings are the majority of development (over 50 percent) for at least a two-block or 400-foot long length of corridor, amounting to a small district. The analysis focused on areas with one- to two- story buildings. Areas with existing three-story buildings were excluded, as the zoning allowance for 45-foot height (four stories) is a relatively small increment taller. The analysis did not select for further consideration locations with scattered storefront buildings or smaller groupings of buildings, of which there are many in Portland's inner neighborhoods.

Examples of low-rise storefront buildings









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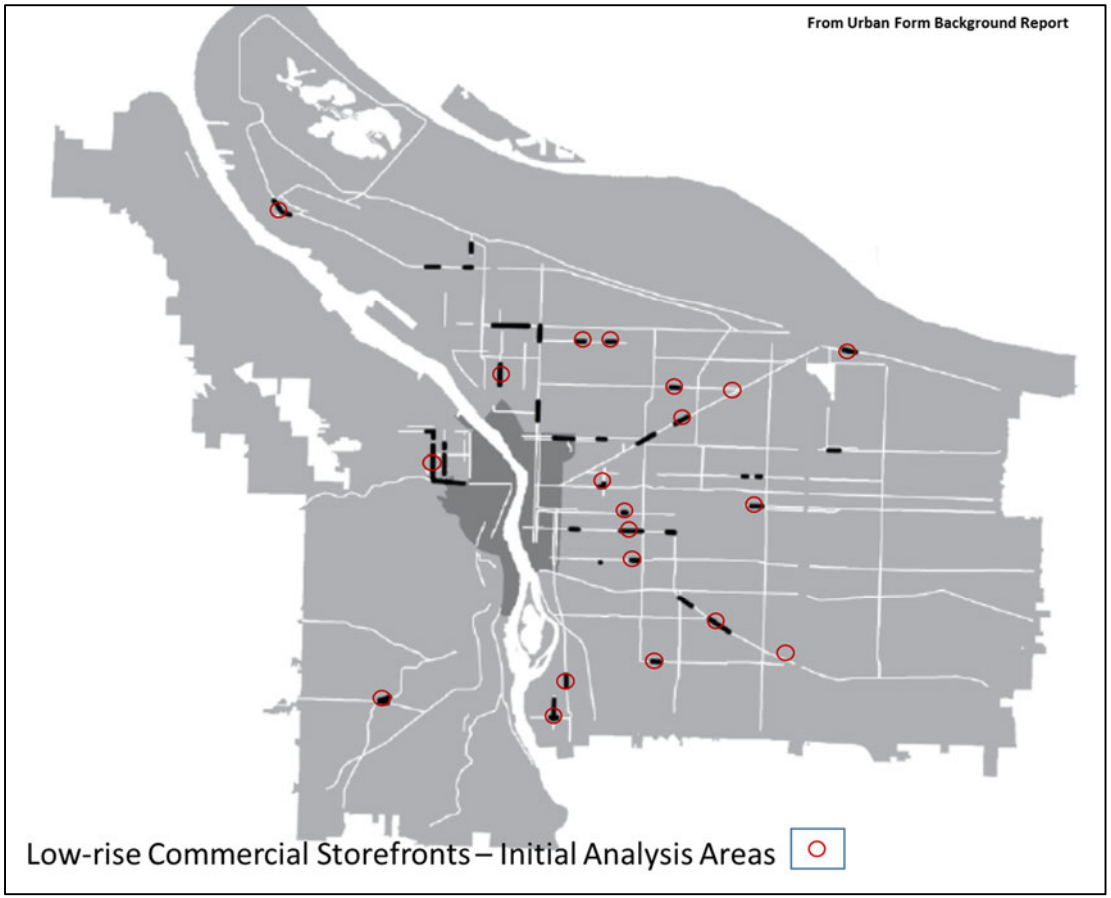
The following were used as considerations to identify areas for further analysis:

- **Urban Form Background Report** (2011) mapping of corridor segments where buildings located close to sidewalks are predominant (map on page 69, "Clusters of Direct Street Frontage"). This mapping was used as a starting point for identifying areas with traditional main street characteristics, but did not differentiate older buildings from newer buildings, or commercial storefront buildings from residential or industrial buildings, or low-rise from taller buildings. See below, "Map of Initial Analysis Areas".
- **Historic Resources Mapping.** Mapping of Historic Landmarks, Conservation Landmarks, and properties in the Historic Resources Inventory located in commercial/mixed use zones was used to help identify older main street areas (see map on next page).
- **Small properties** (5,000 square feet or less). Early analysis included mapping of areas with commercial/mixed use zoning with properties 5,000 square feet or smaller was used to identify locations where small site sizes could make larger-scale development problematic.
- **Concentrations of Streetcar-Era low-rise storefront buildings.** Year built information (from Multnomah County Tax Assessor records), aerial mapping, street view images, and field visits were used to identify concentrations of low-rise (1-2 story) Streetcar Era storefront buildings.
- **Location.** Locational considerations included whether the area was located in a Neighborhood Center versus a Town Center (where policies place a greater priority for growth than for the former), and Recommended Draft Comprehensive Plan Designations (for example Mixed Use Urban Center, Mixed Use Civic Corridor, or Mixed Use Neighborhood). Location in a Neighborhood Center was a determining locational factor in the staff selection of Proposed Draft CM1 areas, reflecting the lesser priority for growth in these centers compared to larger centers.

Map of Initial Analysis Areas



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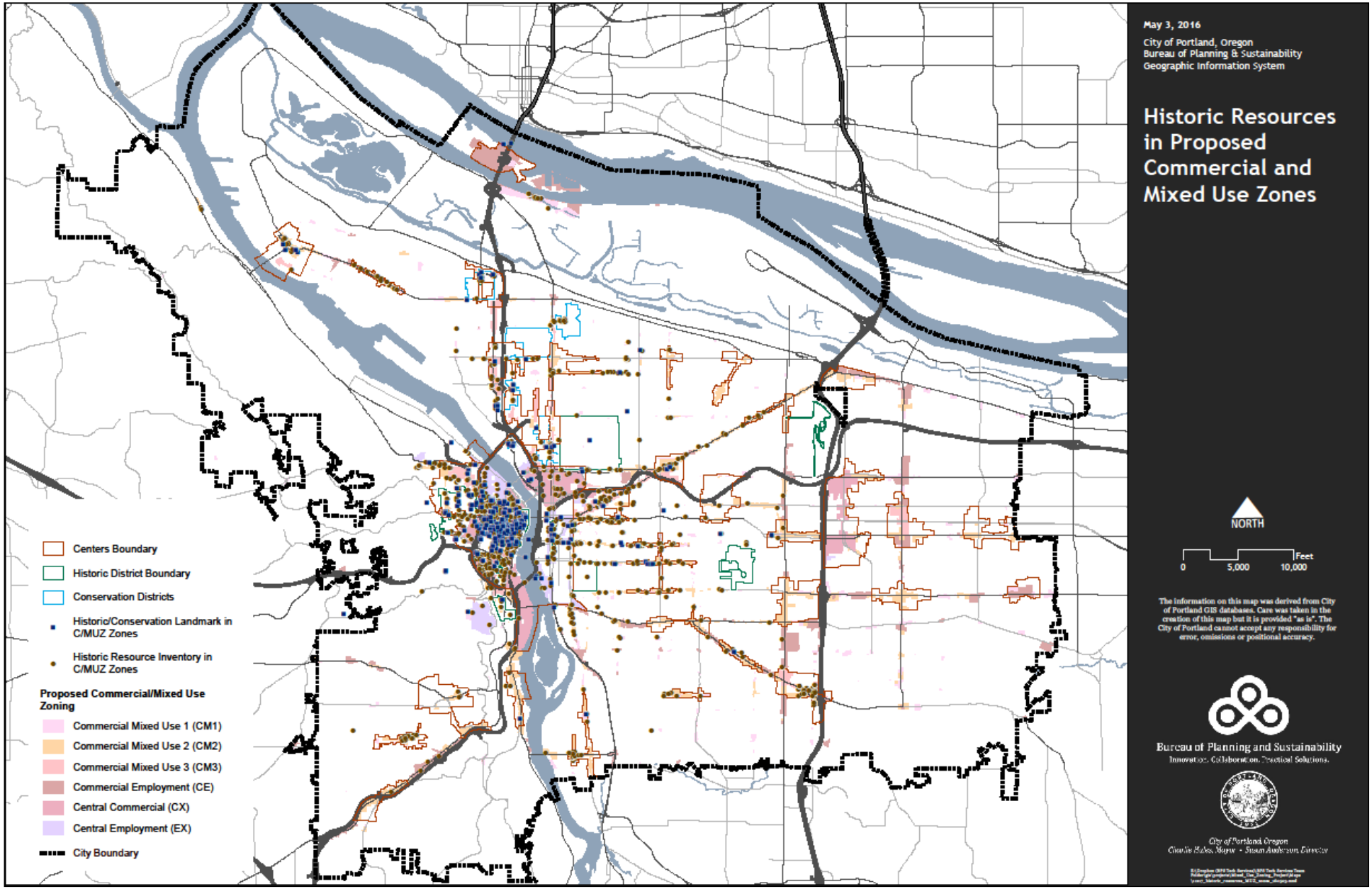

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Analysis Areas Selected for CM1 Zoning

Of the analysis areas, the following locations were selected for the proposed low-rise storefront zoning approach (CM1 zoning). Among the other factors, a key consideration for selection for CM1 zoning was location in a neighborhood center, acknowledging the lesser amount of growth intended for these smaller centers and to utilize the Centers Main Street Overlay proposed for these locations (providing a regulatory tool for creating special CM1 zone development standards for these areas). See the analysis summary sheets, following this section, for maps and information on each area.

- NE Alberta (NE 17th to 19th)
- Roseway (NE Sandy from NE 67th to 70th, and around NE 72nd)
- Parkrose (NE Sandy from NE 105th to 108th)
- Kerns (NE 28th from Burnside to NE Davis)
- SE Belmont (SE 33rd to east of 34th)
- SE Hawthorne (SE 35th to 38th)
- SE Division (SE 35th to 37th)
- SE Foster (SE 63rd to 67th)
- SE Woodstock (SE 44th to 47th)
- Montavilla (SE Stark from SE 78th to 81st)
- Sellwood (SE 13th from SE Harney to SE Nehalem)
- Moreland (area around SE Milwaukie and Bybee)
- Multnomah Village (core area from east of SW 37th to 35th)

Analysis Areas Not Selected for CM1 Zoning

The following areas were part of the initial analysis, but were not selected for CM1 zoning. Some of these areas are in town centers or currently have EX (Central Employment) zoning, and were not included to avoid conflicts with the growth intended for these areas. Some of these areas also have other regulatory tools, such as historic/conservation district designations, providing other means for preserving their established storefront characteristics. Other areas were not selected because of their locations outside centers, or for other reasons noted below.

- St. Johns (N Lombard from N John to N Baltimore) – *in a town center*
- N Mississippi (N Failing to N Shaver) – *in a conservation district and includes EX zoning*
- Lents (SE 92nd from SE Foster to SE Reedway) – *in a town center and EX zoning*
- NW 23rd (NW Hoyt to NW Kearney) – *in a town center and a historic district*

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- NE Alberta (NE 27th to 31st) – *not in a center and discontinuous storefront development*
- Beaumont Village (NE Fremont from NE 41st to 48th) – *not in a center and discontinuous storefront development (some CM1 zoning proposed due to other reasons, such as lack of frequent transit service)*
- NE Sandy (NE 52nd to 54th) – *outside a center (located along a major Civic Corridor)*
- SE Hawthorne (areas near SE 49th) – *partially outside a center and discontinuous storefront environment (some CM1 zoning proposed for area east of 50th, due to location at fringe of center).*

Impacts on Growth Capacity

BPS staff undertook an analysis that modeled the impact of rezoning the selected analysis areas to CM1 (most of the existing zoning is CS, with smaller amounts of CG zoning). Based on the Buildable Lands Inventory, the analysis indicated that this rezoning would result in a reduction in residential unit capacity of about 770 residential units, as well as 90 jobs. This reduction amounts to less than 1 percent of the total residential capacity of roughly 90,000 units provided by the commercial/mixed use zones (total capacity figures [existing zoning] from the *Mixed Use Zones Project Code Concept Report*, May 2015). The following diagram illustrates the approach used in the proposed low-rise commercial storefront zoning, which is proposed for very limited areas, preserving growth capacity in the majority of center and corridor areas with commercial/mixed use zoning.

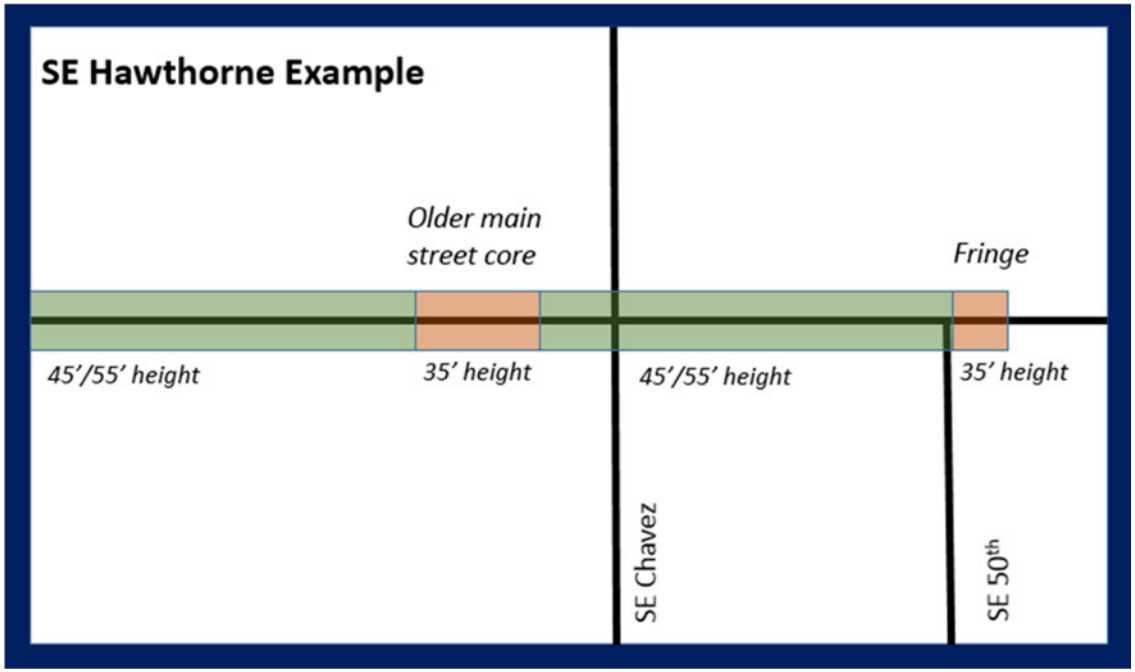

Diagram Summarizing Proposed Approach

- Lower scale (35') in old main street core and some corridor fringes
- Greater scale (45'/55') in majority of corridor

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Analysis Areas Selected for CM1 Zoning

- Analysis area outlined in blue
- Numbers on building footprints indicate year built
- Zoning shown is proposed zoning
- Includes identification of historic/conservation landmarks and properties in the Historic Resources Inventory
- Figures for percentages of lots and street frontages with "Streetcar Era storefront buildings" are for properties within the analysis area that have frontage on the primary corridor, were built prior to 1951, and are 1 to 2 stories in height

---

1. **NE Alberta** (NE 17th to 19th)
2. **Roseway** (NE Sandy from NE 67th to 70th, and around NE 72nd)
3. **Parkrose** (NE Sandy from NE 105th to 108th)
4. **Kerns** (NE 28th from Burnside to NE Davis)
5. **SE Belmont** (SE 33rd to east of 34th)
6. **SE Hawthorne** (SE 35th to 38th)
7. **SE Division** (SE 35th to 37th)
8. **SE Foster** (SE 63rd to 67th)
9. **SE Woodstock** (SE 44th to 47th)
10. **Montavilla** (SE Stark from SE 78th to 81st)
11. **Sellwood** (SE 13th from SE Harney to SE Nehalem)
12. **Moreland** (area around SE Milwaukie and Bybee)
13. **Multnomah Village** (core area from east of SW 37th to 35th)

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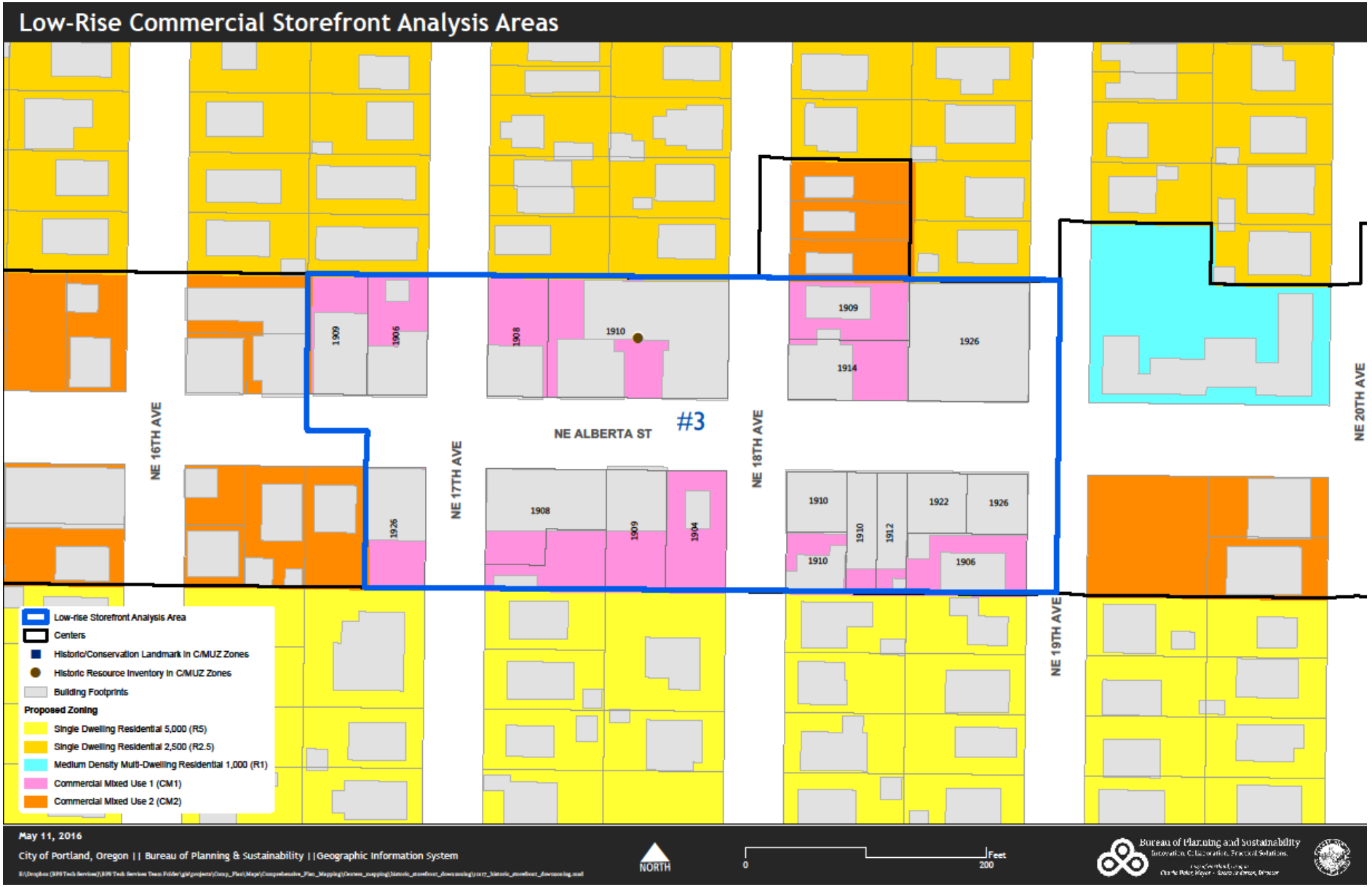
NE Alberta



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NE Alberta, view east from NE 17th



NE Alberta, view west from NE 19th

NE Alberta

Percentage of lots with Streetcar Era storefront buildings: 88%
Percentage of street frontage with Streetcar Era storefront buildings: 79%
Existing zoning: Storefront Commercial (CS)
Notes:
Other portions of NE Alberta have Streetcar Era storefront buildings, but these are more scattered than in this analysis area.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

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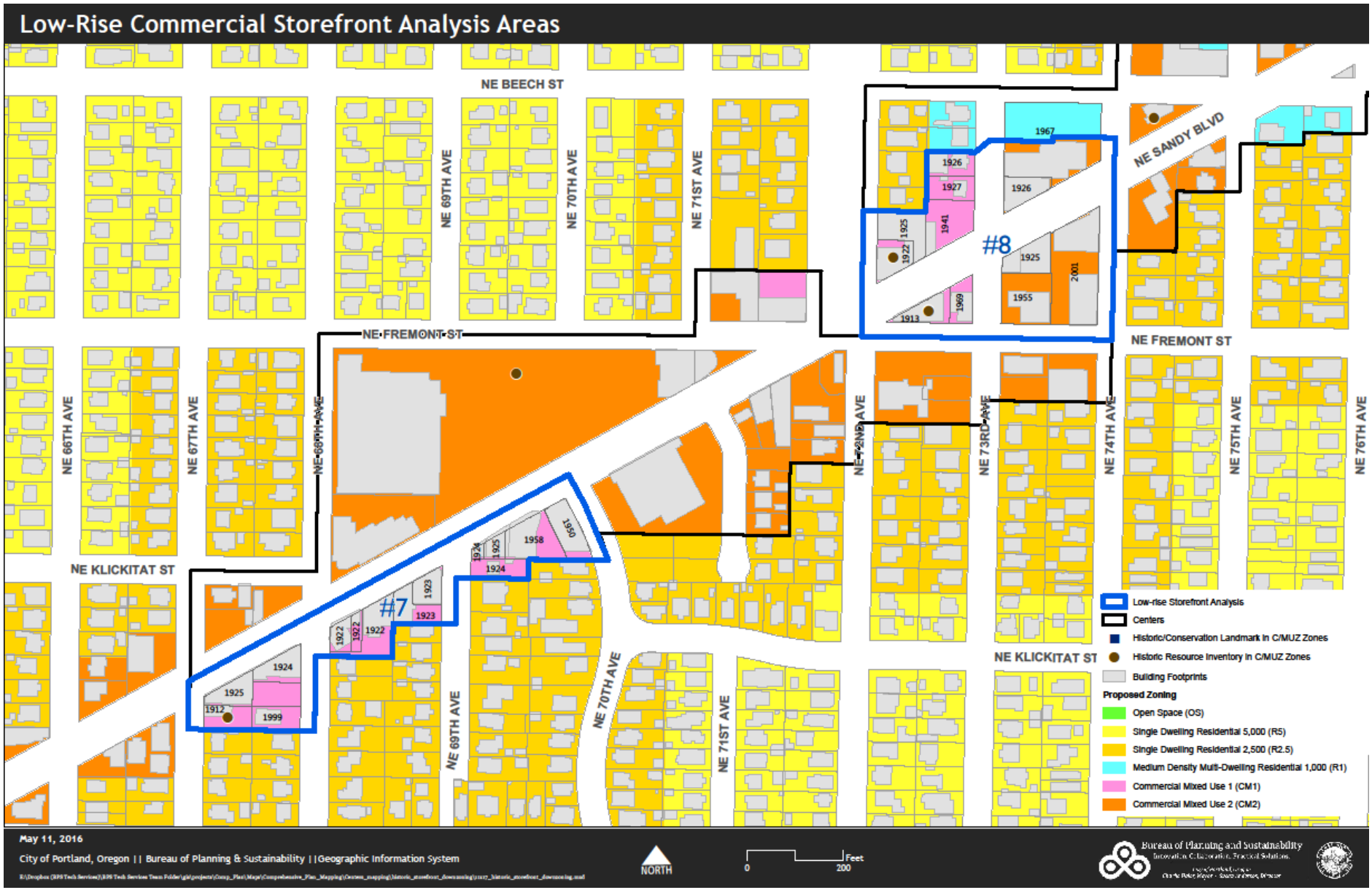
Roseway



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NE Sandy, view east from NE 67th

Google Maps Street View



NE Sandy & NE Fremont, view north from NE 72nd

Roseway

Western portion

Percentage of lots with Streetcar Era storefront buildings: 83%
Percentage of street frontage with Streetcar Era storefront buildings: 77%

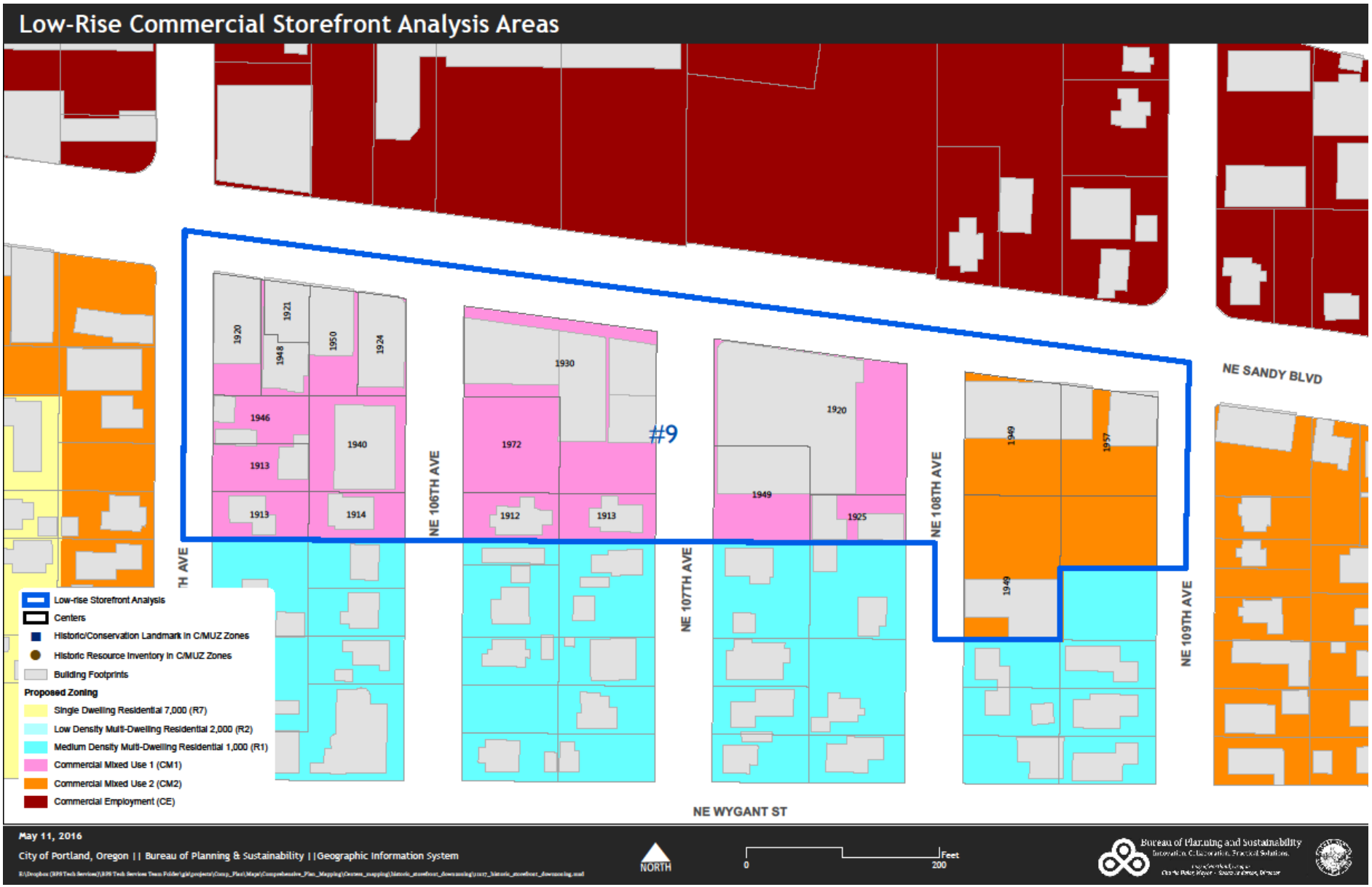
Eastern portion

Percentage of lots with Streetcar Era storefront buildings: 56%
Percentage of street frontage with Streetcar Era storefront buildings: 50%
Existing zoning: General Commercial (CGh)
Notes: For western portion, less than 50% of street frontage has Streetcar Era storefront buildings if both sides of Sandy were to be considered.

Staff proposal

Include majority of the analysis area as part of low-rise commercial storefront proposal (CM1 zoning). In eastern portion, CM1 proposal does not include properties that are east of NE 73rd, but adds property at northwest corner of Fremont and 72nd (storefront-type building built 1951).

Parkrose



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Google Maps Street View

NE Sandy, view west from NE 108th



Google Maps Street View

NE Sandy, view west from NE 106th

Parkrose

Percentage of lots with Streetcar Era storefront buildings: 88%
Percentage of street frontage with Streetcar Era storefront buildings: 88%
Existing zoning: General Commercial (CGh)
Notes:
Percentage of street frontage with Streetcar Era storefront buildings would be approximately 50% if both sides of Sandy were to be considered.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning), but do not include the block east of 108th (buildings built 1949 and 1957). Proposal includes properties between the corridor-fronting properties and the multi-dwelling zoning to the south to provide a more cohesive zoning pattern.

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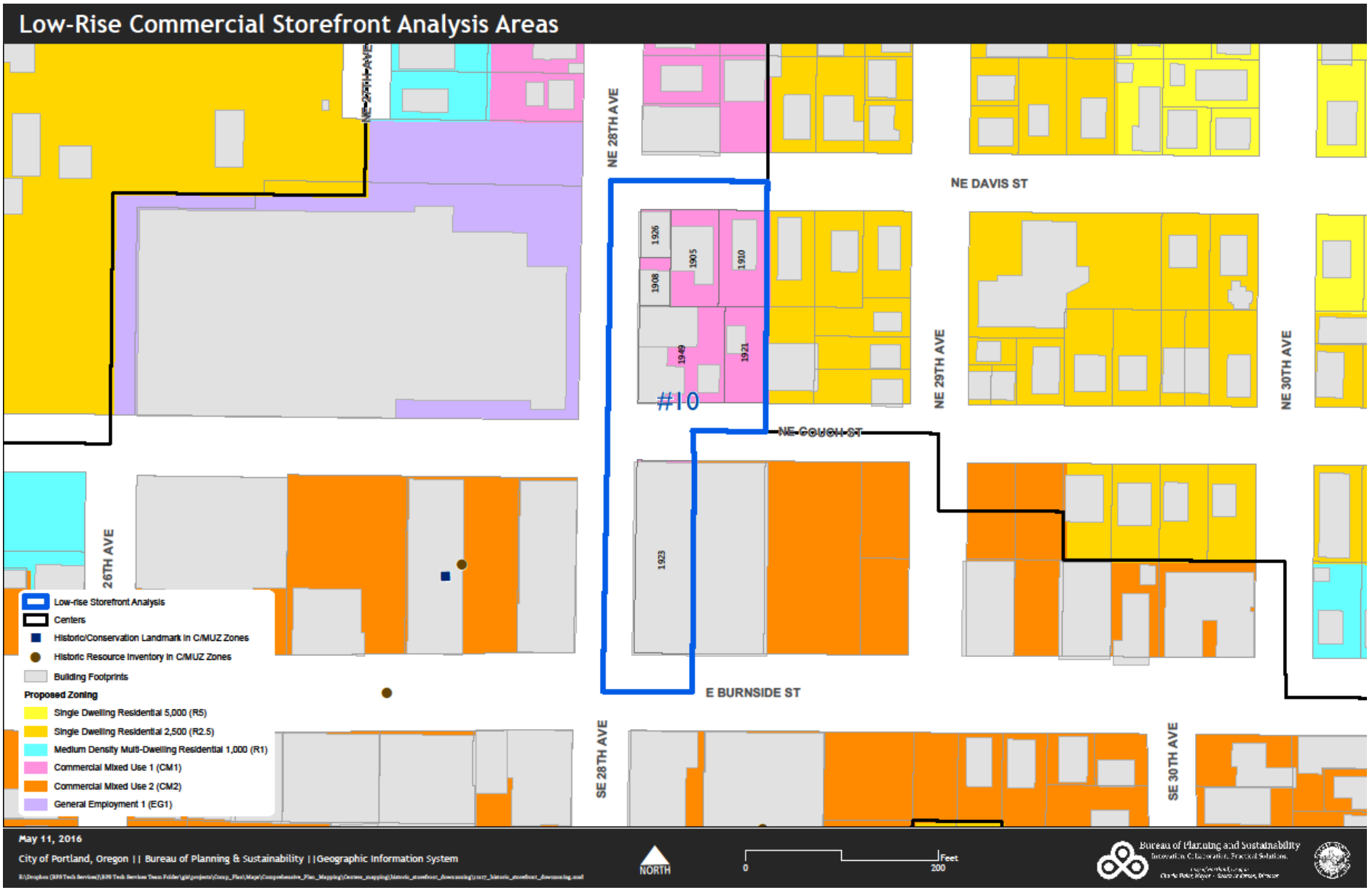
Kerns - NE 28th



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NE 28th, view north from Burnside



NE 28th, view south from near NE Davis

Kerns – NE 28th

Percentage of lots with Streetcar Era storefront buildings: 100%
Percentage of street frontage with Streetcar Era storefront buildings: 100%
Existing zoning: Storefront Commercial (CS)
Notes:
Percentage of street frontage with Streetcar Era storefront buildings would be 50% if both sides of NE 28th were to be considered.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning). Proposal includes properties between the corridor-fronting properties and the residential zoning to the east to provide a more cohesive zoning pattern.

SE Belmont



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NE Belmont, view east from SE 33rd



SE Belmont, view west from SE 34th

SE Belmont

Percentage of lots with Streetcar Era storefront buildings: 83%
Percentage of street frontage with Streetcar Era storefront buildings: 75%
Existing zoning: Storefront Commercial (CS)
Notes:
Block on north side of Belmont between SE 34th and 35th also has Streetcar Era storefront buildings, but was not included in the analysis area due to greater building height (building at northeast corner of SE Belmont and 34th is three stories). Includes multiple properties that are in the Historic Resources Inventory.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

SE Hawthorne





SE Hawthorne, view east from SE 35th



SE Hawthorne, view east from SE 35th Place

SE Hawthorne

Percentage of lots with Streetcar Era storefront buildings: 73%
Percentage of street frontage with Streetcar Era storefront buildings: 68%
Existing zoning: Primarily Storefront Commercial (CS)
Notes:
The above percentages do not include several storefront-type buildings built in the 1950s. The analysis area does not include the Bagdad Theatre, which was left out because of its greater height. The analysis area includes several properties that are historic landmarks or are in the Historic Resources Inventory.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning), but do not include the analysis area block west of SE 35th Avenue (buildings built 1997).

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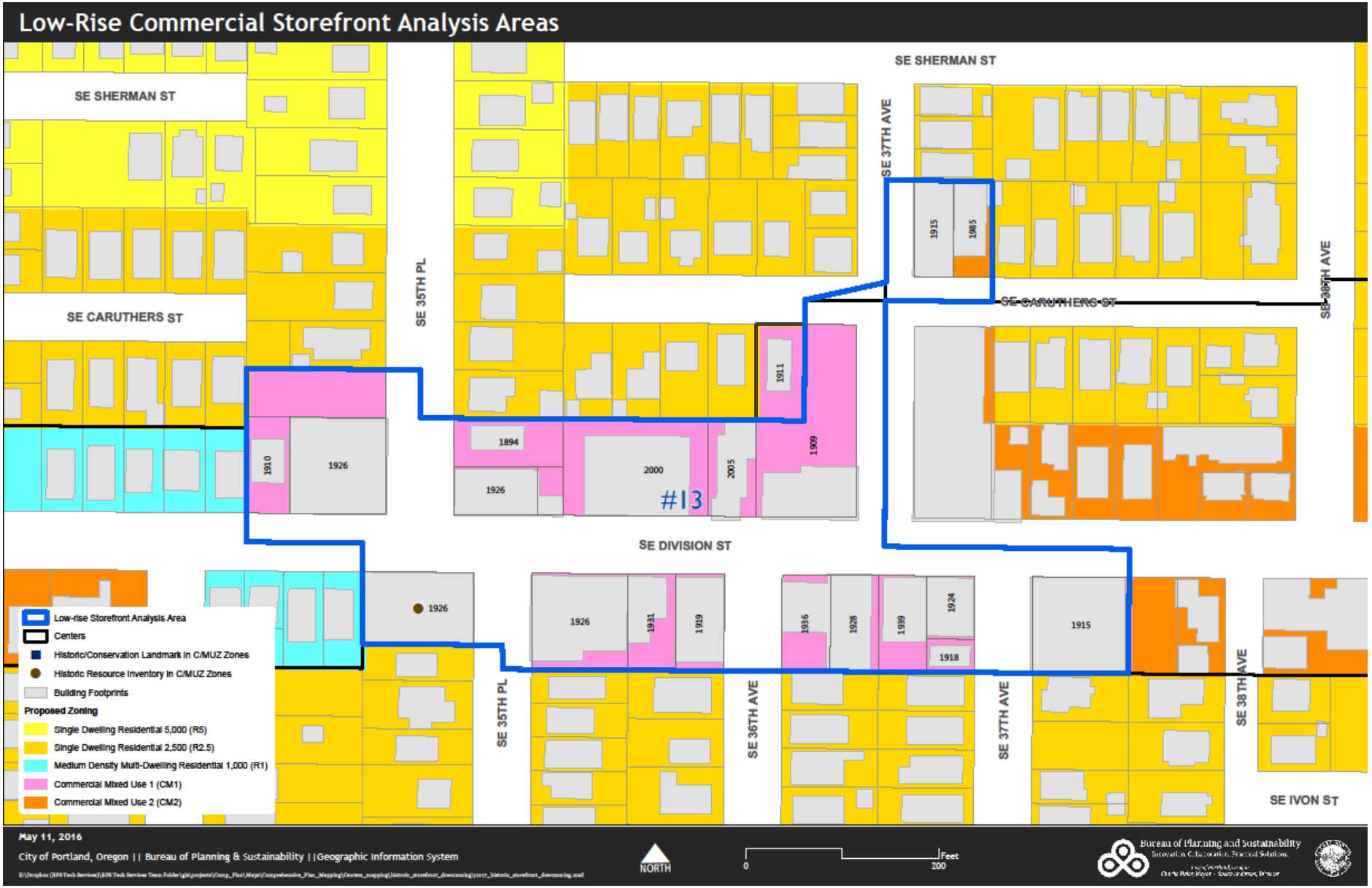
SE Division



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SE Division, view east from near SE 35th Place



SE Division, view southwest from SE 36th

SE Division

Percentage of lots with Streetcar Era storefront buildings: 80%
Percentage of street frontage with Streetcar Era storefront buildings: 78%
Existing zoning: Primarily Storefront Commercial (CSm)
Notes:
The analysis area includes one property that is three stories in height (built 2000), and there is a more recently built building that is four stories immediately to the east of the analysis area.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning), but do not include the properties at the northeast corner of SE Caruthers and SE 37th (off of SE Division and location of a proposed four-story development).

SE Foster



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Google Maps Street View

SE Foster, view southeast from near SE 63rd



Google Maps Street View

SE Foster, view northwest from near SE 67th

SE Foster

Percentage of lots with Streetcar Era storefront buildings: 77%
Percentage of street frontage with Streetcar Era storefront buildings: 69%
Existing zoning: Primarily Storefront Commercial (CS), with General Commercial (CG) east of SE 67th
Notes:
The above percentages do not include several storefront-type buildings built in the 1950s, which generally continue the building street walls established by the Streetcar Era buildings.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning). Proposal includes properties fronting or close to SE Foster.

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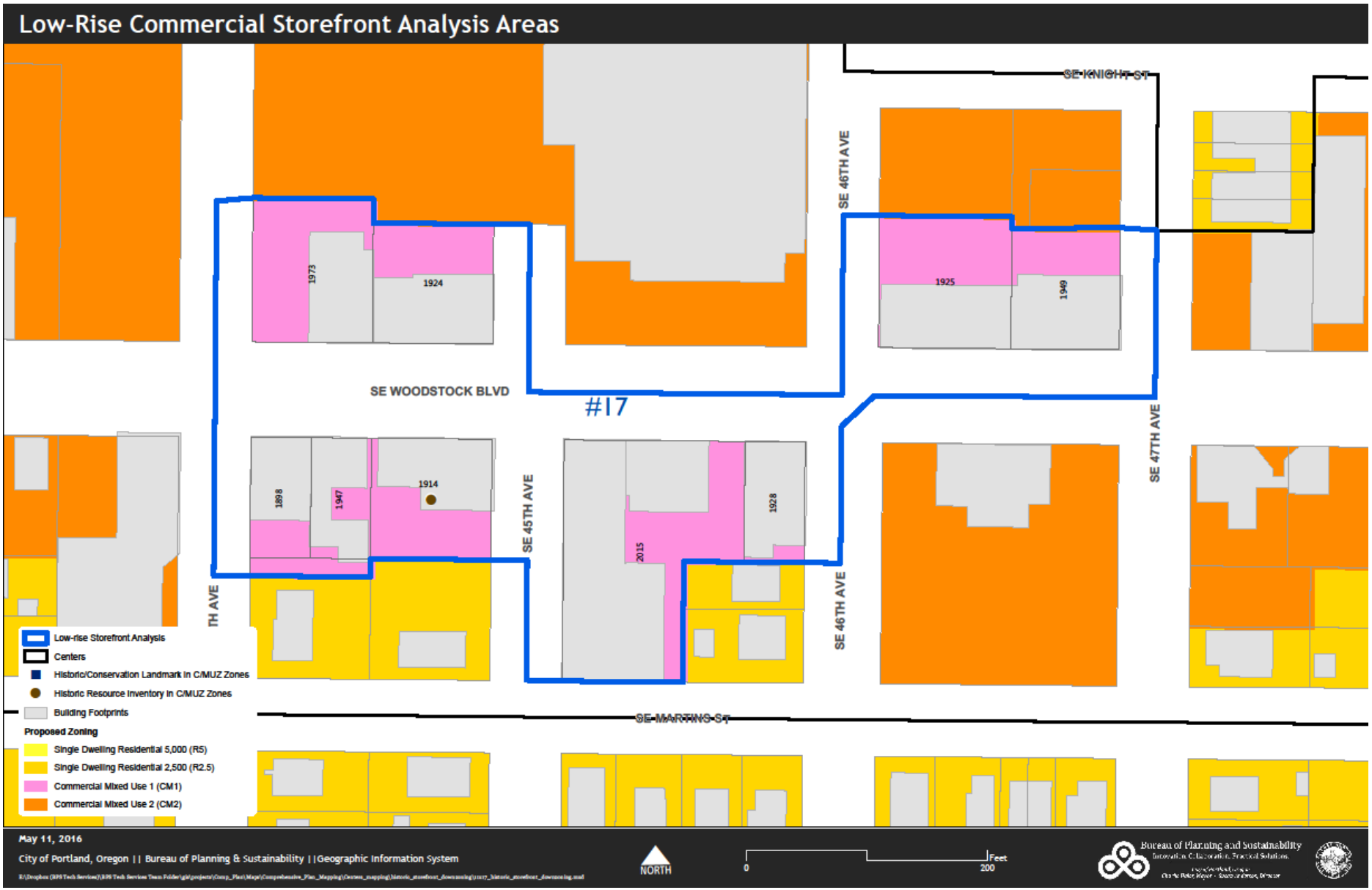
SE Woodstock



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Google Maps Street View

SE Woodstock, view east from SE 44th



Google Maps Street View

SE Woodstock, view west from near SE 47th

SE Woodstock

Percentage of lots with Streetcar Era storefront buildings: 78%
Percentage of street frontage with Streetcar Era storefront buildings: 69%
Existing zoning: Primarily Storefront Commercial (CS), with Neighborhood Commercial 2 (CN2) along north side of SE Woodstock in portion of analysis area between SE 44th and SE 45th
Notes:
The analysis area was mapped to focus on blocks with Streetcar Era buildings and does not include a block with front parking and another block with a bank building (built 1974). If both sides of the street were to be considered for the length of the analysis area corridor, slightly less than 50% of street frontage has Streetcar Era storefront buildings. The analysis area includes a recently-built grocery store.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

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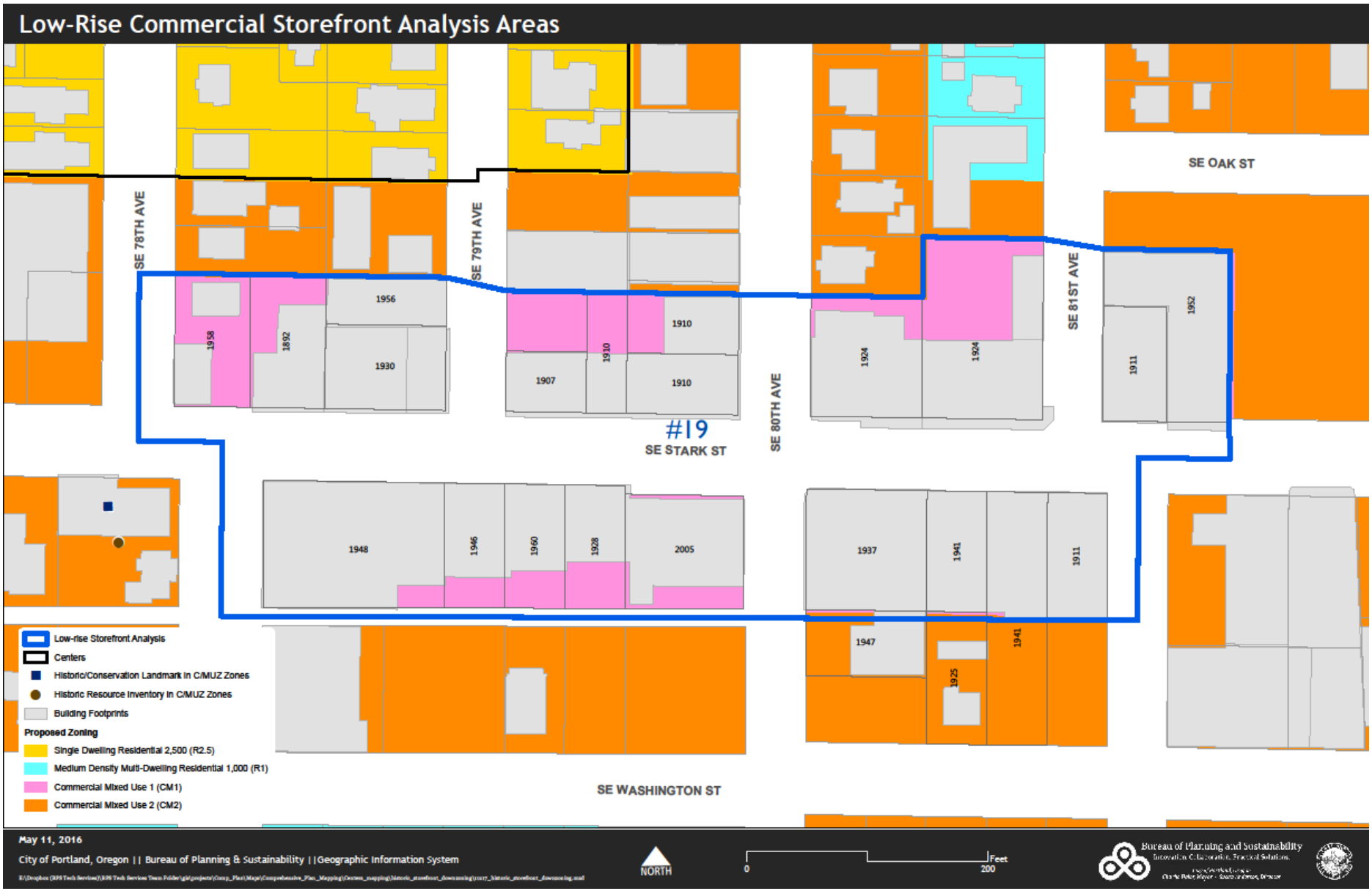
Montavilla



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SE Stark, view east from near SE 78th



SE Stark, view west from near SE 80th

Montavilla (SE Stark)

Percentage of lots with Streetcar Era storefront buildings: 79%
Percentage of street frontage with Streetcar Era storefront buildings: 81%
Existing zoning: Storefront Commercial (CS)
Notes:

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

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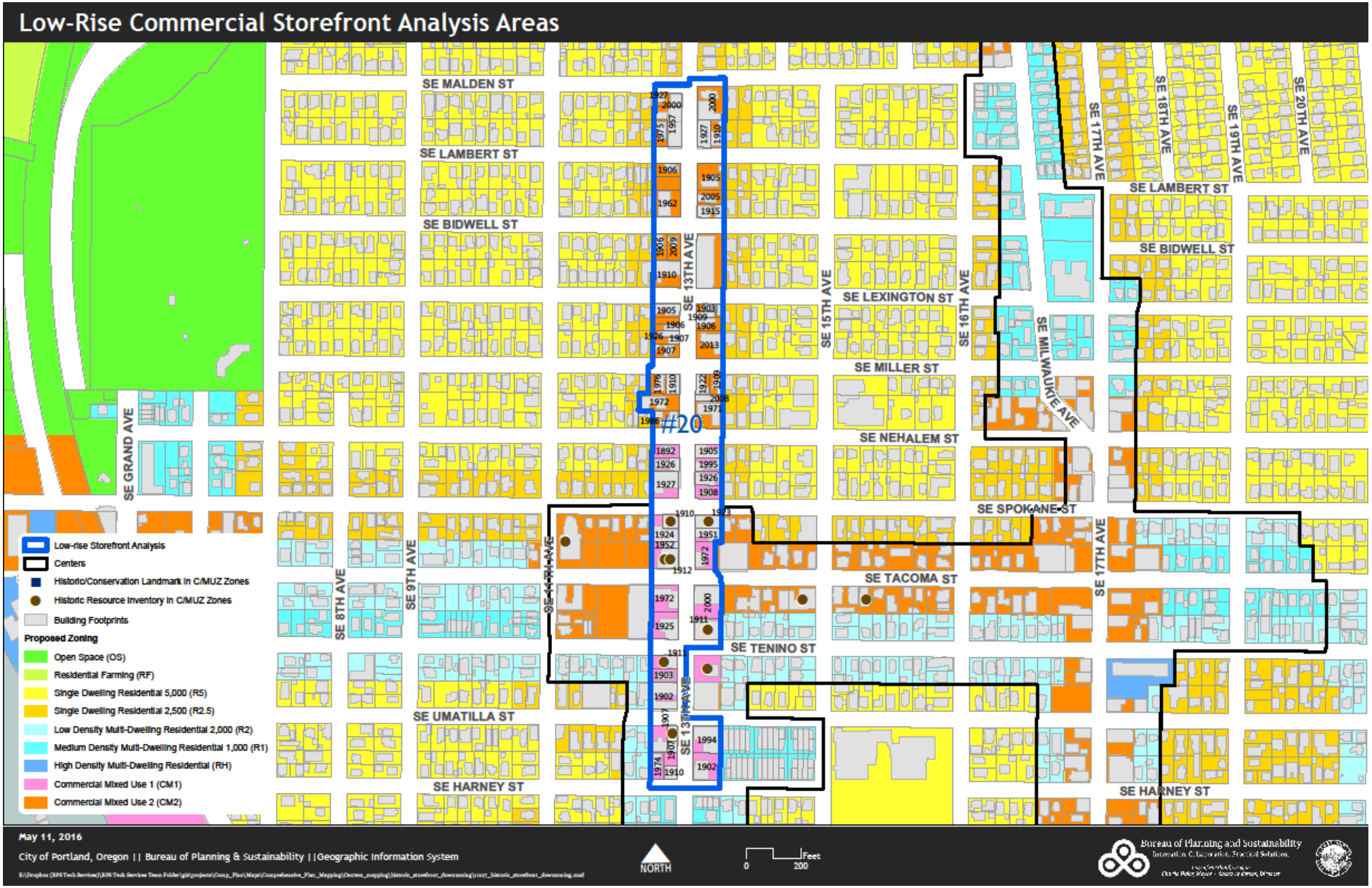
Sellwood



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Google Maps Street View

SE 13th, view south from SE Spokane



Google Maps Street View

SE 13th, view south from near SE Umatilla

Sellwood (SE 13th)

(Analysis divided into north and south portions, due to corridor length and greater concentration of storefront buildings to the south)

North of Nehalem

Percentage of lots with Streetcar Era storefront buildings: 43%
Percentage of street frontage with Streetcar Era storefront buildings: 33%

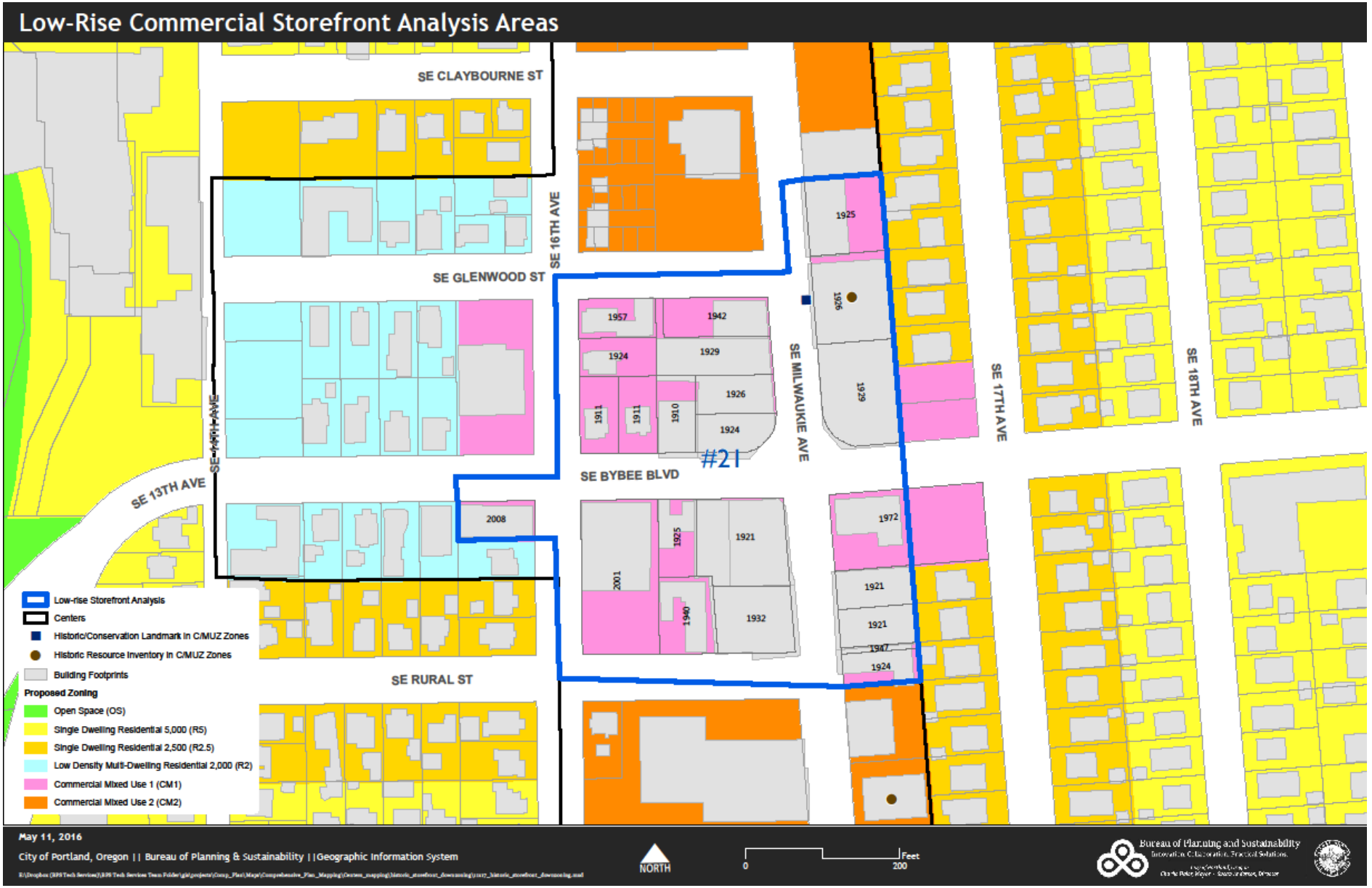
South of Nehalem

Percentage of lots with Streetcar Era storefront buildings: 52%
Percentage of street frontage with Streetcar Era storefront buildings: 50%
Existing zoning: Storefront Commercial (CS)
Notes: Many of the Streetcar Era buildings in the northern portion are house-type buildings, rather than storefront buildings. The southern portion includes several properties in the Historic Resources Inventory. The southern portion also includes a four-story building under construction (at corner of SE 13th & Spokane), and excludes a property with a recently built four-story building (at corner of SE 13th & Umatilla).

Staff proposal

Include the southern portion of the analysis area (south of SE Nehalem) as part of low-rise commercial storefront proposal (CM1 zoning), with the addition of the property at the southeast corner of SE 13th and SE Tenino (building built 1920).

Moreland



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Google Maps Street View

SE Milwaukie & SE Bybee, view north



Google Maps Street View

SE Milwaukie, view south from SE Glenwood

Moreland (SE Milwaukie & SE Bybee)

(Analysis figures are for properties with frontage on SE Milwaukie or SE Bybee)

Percentage of lots with Streetcar Era storefront buildings: 75%
Percentage of street frontage with Streetcar Era storefront buildings: 71%
Existing zoning: Storefront Commercial (CS)
Notes:
The western portion of the analysis area includes two recently constructed storefront buildings and two Streetcar Era house-type structures.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning). Proposal includes properties to the west that do not have frontage on the primary corridors to provide full-block zoning and a cohesive zoning pattern.

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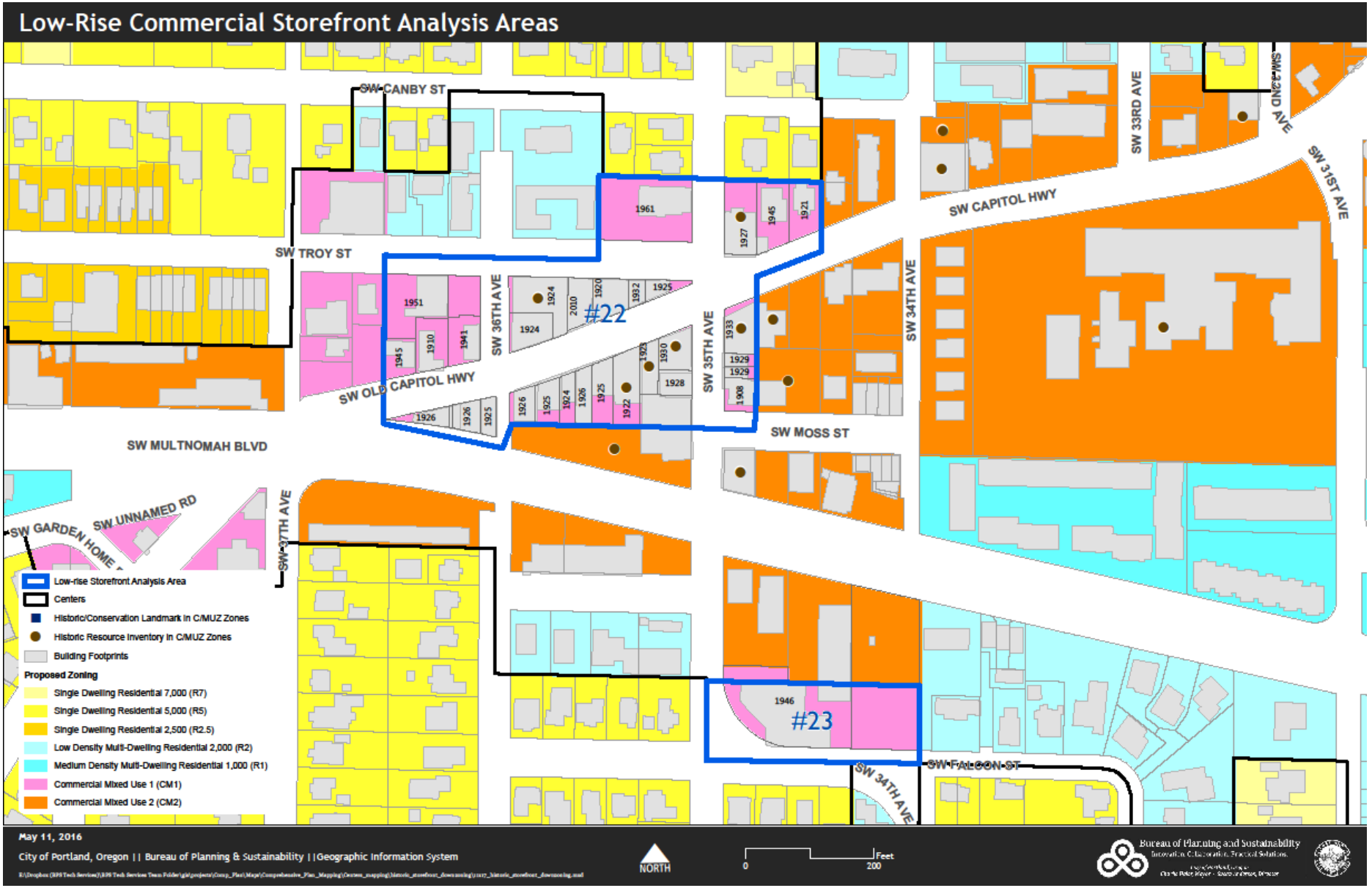
Multnomah Village



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SW Old Capitol Hwy & SW 35th, view southwest



SW Old Capitol Hwy, view northwest from SW 36th

Google Maps Street View

Multnomah Village (core area)

(Analysis figures are for properties with frontage on SW Old Capitol Hwy or SW 35th)

Percentage of lots with Streetcar Era storefront buildings: 90%
Percentage of street frontage with Streetcar Era storefront buildings: 77%
Existing zoning: Storefront Commercial (CSd)
Notes:
Analysis area includes several properties in the Historic Resources Inventory. Other portions of Multnomah Village, outside this analysis area, are proposed for zoning to CM1 due to their locations at the edges of the center area, adjacent to single-dwelling zoning.

Staff proposal

Include as part of low-rise commercial storefront proposal (CM1 zoning).

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Low-rise Commercial Storefront Analysis - Appendix

Other Analysis Areas (Not Selected for Low-rise Storefront CM1 Zoning)

- Analysis area outlined in blue
- Numbers on building footprints indicate year built
- Zoning shown is proposed zoning
- Includes identification of historic/conservation landmarks and properties in the Historic Resources Inventory
- Figures for percentages of lots and street frontages with "Streetcar Era storefront buildings" are for properties within the analysis area that have frontage on the primary corridor, were built prior to 1951, and are 1 to 2 stories in height

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1. **St. Johns** (N Lombard from N John to N Baltimore)
2. **N Mississippi** (N Failing to N Shaver)
3. **Lents** (SE 92nd from SE Foster to SE Reedway)
4. **NW 23rd** (NW Hoyt to NW Kearney)
5. **NE Alberta** (NE 27th to 31st)
6. **Beaumont Village** (NE Fremont from NE 41st to 48th)
7. **NE Sandy** (NE 52nd to 54th)
8. **SE Hawthorne** (areas near SE 49th)

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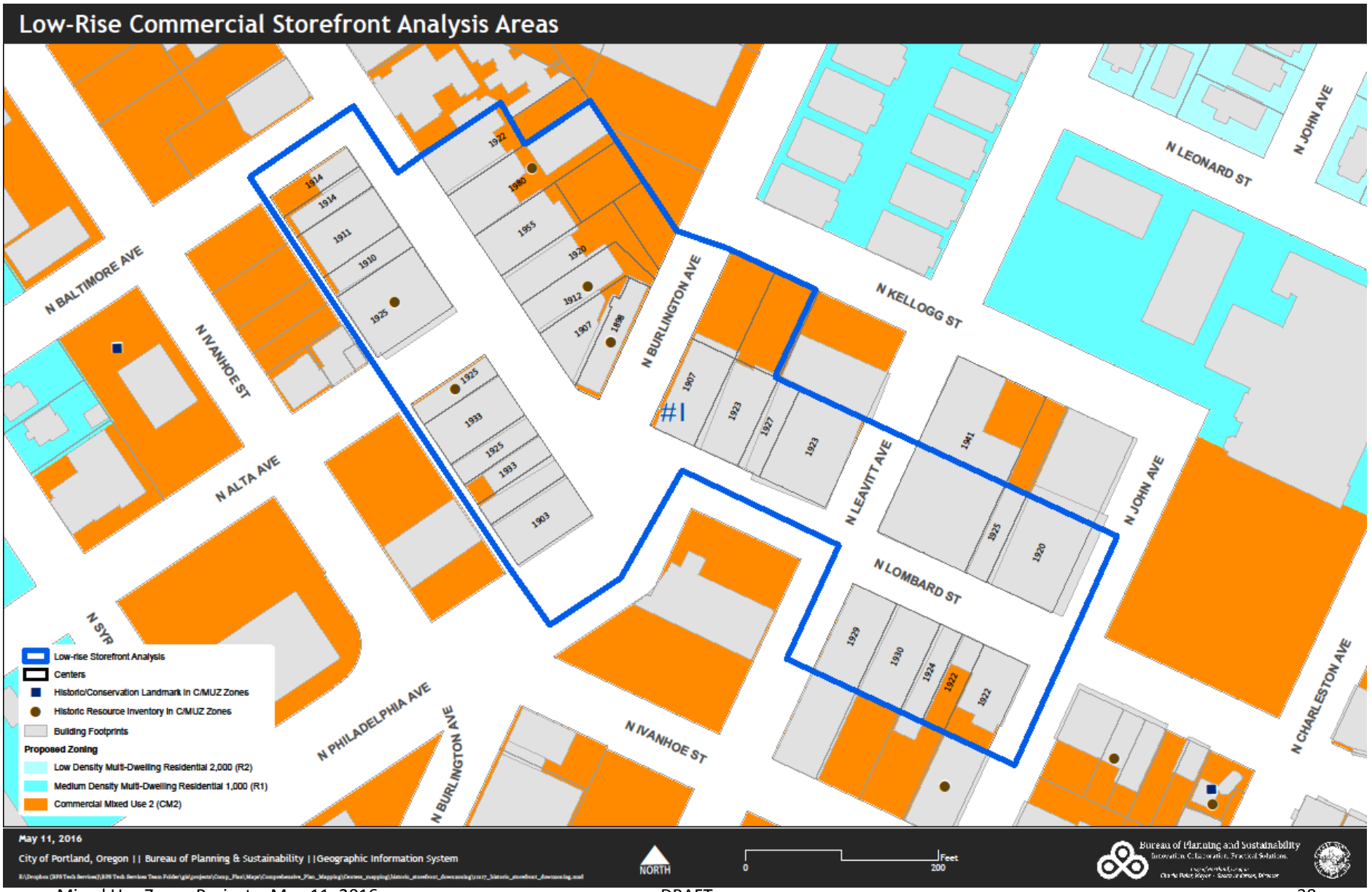
St. Johns


Low-Rise Commercial Storefront Analysis Areas
N BALTIMORE AVE
N IVANHOE ST
N ALTA AVE
N SYR
N PHILADELPHIA AVE
N BURLINGTON AVE
N IVANHOE ST
N BURLINGTON AVE
N KELLOGG ST
N LEONARD ST
N JOHN AVE
N LEAVITT AVE
N LOMBARD ST
N JOHN AVE
N CHARLESTON AVE
#1
Low-rise Storefront Analysis
Centers
Historic/Conservation Landmark in C/MUZ Zones
Historic Resource Inventory in C/MUZ Zones
Building Footprints
Proposed Zoning
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 2 (CM2)
May 11, 2016
City of Portland, Oregon || Bureau of Planning & Sustainability ||Geographic Information System
NORTH
0
200
Feet
Bureau of Planning and Sustainability



N Lombard, view northwest from N Burlington



N Lombard, view southeast from near N Baltimore

Google Maps Street View

St. Johns

Percentage of lots with Streetcar Era storefront buildings: 93%
Percentage of street frontage with Streetcar Era storefront buildings: 92%
Existing zoning: Storefront Commercial (CSd)
Notes:
The analysis area includes several properties in the Historic Resources Inventory.

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location in a Town Center.

Ord. 188177, Vol. 2.5, page 12987

N Mississippi



Ord. 188177, Vol. 2.5, page 12988



N Mississippi, view south from near N Shaver



N Mississippi, view north from N Failing

N Mississippi

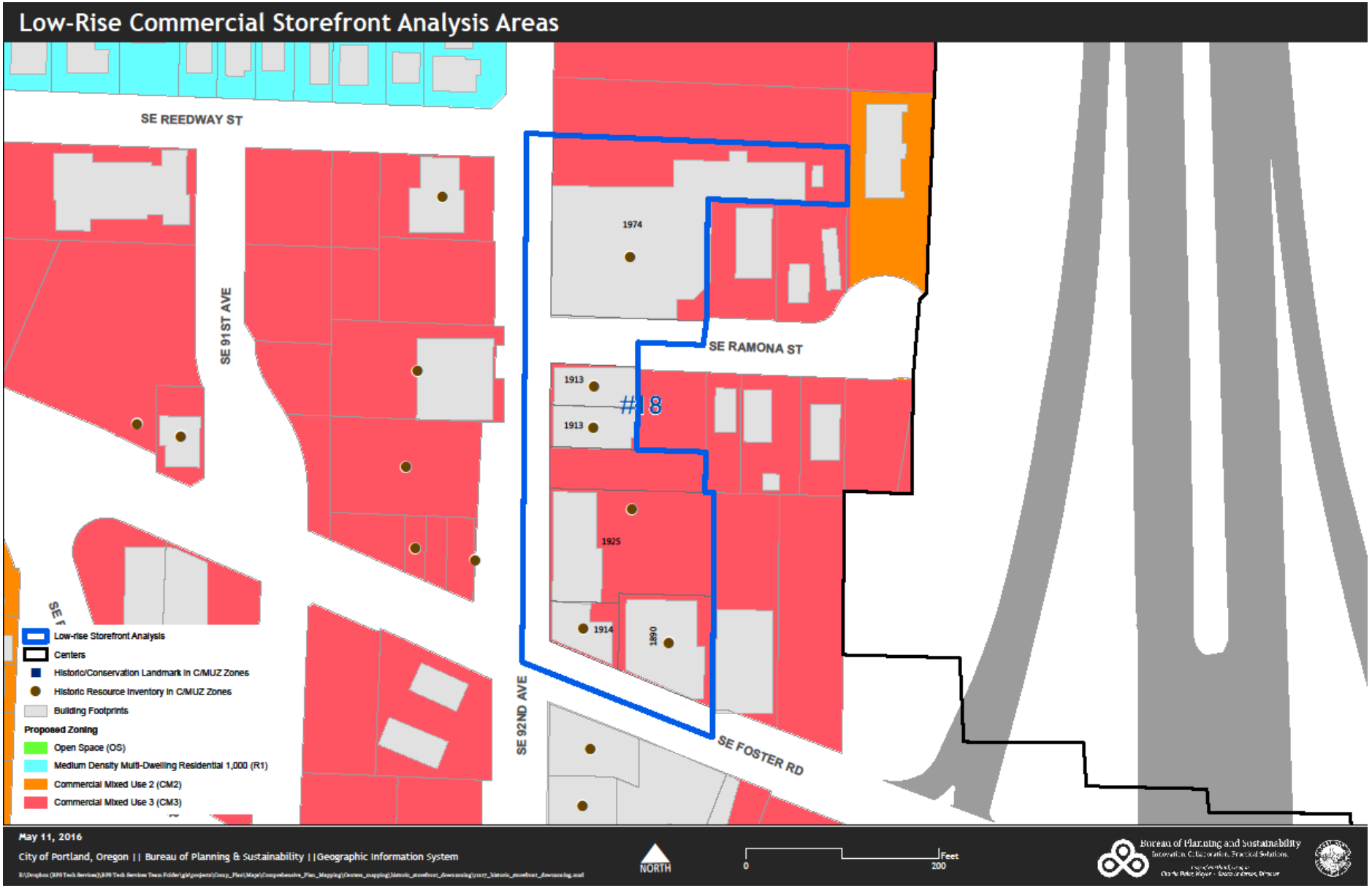
Percentage of lots with Streetcar Era storefront buildings: 65%
Percentage of street frontage with Streetcar Era storefront buildings: 53%
Existing zoning: Storefront Commercial (CS) and Central Employment (EXd)
Notes:
The analysis area is located within the Mississippi Conservation District. South half of main block is currently zoned EX and includes several properties that are not Streetcar Era storefront commercial buildings. Bordering the analysis area are newer buildings that are 4 to 6 stories tall.

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location in a conservation district (which provides regulatory tools for historic preservation) and current EX zoning.

Ord. 188177, Vol. 2.5, page 12989

Lents



Ord. 188177, Vol. 2.5, page 12990



Google Maps Street View

SE 92nd, view north from SE Foster



SE 92nd, view south from near SE Ramona

Lents

Percentage of lots with Streetcar Era storefront buildings: 71%
Percentage of street frontage with Streetcar Era storefront buildings: 71%
Existing zoning: Central Employment (EXd)
Notes:
The analysis area includes several properties in the Historic Resources Inventory. If both sides of the street were to be considered, less than 50% of the street frontage has Streetcar Era storefront buildings (mapping shows several properties on the west side of SE 92nd, no longer existing, that were on the Historic Resources Inventory).

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location in a Town Center and current EX zoning.

Ord. 188177, Vol. 2.5, page 12991

NW 23rd Avenue



Ord. 188177, Vol. 2.5, page 12992



Google Maps Street View

NW 23rd, view north from near NW Irving



Google Maps Street View

NW 23rd, view south from NW Kearney

NW 23rd Avenue

Percentage of lots with Streetcar Era storefront buildings: 39%
Percentage of street frontage with Streetcar Era storefront buildings: 55%
Existing zoning: Storefront Commercial (CS)
Notes:
The analysis area is located within the Alphabet Historic District. Several of the Streetcar Era buildings are residential-type buildings (converted to commercial uses), rather than storefront-type buildings. The analysis area includes a Streetcar Era storefront building that is three stories, and bordering the analysis area are some three- to five-story buildings (also built during the Streetcar Era).

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location in a Town Center and historic district designation (provides regulatory tools for historic preservation).

Ord. 188177, Vol. 2.5, page 12993

NE Alberta - East



Ord. 188177, Vol. 2.5, page 12994



NE Alberta, view east near NE 28th



NE Alberta, view west from NE 30th

NE Alberta - East

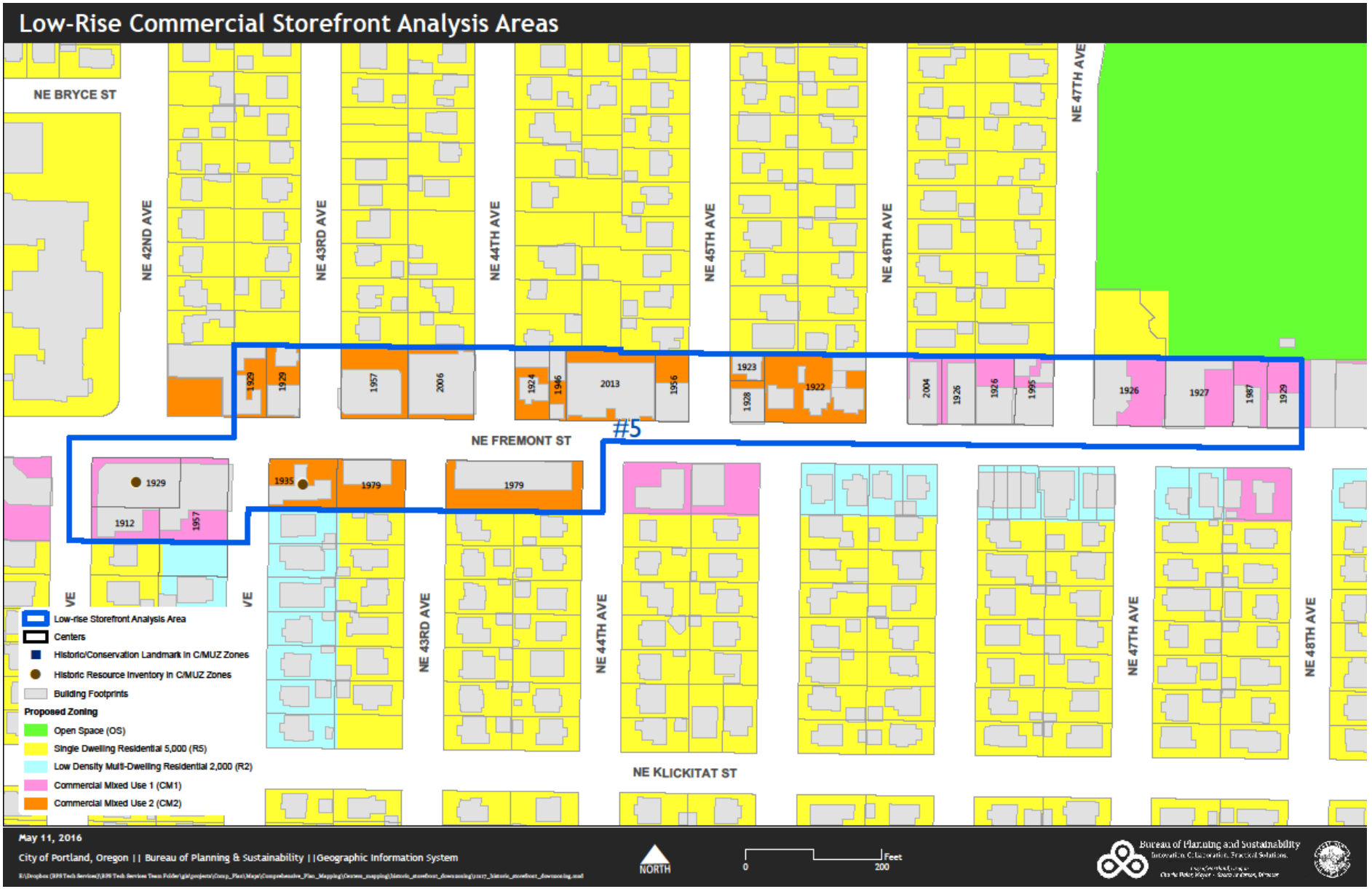
Percentage of lots with Streetcar Era storefront buildings: 59%
Percentage of street frontage with Streetcar Era storefront buildings: 58%
Existing zoning: Storefront Commercial (CSh)
Notes:
The analysis area includes several properties in the Historic Resources Inventory, but Streetcar Era storefront buildings are less continuous than in most analysis areas. This analysis area is outside the Alberta neighborhood center Comprehensive Plan boundaries.

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location outside a neighborhood center.

Ord. 188177, Vol. 2.5, page 12995

Beaumont Village



Ord. 188177, Vol. 2.5, page 12996



NE Fremont, view east from NE 42nd



NE Fremont, view west from NE 48th

Beaumont Village (NE Fremont)

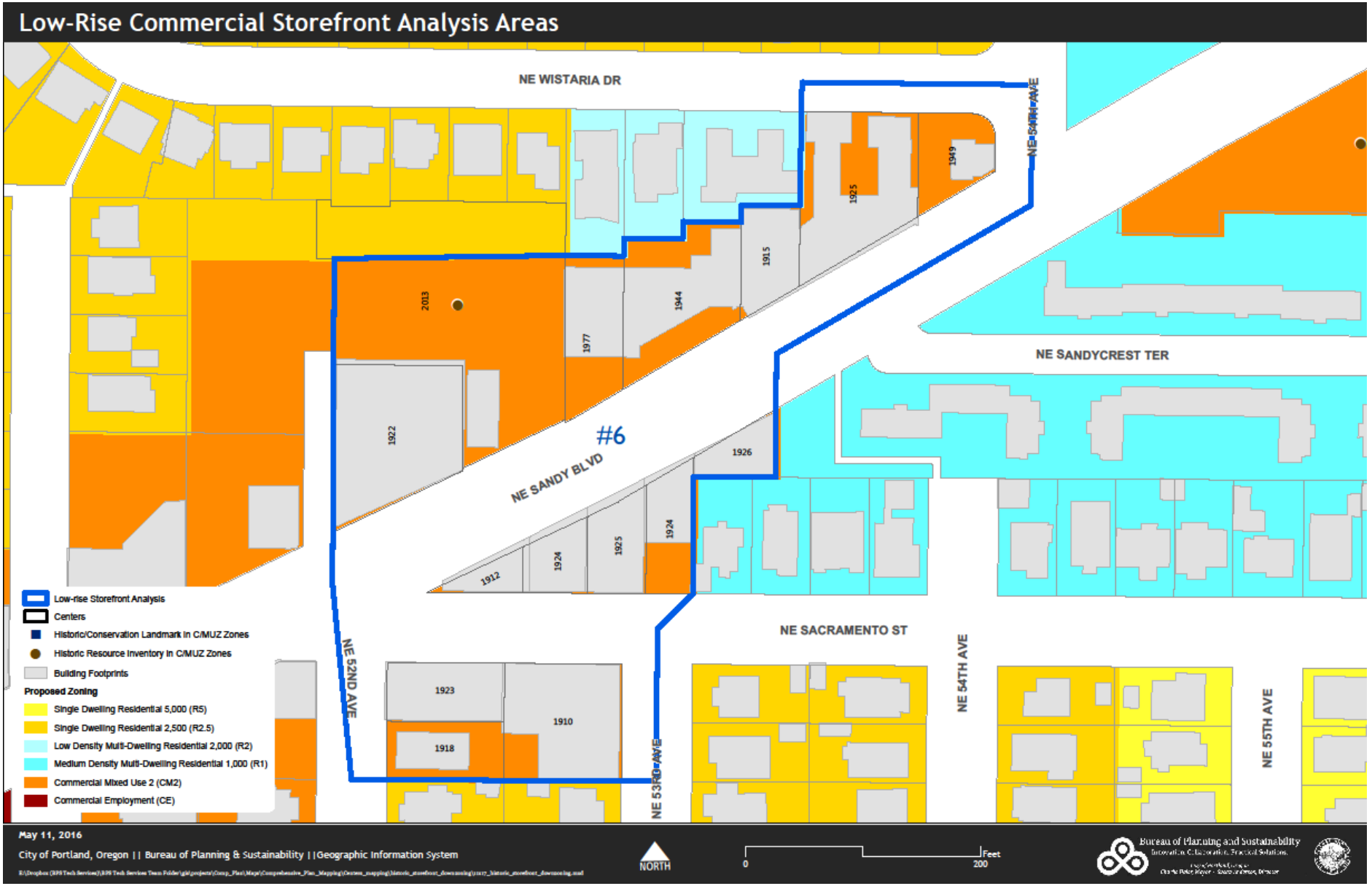
Percentage of lots with Streetcar Era storefront buildings: 48%
Percentage of street frontage with Streetcar Era storefront buildings: 38%
Existing zoning: Storefront Commercial (CSh)
Notes:
Less than 50% of the street frontage and properties in this analysis area are Streetcar Era storefront buildings. The analysis area includes two four-story buildings recently completed or under development. This analysis area is not designated as a center in the Comprehensive Plan.

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location outside a neighborhood center and low percentage of Streetcar Era storefront buildings. Some CM1 zoning is proposed for this area for other reasons, such as lack of frequent transit service.

Ord. 188177, Vol. 2.5, page 12997

NE Sandy (NE 52nd – 54th)



Ord. 188177, Vol. 2.5, page 12998



NE Sandy, view west from near NE 54th



NE Sandy, view east from NE 52nd

NE Sandy (NE 52nd – 54th)

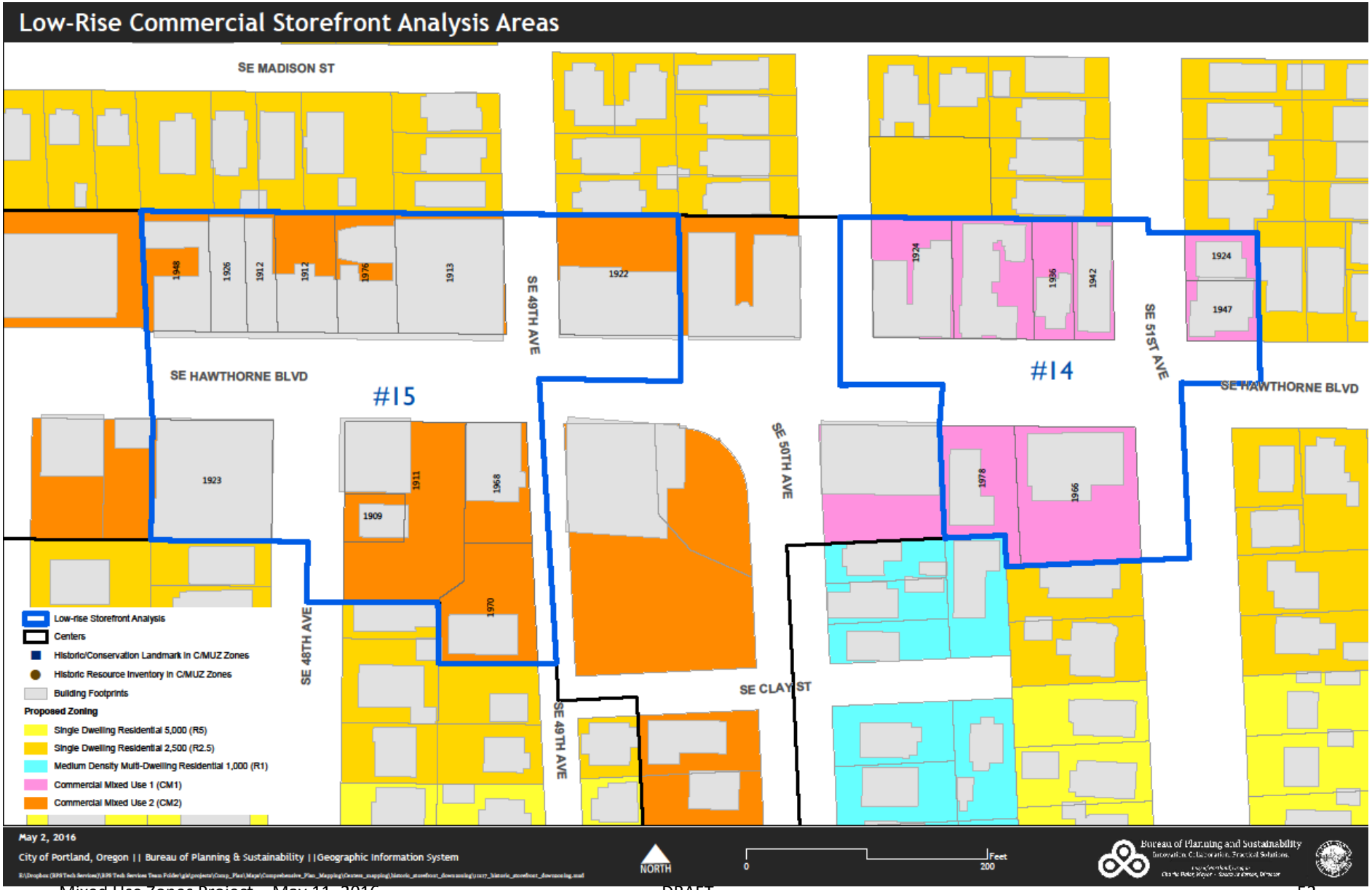
Percentage of lots with Streetcar Era storefront buildings: 71%
Percentage of street frontage with Streetcar Era storefront buildings: 67%
Existing zoning: Storefront Commercial (CS)
Notes:
This analysis area is not designated as a center in the Comprehensive Plan (NE Sandy is designated as a Civic Corridor).

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to location outside a neighborhood center.

Ord. 188177, Vol. 2.5, page 12999

SE Hawthorne - East





Google Maps Street View

SE Hawthorne, view east from near SE 48th



Google Maps Street View

SE Hawthorne, view west from near SE 49th

SE Hawthorne - East

Percentage of lots with Streetcar Era storefront buildings: 70%
Percentage of street frontage with Streetcar Era storefront buildings: 62%
Existing zoning: Storefront Commercial (CS)
Notes:
A four-story building is proposed within the analysis area for the northeast corner of SE Hawthorne and 49th, which would leave this corridor segment less than 400-feet in length. A recently-built four-story building is adjacent to the analysis area to the west. A three-story Streetcar Era apartment building is adjacent to the analysis area to the east.

Staff proposal

Do not include as part of the low-rise commercial storefront proposal (CM1 zoning), due to short length of this corridor segment. A portion of the SE Hawthorne corridor east of SE 50th is proposed for CM1 zoning for other reasons (location at edge of center).

Ord. 188177, Vol. 2.5, page 13001

Ord. 188177, Vol. 2.5, page 13002

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

MEMO

DATE: May 12, 2016

TO: Planning and Sustainability Commission

FROM: Sara Wright, Community Outreach and Information Representative

CC: Eric Engstrom and Deborah Stein, Principal Planners

SUBJECT: Proposed Draft of the Community Involvement Program document

At the May 24, 2016 Planning and Sustainability Commission (PSC) meeting, BPS staff will provide a briefing on the Community Involvement Program. The PSC is scheduled to hold public hearings on the proposal on June 14, 2016.

Policy 2.16 of the new 2035 Comprehensive Plan directs the City to *Maintain a Community Involvement Program that supports community involvement as an integral and meaningful part of the planning and investment decision-making process.* This program, described in this report, will serve as a framework to carry out these policies, providing a structure and guidance for staff and community members to continuously learn, adapt and refine practices for meaningful, inclusive involvement.

Overview

This project is an Early Implementation Comprehensive Plan project, implementing part of Chapter 2, but it is very different from the other Early Implementation projects which primarily implement through code and map changes. **It is a description of a new program inside the Bureau of Planning and Sustainability.** This program includes some requirements and activities that are already in place, and integrates new ones required by the Comprehensive Plan.

- What is **new** in this project:
    - Shifts state-required community involvement oversight responsibility from the PSC to a new committee, the Community Involvement Committee or CIC (not the current Comprehensive Plan Update CIC).

- Establishes the Community Engagement Manual, providing guidelines for staff working on legislative land use and transportation projects that will help them meet the goals and policies of Chapter 2.

- What the project does **not** do:

  - Set in stone a prescriptive list of all public involvement activities for all projects for the next 20 years. This project lays the foundation of a program that is intended to be dynamic, responsive, and continually improving.

  - Remove any current rights or responsibilities for recognized organizations.

  - Remove any current BPS responsibilities for public involvement, except the proposed changes to 33.740 (page 15 of the Proposed Draft).

Issues raised in comments on the Discussion Draft

The document describes (see page 5) comments that staff received on the Discussion Draft and some of the changes that were made between the Discussion and Proposed Draft stages in response to those comments. There were comments that cannot be addressed at this stage, but should be addressed early by the Community Involvement Committee and/or staff:

- CIC role, charter, and membership

  Many commenters expressed preferences for a variety of roles and membership requirements for the CIC. The charter and the process for recruitment and selection are not detailed in this document. BPS will work with the Office of Neighborhood Involvement and Office of Equity and Human Rights over the next six months to spell out the steps to form and charter a new CIC.

- Metrics and evaluation

  Some commenters asked for better descriptions of metrics that could be used to evaluate community involvement. There are many metrics available for community involvement, but choosing the appropriate ones for a given project is complicated and project-specific. Reviewing the universe of metrics available and creating a "recommended" list of metrics could be an early activity of the new CIC.

Please contact Sara at 503-823-7728 (sara.wright@portlandoregon.gov) if you have any questions.

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DATE: May 12, 2016

TO: Planning and Sustainability Commission

FROM: Community Involvement Committee

SUBJECT: Evaluation of Community Engagement in Task 5 (Early Implementation Projects) of the Comprehensive Plan Update Process

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The Comprehensive Plan Community Involvement Committee (CIC) is charged with oversight of the community engagement practices and activities for each phase of the Comprehensive Plan Update (CPU). This memo presents an overview of the community engagement activities for Task 5, the concluding phase of the state-mandated Periodic Review process. Lessons learned in the process are summarized based on CIC members' observations and discussions and feedback from City staff and the general public.

Foundation

The Comprehensive Plan Update (CPU) process was informed by goals and principles laid out in a number of key documents, including Goal 1 of the Statewide Planning Goals and Guidelines, City of Portland Public Involvement Principles, and the Public Participation principles in the Portland Plan.

CPU Public Involvement Principles and Performance Measures

Principle 1: Partnership

Community members have a right to be involved in decisions that affect them. Participants can influence decision-making and receive feedback on how their input was used. The public has the opportunity to recommend projects and issues for government consideration.

Principle 2: Early Involvement

Public involvement is an early and integral part of issue and opportunity identification, concept development, design, and implementation of city policies, programs, and projects.

Principle 3: Building Relationships and Community Capacity

Public involvement processes invest in and develop long-term, collaborative working relationships and learning opportunities with community partners and stakeholders.

Ord. 188177, Vol. 2.5, page 13005

Principle 4: Inclusiveness and Equity

Public dialogue and decision-making processes identify, reach out to, and encourage participation of the community in its full diversity. Processes respect a range of values and interests and the knowledge of those involved. Historically excluded individuals and groups are included authentically in processes, activities, and decision and policy making. Impacts, including costs and benefits, are identified and distributed fairly.

Principle 5: Good Quality Process Design and Implementation

Public involvement processes and techniques are well-designed to appropriately fit the scope, character, and impact of a policy or project. Processes adapt to changing needs and issues as they move forward.

Principle 6: Transparency

Public decision-making processes are accessible, open, honest, and understandable. Members of the public receive the information they need, and with enough lead time, to participate effectively.

Principle 7: Accountability

City leaders and staff are accountable for ensuring meaningful public involvement in the work of city government.

Background

Task 5 Early Implementation projects conclude the Comprehensive Plan Update periodic review process.

- *Task 1 – Community Engagement Plan*. This included creation of the CIC and development of a community engagement plan. This was acknowledged by the state in 2010 and 2011, with subsequent public involvement reporting requirements for tasks 3, 4 and 5 still outstanding.
- *Task 2 – Factual Basis.* Adopted by City Council in September 2012, this included Economic Opportunities Analysis (subsequently amended), Housing Needs Analysis, Infrastructure Condition and Capacity Analysis, Natural Resources Inventory, and Buildable Lands Inventory. This was acknowledged by the state in 2014.
- *Task 3 – Consideration of Alternatives.* This involved identifying the consequences of different patterns of development. The Growth Scenario Reports and updated Economic Opportunities Analysis recommended recently by the PSC are intended to fulfill portions of this requirement.
- *Task 4 – Policy Choices.* This is the recommended plan, including land use map, policies, and public facilities plans (Citywide Systems Plan).
- ***Task 5 – Implementation.*** **Zoning code and map updates are underway to implement new land use designations and policies.**

The intensive public involvement for the development of policy choices in Task 4 (2012-2014) set the stage for Task 5 projects. All of the early implementation projects in Task 5 are built on the policies developed during that process, and reflect the direction set during that period of analysis and public engagement, which included activities to involve, consult, and inform the public.

Ord. 188177, Vol. 2.5, page 13006

The public involvement activities for Tasks 3 and 4 are summarized in staff memos to CIC, available on the website and presented at PSC Briefings. These memos have already been reviewed by the Planning and Sustainability Commission, and will be included in the report for the state. The memos are listed below and are available online.

- **What We Heard** - 6/14/13 (covers the time period from 1/14/2013-5/6/2013)
- **Spring 2013 District Mapping Conversations Summary Report** - 8/13/2013 (covers the time period from May/June 2013)
- **Final Summer 2013 Outreach Summary Report** - 11/25/13 (covers the time period from 6/29-Aug 2013)
- **What We Heard from the Public, CPU Part II** - 2/19/14 (covers the time period from 10/2-12/23/13)
- **Comprehensive Plan Update Public Involvement** - 11/12/14 (covers the time period from 4/1/2014 to 11/4/2014)
- **Transportation System Plan Public Involvement Report** – 1/30/2015 (covers the time period from May 2012 to 3/10/2015)
- **Evaluation of Community Engagement in the Comprehensive Plan Process** – 7/22/2015 (covers the time period 2012 to mid-2015)

The CIC participated substantially in the development of the Comprehensive Plan Update Community Involvement Plan (January 2013). The CIC has also provided ongoing feedback on the engagement process as it evolved. The CIC reviews involvement and results, and makes recommendations to the PSC and bureau staff to help meet overall goals of the Public Involvement Work Program. The CIC also reviewed each outreach phase memo and advised on modifications and additions to the outreach. Details can be found in the CIC Meeting Minutes.

The seven early implementation projects are all intended to begin putting into action the goals and policies in the draft Comprehensive Plan. They are necessary to either address a state mandate or implement a key component of the new Comprehensive Plan. The code, map and other changes that they contain will become effective after the adoption of the new Comprehensive Plan.

Task 5 Public Involvement Overview

Task 5 projects were designed to implement significant policies and maps in the proposed new Comprehensive Plan. These policies and maps were developed with substantial public review and influence, beginning with the Portland Plan process (2009-2012). Some of the Task 5 projects are technical follow-ups to policy, operationalizing and codifying policy direction. The Miscellaneous Code Amendments and Community Involvement Program projects fall into this category. Some of the projects, such as the Mixed Use Zoning project are more complicated, requiring additional public review and input to guide effective implementation of policy.

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Timeline			
Project	**Discussion Draft**	**Proposed Draft**	**PSC recommendation***
Employment Zoning	July 2015	September 2015	October 2015
Campus Institutional Zoning	August 2015	November 2015	December 2015
Mixed Use Zoning	September 2015	March 2016	*May 2016 (scheduled)*
Transportation System Plan	October 2015	December 2015	March 2016
Residential and Open Space Zoning	October 2015	March 2016	April 2016
Community Involvement Program	February 2016	April 2016	*June 2016 (scheduled)*
Miscellaneous Zoning	April 2016	*June 2016*	*July 2016 (scheduled)*
Note that PSC recommendation does not apply to the zoning map. PSC will vote on the final composite zoning map in Summer 2016.			

Three Task 5 projects that involved more intensive code revisions began work in 2013, while Comprehensive Plan policy was still in development. Project leads for the Mixed Use Zoning Project (MUZP), Employment Zoning Project (EZP), and Campus Institutional Zoning Project (CIZP) communicated with neighborhood associations, owners of large sites, and other stakeholders who might be particularly affected by the projects, to provide information and collect feedback. Two of the projects, the Campus Institutions Zoning Project and the Mixed Use Zones Project, also formed public advisory committees which have met regularly to review the research and consider alternatives. Staff for these projects also presented to neighborhood associations, institutions, and interested community groups. For the Mixed Use Zones Project, public feedback was also collected through activities including a series of neighborhood walks and public workshops.

General Involvement Strategies

As the Comp Plan Update reached its final stage (Task 5: Early Implementation), the work shifted from citywide policies and the land use map to zoning and code changes. Because the focus shifted from the "macro" to the "micro," staff used legally required notices and in-person interactions to inform and educate residents and property owners about the various projects and their potential impact on their property and/or neighborhood. Through individual M56 notices for more than 34,300 properties, BPS was able to share specific information about proposed changes to each property's zoning, overlay and/or plan district. Experienced Helpline staff were available to answer questions, and staff held multiple "drop-in hours" around the city to answer questions in person.

The City was also able to share generous amounts of information for each affected parcel via the online Map App. Frequently asked questions, specific information about how comments and testimony could be given, as well as how it would be used, were also included on the Map App.

Other forms of communication included frequent blog posts to share draft releases, schedule changes and ways to get involved; monthly e-newsletters; social media posts via Nextdoor, Facebook and Twitter; e-blasts and earned media in local newspapers.

Based on feedback from previous stages of the Comp Plan Update, staff made a concerted effort to address community concerns about transparency and accessibility of information. Testimony was shared on the Map App and website, and staff described the evolution of their thinking and decision-making during meetings with organizations and individuals. This information was also presented to the PSC and City Council during briefings and hearings, which are streamed live on the bureau's YouTube channel and Community Access Television, respectively, and pushed out through social media channels.

Direct Notification and Paired Information

- Thirty-six days before the first PSC hearing for each implementation project, BPS mailed notifications to all affected property owners. While this type of mailing is required by state law (Measure 56), staff provided additional information and resources in an accessible way. For example, the Mixed Use mailers included illustrations of potential development within zones, a comparison chart of development standards and some frequently asked questions.
- All mailings included the Comprehensive Plan Helpline, contact email address, and links to the Map App and a unique landing page on the BPS website. Notices for Residential and Open Space and for Mixed Use also listed times and locations for drop-in hours when people could talk to staff in person, including drop-in hours with Spanish-speaking staff.
- There were approximately 34,300 Measure 56 notices mailed for Task 5 projects[1].

Q&A Opportunities

- During the summer and fall of 2015, and again in spring of 2016, BPS staff held **34 "drop-in hours"** in community locations around the city. "Drop-in hours" provide an opportunity for people to ask specific questions about their property or general land use questions face-to-face with staff, typically in one-on-one conversations. These events were advertised in the Comp Plan Update E-News, on social media (NextDoor and Facebook), and in mailers for Mixed Use and Residential/Open Space. At least **325 community members** brought their questions to these meetings, obtaining information, sharing their opinions and experiences, and confirming how to give testimony to decision-makers.
- During Task 5 outreach, BPS staff provided information and answered questions at **more than 267 meetings** hosted by a wide variety of civic organizations and interest groups. This included hosted presentations, tabling at community events, and other community work sessions with **more than 3840 people**.
- An Open House for all the Task 5 projects was held in October 2015. Additional information sessions with short presentations and Q&A were held for some of the Task 5 projects (Employment and Mixed Use).
- Language accessibility was improved with the introduction of drop-in hours focused specifically on Spanish-speakers.

[1] This number does not include the two rounds of Measure 56 notices for most relevant property owners for Task 4. Most property owners affected by Task 5 projects received three Measure 56 notices between August 2014 and April 2016.

Helpline

- The Comprehensive Plan helpline began in 2014 to provide a customer-service approach to answering questions, and a way for people without computer access and/or literacy to easily learn more about the Comprehensive Plan. From September 16th, 2015 to April 30, 2016 (starting with the first Task 5 Measure 56 notification mailing) staff handled roughly 1,164 calls.
- The helpline allows for more flexible engagement that focuses on the questions most important to callers. Most calls (55%) were between 5-15 minutes in length, and 30% were logged as taking less than five minutes. Staff also spend time with more complex or detailed questions, leading to calls (12%) that took 15-30 minutes. A smaller percentage of calls (3%) took more than half an hour, while still others involved multiple rounds of feedback or referrals to specialized staff.
- Language accessibility was improved through on-the-phone interpretation for the Comprehensive Plan Helpline. The number of calls using on-the-phone interpretation was greater for Task 5 projects than during Task 4, likely related to improved information in the mailers. From September 16th, 2015 to April 30, 2016, 58 calls were conducted in languages other than English:
    - Vietnamese – 24
    - Cantonese – 12
    - Spanish – 11 (8 of these were answered directly by Spanish-speaking staff)
    - Russian – 5
    - Mandarin – 2
    - Japanese – 1
    - Korean – 1
    - Nepali – 1
    - Ukrainian – 1
- Neighborhoods with the highest number of calls (out of those with neighborhood indicated)

E	POWELLHURST-GILBERT	66
E	HAZELWOOD	48
NE	ELIOT	43
SE	RICHMOND	41
E	LENTS	37
SE	BUCKMAN	36
NE	CULLY	32
SE	SELLWOOD-MORELAND IMPROVEMENT LEAGUE	32
SE	BRENTWOOD-DARLINGTON	27
SE	MONTAVILLA	27
N	OVERLOOK	21
SE	NORTH TABOR	20
W	NORTHWEST DISTRICT	20
NE	ROSE CITY PARK	20
SE	WOODSTOCK	20

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SE	BROOKLYN ACTION CORPS	18
E	CENTENNIAL	18
E	PARKROSE	18
N	ST. JOHNS	18
SE	SUNNYSIDE	18
SE	FOSTER-POWELL	17
N	KENTON	16
W	SOUTH PORTLAND	16
E	WILKES	16
W	HILLSDALE	15
NE	CONCORDIA	14
SE	HOSFORD-ABERNETHY	13
NE	MADISON SOUTH	13
SE	MT. SCOTT-ARLETA	13
N	EAST COLUMBIA	12
SE	KERNS	12
SE	CRESTON-KENILWORTH	10

Map App and Web Resources

- The Map App has continued to be an important tool for the public to review and comment on proposals at each stage (*Discussion Draft, Proposed Draft* and *Recommended Draft*). Between September 2015 and April 2016, there have been over **83,000 views** of the Map App from **over 30,000 unique visitors.**
- The online Map App was designed to expand participation and involve groups that are not typically active in land use decisions. In particular, the Map App was designed to work on a mobile phone platform, to be accessible to people who may not have access to or comfort using desktop computers. As of May 1, 2016, **342 comments** had been recorded on Task 5 projects during either the *Discussion Draft* or *Proposed Draft* phase using the Map App, with many more anticipated.
- During the Task 5 time period, testimony and comments were made more visible and accessible to the public, in response to feedback about the need for more transparency. Testimonies submitted at earlier stages were made available online. Staff continue to work on a system for making online testimony more accessible and easier to navigate.

Other Outreach and Communication

- Blog posts, e-newsletters, social media and earned media were used to communicate about each project-specific draft release.
- An ad encouraging people to stay tuned to the Comprehensive Plan process ran in the *Curbsider* newsletter in June 2015, December 2015 and June 2016. This mailer is sent to all residential households throughout the city in buildings with four or fewer units, about 280,000 households.

- Formatting of reports and other products was designed to clarify the timeline, relationship between products, and where and how people could provide comment. A graphic on the cover of each report showed where the draft was in the process.
- Efforts were made to be clear at each project milestone about how feedback so far had been used, and how the next round of feedback would be used. For example, each comment form page in the Map App clearly described how feedback would be received by whom. Some of the Task 5 projects, most notably the Mixed Use Zoning project, included sections in the *Proposed Draft* identifying where significant changes had been made in response to comments on the *Discussion Draft*.

Committees and Decision-Making Bodies

- The Mixed Use Zones Project Advisory Committee and Institutional Zoning Project Advisory Committee held regular meetings, open to the public.
- The Comprehensive Plan Update Community Involvement Committee held regular meetings, open to the public.
- The Planning and Sustainability Commission held regular meetings, including briefings and work sessions, open to the public. These meetings are also recorded and available online.
- Testimony has been provided to the Planning and Sustainability Commission for each project.

Outreach by the Numbers

Project	# properties receiving M56 notices	# pieces of testimony received by PSC[2]	# calls to Comprehensive Plan Helpline
Employment Zoning	6,620	89	154
Campus Institutional Zoning	40	17	3
Mixed Use Zoning	16,298	82[3]	299
Transportation System Plan	NA	114	4
Residential and Open Space Zoning	11,344	184	200
Community Involvement Program	NA	NA	NA
Miscellaneous Zoning	NA	NA	NA
Intergovernmental Agreements	NA	NA	NA

Community Involvement Issues

Task 5 projects experienced community involvement challenges that were sometimes related to, or exacerbated by, issues highlighted in the memo on community involvement in Tasks 3 and 4. The following pages highlight areas where there were community involvement challenges common to multiple Task 5 projects, or to the Comprehensive Plan Update as a whole.

[2] Except for Mixed Use, counts only PSC testimony received up to April 12, 2016. PSC testimony for all zoning will remain open until July 2016, when PSC is scheduled to hold on a hearing on the composite zoning map.
[3] Counts only PSC testimony received and catalogued up to May 1, 2016.

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Scope and complexity of Comprehensive Plan Update process

Many of the comments about the community involvement process for these projects express frustration about the size and complexity of the Comprehensive Plan Update. Anecdotal feedback to staff and CIC feedback support this, and the feeling is shared by people who have been very closely following the process, as well as those looking at it from the outside. The process has gone on so long and involves so many moving parts, so many stages, and so many different staff and decision-making bodies, that participants often feel overwhelmed by the difficulty of understanding all the projects. Others may feel too intimidated to engage at all. While BPS has continually worked to provide as much clear information as possible about the process, through web-based, printed and oral communications, the length and complexity of the overall process has strongly affected the ability of individuals and organizations to engage meaningfully with the process. This is a challenge that BPS will continue to address in citywide projects. It is worth noting that the notification stage of these projects, while it happens later in the process, is valuable in getting the attention of a large number of stakeholders and providing them with the opportunity to learn more and provide their testimony to decision-making bodies.

Overlap of Task 5 and Task 4 timeline

Another source of confusion for many community members was the overlapping timelines between Task 5 projects and the final adoption of Task 4 projects. For example, the PSC hearing for the Residential and Open Space zoning map occurred in the same week as one of the hearings at City Council for draft amendments to the Recommended Draft of the Comprehensive Plan, with some parties testifying on the same issues in both processes.

In some situations, such as residential down-designations followed by corresponding zone changes, proposals in Task 5 were constrained by recommendations already made in Task 4. On the plus side, because City Council was still considering amendments to the Comprehensive Plan Map at the time the Proposed Draft was released for residential zoning, staff were often able to refer community members with these continuing concerns to engage with the Council process. Nevertheless, the overlapping processes caused deep consternation for many individuals and organizations.

Advisory group make-up

Where advisory groups were part of a project's overall strategy, staff made efforts to assemble representative advisory groups. For example, during outreach and recruitment, Campus Institutional Zoning project staff consulted with Diversity and Civic Leadership partners and with City staff from the Office of Equity and Human Rights and the Office of Management and Finance for advice on whom to recruit and how to recruit them. This consultation led to better representation of under-served and under-represented communities on the advisory group, but much of that diversity was lost as members dropped out during the process. In the end, most of the advisory group members who lasted the duration of the process were representing institutions, and were likely paid to participate, or were neighborhood representatives who had previously gone through campus planning processes with the institutions. The recruitment, support and retention of diverse, engaged advisory groups is an important issue for all City bureaus.

Building capacity for participating groups

Any community organization's ability to take in and respond to new information and engagement opportunities is limited by the capacity (time, knowledge of the issue, etc.) of staff and/or volunteers to handle the project. The number of Task 5 projects, and their city-wide scope, combined with the fact that Task 4 projects were not yet finalized, challenged the capacity of many organizations, such as neighborhood associations and advocacy coalitions. Volunteers expressed exhaustion from years of working to understand and provide appropriate feedback on planning projects both related and unrelated to the Comprehensive Plan. Other groups declined to participate at all because of lack of capacity. While BPS staff, particularly District Liaisons, provided substantial ongoing and one-time support to groups and individuals interested in the process, this did not meet the overwhelming demand for education and support. Citywide changes in policy and zoning code can be very difficult to relate to on-the-ground daily experience, and it is a tremendous challenge for groups and individuals to understand why and how the proposals might affect them, particularly when there are multiple projects to consider at the same time.

Fostering early engagement

Some organizations and institutions that chose not to engage when initially invited decided to get involved later in the process. Until they had a product to review, they preferred not to engage. In some cases, stakeholders went directly to City Council with comments, rather than working with staff earlier in the process to inform the initial proposal. Engaging people early in the development of concepts is difficult; ideas are abstract, the connections with people's daily life are hard to describe, and how the concepts will translate into a final product is still ambiguous. BPS staff continue to work to make planning projects relevant to individuals and organizations, particularly in encouraging early engagement.

Transparency about feedback

One of the challenges identified in the 2015 community involvement memo was the need to communicate more clearly about how the feedback (comments, testimony, etc.) solicited during engagement activities would be considered and weighed in the decision-making processes.

This issue remained a concern during the Task 5 public involvement process and appeared in the Mixed Use Zoning project in particular. There was particular difficulty in clarifying the difference between how feedback on a Discussion Draft (which is received by staff and used in the writing of the Proposed Draft, but is not presented to a decision-making body) is different from testimony on a Proposed Draft (which is received by the Planning and Sustainability Commission). In response to confusion about this process, staff posted online the full text of all comments submitted to staff on the Mixed Use Discussion Draft.

Testimony submitted to the Planning and Sustainability Commission continues to be available through the Efiles system, while technical staff work on creating a more easily navigable platform for viewing testimony.

Communicating complex information

Staff adapted notifications and communications to address the wide range of technical information associated with code changes, seeking a balance between giving clear information to the public, and not overloading people with indigestible information all at once. This balance proves difficult in situations like mailers that go to all property owners. To address this, the Mixed Use Zones project provided a

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variety of opportunities for people to learn more, with formats ranging from the 360+ page report to the Map App. This allowed people to choose their preferred format. For example, the notification mailers included a dense table summarizing development standards for the proposed zones. Many callers to the Helpline used this table to inform their questions, and clearly found it useful. Other notice recipients did not find it helpful, and instead went straight to the Helpline number or to the drop-in hours to get their questions answered. Having the variety of options allowed people to use the method that works for them.

Working with schedules of standing meetings

Many organizations with regular standing meetings have very busy agendas and prefer to schedule agenda items as early as possible. Staff try to reach out as early as possible to get onto those agendas, and to make presentations as useful as possible to the hosting organizations. For example, Bureau of Transportation TSP staff coordinated with staff from PBOT Planning section who were doing outreach about the Citywide Parking Strategy project. Staff offered an option for organizations with standing meetings: an update on the TSP and/or an update on the Citywide Parking Strategy. This approach made the presentations more useful to organizations, particularly when staff were present at those meetings who could speak very knowledgably about both projects.

Reaching the people who want more information

It takes time for organizations to get information to and from their larger membership, and it is important to remember that an organizational response on initial outreach may not reflect the actual interest of the membership. For example, TSP staff heard from members of a neighborhood association during the PSC process that they wished staff had attended a neighborhood association meeting earlier in the process. However, staff had offered at an earlier coalition land use committee meeting (attended by a representative of that neighborhood association) to attend any neighborhood association meetings that wanted a presentation. This highlights the challenges for some of the neighborhood coalitions and neighborhood associations in getting information to and from their larger membership.

Appendix A: Project Summaries

Employment Zoning Project

The Employment Zoning Project is implementing new directions for industrial and employment land uses. These land use changes will help fill 20-year land needs for job growth while protecting neighborhood livability and watershed health. They also address the City's prosperity and equity goals. The industrial land policies in the Economic Development chapter of the Comprehensive Plan address the 5-year Action 68 Industrial Growth Capacity recommended in the Portland Plan (2012).

Primary Audiences/Stakeholders: Affected property owners, business owners, Port of Portland, business associations, environmental advocates, industry advocates

Products:

Discussion Draft: July 2015
Proposed Draft: September 2015
Interim Recommended Draft: February 2016

Public Involvement Activities:

# property owners receiving M56 notices for Proposed Draft	6620
# people on "interested parties" list	400
# pieces of testimony received by PSC	36 verbal, 48 written
# calls/walk-ins to Comprehensive Plan Helpline	154
Presentations to standing meetings	6
Presentations to one-time meetings not hosted by BPS	3
BPS-hosted events (workshops, charrettes, walks, etc.)	2
Planning and Sustainability Commission Hearing	October 2015

More information about public involvement activities for this project can be found in the Interim Recommended Draft document.

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Appendix A: Project Summaries

Campus Institutional Zoning Project

This project increases the development capacity of Portland's college and hospital campuses throughout the city. The project will help these institutions accommodate projected demand for new construction and associated job growth over the next 20 years – while protecting surrounding neighborhoods from the potential negative impacts of such development.

Primary Audiences/Stakeholders: Hospitals, university and college campuses, neighbors of campuses

Products:

- Discussion Draft: August 2015
- Proposed Draft: November 2015
- Interim Recommended Draft: February 2016

Institutional Zones Project Advisory Committee: 10 meetings

Public Involvement Activities:

# property owners receiving M56 notices for Proposed Draft	40
# pieces of testimony received by PSC	17
# calls/walk-ins to Comprehensive Plan Helpline	3
Presentations to standing meetings	1
Presentations to one-time meetings not hosted by BPS	3
BPS-hosted events (workshops, charrettes, walks, etc.)	1
Planning and Sustainability Commission Hearing	December 2015

The public involvement for this specific project began with a subset of the Economic Policy Development PEG. The subset met three times in 2012-2013 to discuss issues around campus institutions zoning. A Project Advisory Group was established in 2013 to guide this project. Additional public outreach during the concept development phase included more than 20 meetings with neighborhood and business associations and 10 with institutional representatives as well as staffing two Comprehensive Plan Open Houses. More information about the public involvement activities for this project and about the impact of public feedback on the development of the draft can be found in the Interim Recommended Draft.

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Appendix A: Project Summaries

Mixed Use Zones

The Mixed Use Zones Project revises the Commercial and Central Employment Zoning Codes currently applied in centers and corridors outside of the Central City. The project addresses issues that arise with new mixed use buildings, such as massing and design, transitions and step-downs, and ground floor uses. It also creates opportunities to realize Comprehensive Plan goals and policies for affordable housing, green infrastructure and energy efficiency through new development.

Primary Audiences/Stakeholders: Property owners, including commercial property owners, those with non-conforming uses, and residential property owners in commercial areas, businesses and tenants, developers, residents of areas within and abutting commercial zones

Products:

- Discussion Draft: September 2015
- Proposed Draft: March 2016
- Recommended Draft: TBD

Mixed Use Zones Project Advisory Committee: 14 meetings

Public Involvement Activities:

# property owners receiving early-notice postcards (July 2014)	17,338
# property owners receiving M56 notices for Proposed Draft (April 2016)	16,298
# pieces of testimony received by PSC	82[4]
# calls/walk-ins to Comprehensive Plan Helpline July 2014-April 2016	299
Presentations to standing meetings	68
Presentations to one-time meetings not hosted by BPS	13
BPS-hosted events	37
Neighborhood walks (Spring 2014)	7 walks (170 attendees)
Mixed-Use Specific Drop-in hours (April 2015)	4 events (66 attendees)
Roundtables (Spring 2014)	5 roundtable events (70 attendees)
Surveys of residents and users of mixed use areas (April 2015)	(158 residents, 250 users)
Information sessions (October 2015)	7 events (102 attendees)
Information sessions (Feb 2015)	2 events (80 attendees)
Planning and Sustainability Commission Hearing	*May 2016 (scheduled)*

More information about public involvement activities for this project can be found in the Proposed Draft.

[4] As of May 1, 2016.

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Appendix A: Project Summaries

Transportation System Plan (TSP)

The TSP is the City's long-range plan to guide transportation investments in Portland, ensuring alignment with Metro's Regional Transportation Plan. The TSP meets state and regional planning requirements and addresses local transportation needs for cost-effective pedestrian, bicycle, transit, freight and street improvements. The plan will refine the list of major transportation projects, update the street classifications and proposed changes to City code to implement the new Comprehensive Plan.

Primary Audiences/Stakeholders: All users of Portland transportation networks, including commuters, parents, shippers, disabled residents, diverse populations

Products

- Discussion Draft: October 2015
- Proposed Draft: December 2015
- Recommended Draft: August 2016

Transportation Expert Group: 10 meetings

Public Involvement Activities

# property owners receiving M56 notices for Proposed Draft	NA
# pieces of testimony received by PSC	114
# calls/walk-ins to Comprehensive Plan Helpline	4
Presentations to standing meetings	24
Presentations to one-time meetings not hosted by project	2
Project events (workshops, charrettes, walks, etc.)	7
Planning and Sustainability Commission Hearing	March 2016

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Appendix A: Project Summaries

Residential and Open Space Zoning Map Update

This project addresses a limited number of residential zone map changes to:

- Match recommended Comprehensive Plan Map designations;
- Reduce potential residential capacity in areas with high natural hazard risk, infrastructure constraints and limited urban services;
- Reduce residential densities in the David Douglas School District until adequate school capacity can accommodate new enrollment; or
- Increase zoning potential where infrastructure and services can now support Comprehensive Plan Map designations applied in 1980.

Primary Audiences/Stakeholders: Property owners, residents within and adjacent to residential zones, public agencies, housing advocates, environmental advocates

Products

- Discussion Draft: October 2015
- Proposed Draft: March 2016
- Recommended Draft: August 2016

Public Involvement Activities:

# M56 notices mailed for Proposed Draft	10,751 for Residential zones. Notices to public agencies for 593 Open Space sites
# pieces of testimony received by PSC	184
# calls/walk-ins to Comprehensive Plan Helpline (9/16/16-4/8/16)	200
Presentations to standing meetings	89
Presentations to one-time meetings not hosted by BPS	15
BPS-hosted events	36
Planning and Sustainability Commission Hearing	April 2016

This project included a review of areas ("Zoning Review Areas") where the zoning has not been aligned with the Comprehensive Plan designation assigned originally in 1980. Staff analyzed these areas to identify places where this discrepancy currently exists *and* where the allowed density should be increased in alignment with Comprehensive Plan designations, goals, and policies. The analysis assessed proximity to centers and corridors and the presence of natural hazards and infrastructure constraints. Staff reached out to neighborhood associations in each ZRA to explain the project and collect feedback on the analysis methods. This early outreach was helpful in increasing understanding of the project and zoning in general, and brought in information that improved the analysis.

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Appendix A: Project Summaries

Community Involvement Program

This project lays out some structures, including a new Community Involvement Committee that will support staff to work toward the community involvement goals and policies in the new Comprehensive Plan.

Primary Audiences/Stakeholders: All Portlanders

Products:

- Discussion Draft: February 2016
- Proposed Draft: April 2016
- Recommended Draft: August 2016

Advisory Group: None specifically designated. Support from PIAC workgroup and Comprehensive Plan Update Community Involvement Committee.

Public Involvement Activities:

# property owners receiving M56 notices for Proposed Draft	NA
# pieces of testimony received by PSC	NA
# calls/walk-ins to Comprehensive Plan Helpline	NA
Map App layer visits	NA
Presentations to standing meetings	10
Presentations to one-time meetings not hosted by BPS	0
BPS-hosted events (workshops, charrettes, walks, etc.)	1
Planning and Sustainability Commission Hearing	Scheduled June2016

This project is very different from other early implementation projects because it is intended to put into place the structures that will support City staff to implement goals and policies. This means that the audience is both staff and the general public, and the document does not apply to any specific place or project. This context is difficult to explain, and a number of the comments on the Discussion Draft reflected confusion about the purpose of the project and the Community Involvement Program that it creates. The Proposed Draft revisions will attempt to simplify and clarify the context to highlight the document's role in early implementation. Many of the comments on the Discussion Draft suggested language changes to help with this.

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Appendix A: Project Summaries

Miscellaneous Zoning Amendments Project

This project brings the Zoning Code into conformance with the newly adopted Comprehensive Plan. It will address changes not included in larger Task 5 projects. This project has had no outreach beyond advertised release of the drafts.

Products

- Discussion Draft: April 2016
- Proposed Draft: *June 2016 (scheduled)*
- Recommended Draft: TBD

Public Involvement Activities:

# property owners receiving M56 notices for Proposed Draft	NA
# pieces of testimony received by PSC	NA
# calls/walk-ins to Comprehensive Plan Helpline	NA
Map App layer visits	NA
Presentations to standing meetings	NA
Presentations to one-time meetings not hosted by BPS	NA
BPS-hosted events (workshops, charrettes, walks, etc.)	NA
Planning and Sustainability Commission Hearing	*July 2016 (scheduled)*

Inter-governmental Agreements

This project updates the City of Portland's urban service agreements to comply with current state statutes and rules with all urban service providers within Portland's urban services boundary. This project will develop, amend and adopt agreements with partner agencies, jurisdictions and school districts. The timing of agreements is subject to negotiation processes. A briefing was presented to PSC in September 2015 about the process for establishing agreements.

Primary Audiences/Stakeholders: Other municipalities, school districts, service providers

Public Involvement Activities:

# property owners receiving M56 notices for Proposed Draft	NA
# pieces of testimony received by PSC	NA
# calls/walk-ins to Comprehensive Plan Helpline	NA
Map App layer visits	NA
Presentations to standing meetings	NA
Presentations to one-time meetings not hosted by BPS	NA
BPS-hosted events (workshops, charrettes, walks, etc.)	NA
Planning and Sustainability Commission Hearing	TBA

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Appendix B: Outreach Log

No.	Task 5	Task 4	Organization/Event	Date	Estimated attendance
1	x	x	Woodstock Visioning Project	10/23/2014-10/27/14	90
2	x	x	Multnomah Neighborhood Comp Plan Forum	2/10/2015	125
3	x		East Portland Land Use and Transportation Committee (LUTC)	2/11/2015	15
4	x		Neighbors West-Northwest	2/11/2015	12
5	x	x	Hosford-Abernathy Neighborhood District (HAND) Association Special Meeting on the Comp Plan	2/12/2015	10
6	x		NWDA Land Use	2/12/2015	8
7	x		SE Uplift Board	2/16/2015	20
8	x		SE Uplift Land Use and Transportation Committee	2/16/2015	15
9	x		SWNI Land Use Committee	2/17/2015	12
10	x		Broadway-Weidler Alliance	2/19/2015	15
11	x	x	NECN Safety/Livability Committee	2/23/2015	8
12	x	x	Division-Clinton Business Association	2/25/2015	6
13	x		MUZ Project Concept Information Sessions	2/25/2015	40
14	x		NPLUG- Informal Conversation about Design, MUZ	2/25/2015	8
15	x		MUZ Project Concept Information Sessions	2/26/2015	30
17	x	x	North Portland Land Use Group	2/26/2015	12
18	x	x	Public Involvement Advisory Council	3/3/2015	30
19	x	x	Brentwood-Darlington Neighborhood Association	3/5/2015	25
20	x	x	Hosford-Abernathy Neighborhood District (HAND) Association Walking Tour	3/6/2015	6
21	x		MUZ Open House	3/10/2015	17
22	x	x	Portsmouth Neighbors	3/11/2015	9
24	x	x	Hosford-Abernathy Neighborhood District (HAND) Association	3/17/2015	10
25	x	x	Central NE Neighbors Land Use Committee	3/18/2015	12
26	x	x	Development Review Advisory Committee(DRAC)	3/19/2015	20
27	x	x	Citywide Land Use	3/23/2015	25
29	x	x	Northeast Coalition of Neighborhoods	3/25/2015	12
30	x	x	North Portland Land Use Group	3/26/2015	8
32	x	x	North Northeast Business Association	4/1/2015	25
33	x	x	Anti-Displacement and Gentrification Coalition	4/2/2015	10
34	x	x	Public Involvement Advisory Council	4/7/2015	30
35	x	x	St Johns Neighborhood Association Land Use	4/9/2015	9
36	x	x	Eliot Neighborhood Association Land Use and Transportation Committee	4/13/2015	8
37	x	x	Richmond Neighborhood Association	4/13/2015	25
38	x	x	Sunnyside Neighborhood Association	4/13/2015	30

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Appendix B: Outreach Log

No.	Task 5	Task 4	Organization/Event	Date	Estimated attendance
39	x	x	SE Uplift Land Use and Transportation Committee	4/20/2015	15
40	x	x	Hosford-Abernathy Neighborhood District (HAND) Association	4/21/2015	25
41	x	x	North Portland Land Use Group	4/23/2015	10
43	x	x	EPAP Housing Subcommittee	5/11/2015	8
44	x	x	Reed Neighborhood Association	5/12/2015	24
45	x	x	EP Land Use Transportation Subcommittee	5/13/2015	9
46	x	x	Buckman Community Association Comprehensive Plan Forum	5/14/2015	40
47	x	x	REACH Community Development	5/18/2015	3
48	x	x	SE Uplift Land Use and Transportation Committee	5/18/2015	10
49	x	x	SWNI Land Use Committee	5/19/2015	10
50	x	x	Drop-in office hours at CNN office	5/20/2015	1
51	x	x	Woodstock Land Use Committee	5/20/2015	
52	x	x	Drop-in office hours at E PDX Police space	5/27/2015	1
53	x	x	Drop-in office hours at Hillsdale Library	5/28/2015	0
54	x	x	North Portland Land Use Group	5/28/2015	12
55	x	x	NPLUG	5/28/2015	12
56	x	x	Homestead Neighborhood Association	6/2/2015	10
57	x	x	EPAP Housing	6/8/2015	8
58	x	x	Linnton Board	6/10/2015	6
59	x	x	Drop-in office hours at Midland Library	6/13/2015	4
60	x	x	SE Uplift Land Use and Transportation Committee	6/15/2015	15
61	x	x	Drop-in office hours at SWNI	6/16/2015	15
62	x	x	SWNI Land Use Committee	6/16/2015	9
63	x		Kerns Neighborhood Association	6/17/2015	20
64	x		Mt. Tabor Neighborhood Association	6/17/2015	40
65	x	x	St Johns Neighborhood Association	6/25/2015	12
66	x	x	East Portland Land Use Committee	7/8/2015	8
67	x	x	East Portland LUTC	7/8/2015	8
68	x	x	EPAP TAC	7/8/2015	8
69	x	x	Drop-in office hours at EPCC	7/9/2015	2
70	x	x	Drop-in office hours at Mt Scott CC	7/9/2015	2
71	x	x	Drop-in office hours at Peninsula Park CC	7/11/2015	
72	x	x	EPAP Housing Subcommittee	7/13/2015	12
73	x	x	Northwest Industrial Neighborhood Association (NINA)	7/14/2015	20
74	x	x	Northwest Industrial Neighborhood Association (NINA)	7/14/2015	20
75	x	x	SE Uplift Land Use and Transportation Committee	7/20/2015	15
76	x	x	Drop-in office hours at Capitol Hill Library	7/22/2015	1
77	x		Industrial Districts Breakfast	7/23/2015	10
78	x	x	North Portland Land Use Group	7/23/2015	10

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Appendix B: Outreach Log

No.	Task 5	Task 4	Organization/Event	Date	Estimated attendance
79	x	x	North Portland Land Use Group	7/23/2015	10
80	x	x	Powellhurst-Gilbert Neighborhood Association National Night Out	8/1/2015	12
81	x		Arbor Lodge Neighborhood Association	8/20/2015	12
82	x	x	Drop-in office hours at Gregory Heights	8/22/2015	
83	x	x	St Johns Main Street	8/27/2015	3
84	x		CEIC Land Use Committee	9/1/2015	20
85	x	x	Hayden Island	9/8/2015	3
86	x	x	Historic Parkrose NPI	9/8/2015	11
87	x	x	East Portland Land Use and Transportation Committee	9/9/2015	7
88	x	x	East Portland LUTC	9/9/2015	7
89	x	x	District Coalition Directors & Chairs	9/10/2015	12
90	x	x	Gateway Area Business Association	9/10/2015	8
91	x		Central City Parking Policy Update Stakeholder Advisory Committee	9/14/2015	30
92	x		Hosford-Abernathy Neighborhood District (HAND) Association	9/15/2015	25
93	x	x	South Portland Neighborhood Association, Land Use Comm.	9/15/2015	11
94	x		Sumner Association of Neighbors	9/15/2015	20
95	x		Central NE Neighbors LU Committee	9/16/2015	15
96	x		Northwest Parking Stakeholder Advisory Committee	9/16/2015	10
97	x		Woodstock Land Use Committee	9/16/2015	15
98	x		NE Coalition of Neighborhoods Land Use and Transportation Committee	9/21/2015	8
99	x	x	SE Uplift Land Use and Transportation Committee	9/21/2015	20
100	x		Kerns Neighborhood Association	9/22/2015	20
101	x		Centers and Corridors Parking Study Stakeholder Advisory Committee	9/24/2015	30
102	x		TSP TEG	9/24/2015	20
103	x	x	Sunday Parkways - SE/Tillikum Crossing	9/27/2015	10
104	x	x	Employment Zoning project info session	9/28/2015	10
105	x		Richmond Neighborhood Association	9/28/2015	30
106	x	x	Drop-in hours at Hollywood Library	9/30/2015	12
107	x		Hosford-Abernathy Neighborhood District (HAND) Association	10/1/2015	10
108	x		North Portland Neighborhood Services meeting	10/5/2015	12
109	x		Eastside Democratic Club	10/6/2015	25
110	x		North Tabor Neighborhood Association	10/6/2015	5
111	x		Old Town Chinatown Community Association	10/6/2015	15
112	x	x	Wilkes Neighborhood Association	10/6/2015	21
113	x		Mixed Use Zones Project Information Session at 1900 SW 4th	10/7/2015	15

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Appendix B: Outreach Log

No.	Task 5	Task 4	Organization/Event	Date	Estimated attendance
114	x		N Roberts neighbors	10/7/2015	10
115	x		SMILE Land Use Committee and General Meeting	10/7/2015	35
116	x		South Portland Neighborhood Association	10/7/2015	40
117	x		Mixed Use Zones Project Information Session at 1900 SW 4th	10/8/2015	15
119	x	x	St Johns Neighborhood Association	10/8/2015	7
120	x		82nd Avenue Improvement Coalition Community Forum	10/10/2015	40
122	x		Mixed Use Zones Project Information Session at SE 33rd and SE Francis	10/12/2015	10
123	x		Portland Commission on Disability	10/12/2015	10
124	x		Bicycle Advisory Committee	10/13/2015	20
125	x		Portland Business Alliance	10/13/2015	12
126	x		Mixed Use Zones Project Information Session at Wilson HS	10/14/2015	30
127	x		Mixed Use Zones Project Information Session at Wilson HS	10/14/2015	30
128	x	x	Buckman Community Association Land Use Committee	10/15/2015	12
129	x		Early Implementation Projects Open House & MUZ Information Session	10/15/2015	10
130	x	x	Rosewood Community Fair	10/17/2015	8
131	x		Southwest Neighborhoods Inc Transportation Committee	10/19/2015	14
132	x		Goose Hollow Foothills League Public Safety, Parking, and Transportation Committee	10/20/2015	20
133	x		Mixed Use Zones Project Information Session at Floyd Light MS	10/20/2015	25
135	x		Pedestrian Advisory Committee	10/20/2015	20
136	x		South Tabor Land Use Committee	10/20/2015	5
137	x	x	SWNI Land Use Committee	10/20/2015	10
138	x		Kerns Neighborhood Association	10/21/2015	20
139	x	x	Presentation at Urban Nest office	10/21/2015	25
140	x	x	East Portland Comp Plan 101	10/22/2015	28
141	x	x	Lombard Street Investment Strategy meeting	10/22/2015	22
142	x		MUZ/Comp Plan Open House	10/22/2015	10
143	x		North Portland Land Use Group	10/22/2015	10
146	x		Portland Business Association (PBA) Land Use Committee	10/22/2015	10
147	x	x	Portsmouth Neighborhood Association	10/22/2015	17
148	x		Creston-Kenilworth Neighborhood Association	10/26/2015	20
149	x	x	Drop-in hours at NW Library	10/26/2015	2
150	x	x	Parkrose & Sumner NA CP update	10/26/2015	20
152	x	x	Spanish-language drop-in hours at Midland Library	10/27/2015	0
153	x		Drop-in hours at Southeast Uplift	10/28/2015	

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Appendix B: Outreach Log

No.	Task 5	Task 4	Organization/Event	Date	Estimated attendance
154	x		Division Design Initiative	10/29/2015	10
155	x	x	Drop-in Hours at Division Midway Alliance	10/29/2015	10
157	x	x	Drop-in hours at Division-Midway Alliance	10/30/2015	12
158	x		Eastmoreland Neighborhood Association	11/2/2015	6
159	x	x	Drop-in hours at Hollywood Library	11/3/2015	20
160	x	x	Drop-in hours at Hollywood Senior Center	11/3/2015	5
161	x	x	Homestead Neighborhood Association	11/3/2015	40
162	x	x	Public Involvement Advisory Council subcommittee	11/3/2015	10
163	x	x	St Johns residents- homeowner association	11/3/2015	2
164	x	x	Sullivan's Gulch Neighborhood Association Land Use and Transportation Committee	11/3/2015	16
165	x		Division Design Initiative	11/4/2015	
166	x	x	Drop-in hours at - SW Fire Station 18	11/4/2015	9
167	x	x	Drop-in hours at NECN	11/4/2015	3
168	x		Drop-in hours at Northeast Coalition of Neighborhoods	11/4/2015	8
169	x		Drop-in hours at Charles Jordan Community Center	11/5/2015	8
170	x	x	Powellhurst-Gilbert Neighborhood Association	11/9/2015	25
171	x		Hosford-Abernathy Neighborhood District (HAND) Association	11/10/2015	10
172	x		Rose City Park Neighborhood Association	11/10/2015	6
173	x	x	Rose CDC	11/11/2015	12
174	x		Division Design Initiative	11/12/2015	10
176	x		St Johns Neighborhood Association	11/12/2015	4
177	x		Cully Neighborhood Association	11/16/2015	10
178	x		SE Uplift Land Use and Transportation Committee	11/16/2015	15
180	x		North Tabor Neighborhood Association	11/17/2015	20
181	x	x	Public Involvement Advisory Council subcommittee	11/17/2015	8
182	x	x	SWNI Land Use Committee	11/17/2015	10
183	x		Concordia Neighborhood Association	11/18/2015	12
184	x	x	Kenton Neighborhood Association- special meeting	11/19/2015	3
185	x		Mt. Tabor Neighborhood Association	11/19/2015	35
186	x	x	Fix-it Fair/Parkrose High School	11/21/2015	28
187	x		Ardenwald-Johnson Creek Neighborhood Association	11/23/2015	15
188	x		Richmond Neighborhood Association	11/23/2015	35
189	x		Public Involvement Advisory Council subcommittee	12/1/2015	6
190	x		Madison South Neighborhood Association	12/3/2015	15
191	x		Adventist	12/7/2015	2

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Appendix B: Outreach Log

No.	Task 5	Task 4	Organization/Event	Date	Estimated attendance
192	x		Woodstock Neighborhood Association - special meeting	12/9/2015	25
193	x	x	St Johns Land Use	12/10/2015	7
194	x		Sunnyside Neighborhood Association	12/10/2015	15
195	x	x	South Portland LU Committee	12/15/2015	8
196	x	x	SWNI Land Use Committee	12/15/2015	10
197	x		Linnton Neighborhood Association	1/6/2016	35
198	x		Institutions	1/14/2016	10
199	x		St Johns Land Use	1/14/2016	7
200	x	x	SWNI Land Use Committee	1/19/2016	10
201	x		Civic Engagement Liaisons	1/20/2016	10
202	x		North Portland Land Use Group	1/28/2016	10
203	x		Public Involvement Advisory Council subcommittee	2/2/2016	6
204	x	x	East Portland Land Use and Transportation Committee	2/10/2016	10
205	x		Neighborhood Coalition Directors and Chairs	2/11/2016	20
206	x	x	Southeast Uplift Land Use and Transportation Committee	2/15/2016	15
207	x		Diversity and Civic Leadership Partners	2/16/2016	9
208	x		East Portland Action Plan Civic Engagement Subcommittee	2/16/2016	8
209	x	x	SWNI Land Use Committee	2/16/2016	10
210	x		Central Northeast Neighbors (CNN), Land Use Transportation	2/17/2016	20
211	x	x	Eastmoreland NA Board Meeting	2/18/2016	25
212	x	x	Citywide Land Use	2/22/2016	10
213	x		Creston-Kenilworth Neighborhood Association	2/22/2016	40
214	x		Northeast Coalition of Neighborhoods, Land Use and Transportation Committee	2/24/2016	8
215	x	x	North Portland Land Use Group	2/25/2016	10
216	x		Public Involvement Advisory Council subcommittee	3/1/2016	8
217	x	x	SWNI - LU Committee	3/1/2016	
218	x		SMILE Land Use Committee and General Meeting	3/2/2016	30
219	x	x	Historic Parkrose Neighborhood Prosperity Initiative	3/8/2016	14
220	x	x	Historic Parkrose NPI	3/8/2016	14
221	x	x	Bridlemile Neighborhood Association	3/9/2016	14
222	x	x	East Portland Land Use Committee	3/9/2016	8
224	x		Kenton Neighborhood Association	3/9/2016	30
225	x	x	Gateway Area Business Association	3/10/2016	8
226	x		Sunnyside Neighborhood Association	3/10/2016	20
228	x		North Tabor Neighborhood Association	3/15/2016	10
229	x		Portsmouth Neighborhood Association	3/15/2016	35

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Appendix B: Outreach Log

No.	Task 5	Task 4	Organization/Event	Date	Estimated attendance
230	x		Public Involvement Advisory Council subcommittee	3/15/2016	6
231	x	x	SWNI - Land Use Committee	3/15/2016	10
232	x		Drop-in hours at Kennedy School	3/16/2016	40
233	x		Mt. Tabor Neighborhood Association	3/16/2016	20
234	x		Development Review Advisory Committee(DRAC)	3/17/2016	20
235	x	x	SE Uplift Land Use and Transportation Committee	3/21/2016	15
236	x		Drop-in hours at SE Uplift	3/28/2016	40
237	x		Richmond Land Use Committee	3/28/2016	35
238	x		Drop-in hours at NW Library	3/29/2016	7
240	x	x	Drop-in hours at St. Johns Community Center	3/29/2016	5
241	x		Drop-in hours at Midland Library	3/30/2016	25
242	x		Drop-in hours at SW Fire Station 18	3/30/2016	12
243	x		North Portland Land Use Group	3/30/2016	9
244	x	x	South Tabor Visioning and Community Forum	4/1/2016	20
245	x	x	Eastmoreland Land Use Committee	4/4/2016	5
247	x	x	Homestead Neighborhood Association	4/5/2016	12
248	x	x	Maplewood Neighborhood Association	4/5/2016	20
249	x	x	Public Involvement Advisory Council subcommittee	4/5/2016	5
250	x		Drop-in hours at Midland Library	4/6/2016	1
251	x		Hosford-Abernathy Neighborhood District (HAND) Association - special meeting	4/6/2016	10
252	x		Drop-in hours at Hollywood Library	4/8/2016	0
253	x		Drop-in Hours at 1900 bldg, 2500B	4/12/2016	15
254	x	x	Laura deGrace- St Johns	4/12/2016	1
255	x		MUZ Drop-in Hours at 1900 bldg	4/12/2016	20
256	x		Hayden Island Neighborhood Network (HiNoon)	4/14/2016	25
257	x	x	Public Involvement Advisory Council subcommittee	4/19/2016	4
258	x	x	SWNI Land Use Committee	4/19/2016	11
259	x	x	Buckman Community Association Land Use Committee	4/21/2016	15
260	x		Drop-in Hours at NECN office	4/21/2016	
261	x		MUZ Drop-in Hours at NECN office	4/21/2016	15
262	x	x	Citywide Land Use	4/25/2016	6
263	x	x	Spanish-Language Drop-in Hours at Gregory Heights Library	4/25/2016	8
265	x		MUZ Drop-in Hours at Midland Library	4/26/2016	16

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Advisory Committee Meetings

No.	Project	Topic(s)	Date
1	CIZUP	Equity impact, existing conditions, alternative approaches	February 13, 2014
2	CIZUP	Review criteria, Alternative regulatory processes	April 10, 2014
3	CIZUP	Permitted, limited and conditional uses; Development standards	June 12, 2014
4	MUZ	Review Portland zoning code issues, development/design analysis update	July 16, 2014
5	CIZUP	Design issues	August 14, 2014
6	MUZ	Roundtable summary; national zoning best practices information sharing	August 20, 2014
7	CIZUP	Transportation/parking issues	September 11, 2014
8	MUZ	Discuss: draft principles, issues and zoning framework approach; public workshop planning; design issues	September 17, 2014
9	CIZUP	Transportation, process review	October 9, 2014
10	MUZ	Review modifications to Code Concepts paper and overview of key findings in Assessment Report; provide feedback on public workshops and input on materials	October 15, 2014
11	CIZUP	Allowable land uses, development standards	November 14, 2014
12	MUZ	Discuss preliminary zoning concept and next steps for modeling and testing	November 19, 2014
13	MUZ	Share information on form and economic modeling; design issues; gather PAC feedback	December 17, 2014
14	CIZUP	Draft concept report, Public process check	January 15, 2015
15	MUZ	Continue PAC review of prototypes, economic models, and design features	January 21, 2015
16	MUZ	Discuss Revised Zoning Concept – updated parameters	February 18, 2015
17	CIZUP	Public concept report, transportation issues, opportunities for review/comment	March 12, 2015
18	MUZ	Review and Discuss Key Outstanding Elements of Revised Zoning Concept	March 18, 2015
19	MUZ	Review Code Concept Report and feedback; next steps for the PAC	May 20, 2015
20	MUZ	Coding Update and Map Preview	September 16, 2015
21	MUZ	Gather PAC feedback and answer questions on Discussion Draft	October 21, 2015
22	MUZ	Share feedback on Discussion Draft and info on significant changes	December 16, 2015
23	MUZ	Share information and receive feedback on schedule changes, findings of the bonus analysis, and additional code and map changes being considered by staff	January 20, 2016
24	MUZ	Share information about Proposed Draft zoning code and zoning map amendments	March 9, 2016

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PSC and CIC Meetings

Date	Task 5 Agenda Item	Task 5 Project(s)
June 24, 2015	**CIC**--Review Task 5 public engagement	All
August 11, 2015	**PSC**--Task 5 Introduction — briefing	All
August 11, 2015	**PSC**--Zoning Code 101 — briefing	All
September 8, 2015	**PSC**--Urban Services Boundary — briefing	IGAs
August 26, 2015	**CIC**--Review Task 5 Outreach Plan, Review Community Involvement Plan	All, CIP
October 13, 2015	**PSC**--Task 5: Employment Zoning Project — briefing	Employment
October 27, 2015	**PSC**--Task 5: Employment Zoning Project — hearing	Employment
October 28, 2015	**CIC**--Review and provide feedback on Task 5 outreach activities	All
November 10, 2015	**PSC**--Task 5: Employment Zoning Project — work session / recommendation	Employment
November 17, 2015	**PSC**--Task 5: Campus Institutions Zoning Project — briefing	Campus Institutions
December 8, 2015	**PSC**--Task 5: Employment Zoning Project — work session	Employment
December 15, 2015	**PSC**--Task 5: Campus Institutions Zoning Project — hearing	Campus Institutions
January 26, 2016	**PSC**--Task 5: Campus Institutions Zoning Update Project — work session / recommendation	Campus Institutions
February 9, 2016	**PSC**--Transportation System Plan — briefing	Transportation System Plan
February 23, 2016	**PSC**--Task 5: Residential and Open Space Zoning Map — briefing	Residential/Open Space
February 23, 2016	**CIC**--Review Task 5 outreach lessons learned, prepare to review CIP, Discuss Neighborhood Coalition Chairs and Directors feedback	All, CIP
March 8, 2016	**PSC**--Task 5: Transportation System Plan — hearing	Transportation System Plan
March 22, 2016	**PSC**--Task 5: Transportation System Plan — hearing	Transportation System Plan
March 22, 2016	**PSC**--Task 5: Mixed Use Zones project — briefing	Mixed Use
April 12, 2016	**PSC**--Task 5: Transportation System Plan — work session/recommendation	Transportation System Plan
April 12, 2016	**PSC**--Task 5: Residential & Open Space Zoning Map — hearing	Residential/Open Space
April 20, 2016	**CIC**--Recognize end of CIC process, Community Involvement Program, Review Task 5 memo	All, CIP
April 26, 2016	**PSC**--Task 5: Residential & Open Space Zoning Map — work session	Residential/Open Space

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Mixed Use Zones Project

EARLY IMPLEMENTATION OF THE 2035 COMPREHENSIVE PLAN

PROPOSED DRAFT - MARCH 2016



















Planning and Sustainability Commission
Public Hearings May 10 and May 17, 2016

DD → PD → REC → A

Discussion Draft → Proposed Draft → Recommended Draft → Adopted Plan

March 2016
www.portlandoregon.gov/bps/mixeduse

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

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Mixed Use Zones Project

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

How can I provide feedback to decision-makers?

You may testify about proposed changes to the Planning and Sustainability Commission (PSC) in the following ways:

1. **Testify in person at the PSC public hearing.**
   You may speak for 2 minutes to the Commission, and your testimony will be in the public record.

   PSC Mixed Use Zones Project Public Hearings
   Tuesday, May 10, 2016; 1900 SW 4th Avenue, Room 2500, Portland, OR
   Tuesday, May 17, 2016; an additional hearing date is scheduled for May 17, time and location to be posted at a later date.

   To confirm the time and dates of the public hearings, check the PSC calendar at www.portlandoregon.gov/bps/35452

2. **Testify in writing between now and May 10, 2016.**
   Please provide your full name and mailing address.
   - Email: *psc@portlandoregon.gov* with subject line "PSC Mixed Use Zones Testimony"
   - U.S. Mail: Portland Planning and Sustainability Commission, Mixed Use Zones Testimony, 1900 SW 4th Ave., Suite 7100, Portland OR 97201
   - Map App: *www.portlandmaps.com/bps/mapapp*, click on the "comments" form and provide your testimony

For information about the Mixed Use Zones Project please visit the web.

A copy of this report and additional project background information can be found at:

www.portlandoregon.gov/bps/muzwelcome

www.portlandoregon.gov/bps/mixeduse

For questions or additional information, contact:

BPS Help Line: 503-823-0195; E-mail: pdxcompplan@portlandoregon.gov

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Nick Fish, *Commissioner*
Amanda Fritz, *Commissioner*
Steve Novick, *Commissioner*
Dan Saltzman, *Commissioner*

Portland Planning and Sustainability Commission
Katherine Schultz (Chair); André Baugh (Vice Chair); Chris Smith (Vice Chair); Jeff Bachrach, Mike Houck; Katie Larsell; Gary Oxman; Michelle Rudd; Eli Spevak; Teresa St. Martin; Margaret Tallmadge

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Appendix B: Preliminary List of Subsequent Amendments
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Appendix D: Mixed Use Zones Project – Code Concepts Report (under separate cover)
Appendix E: EcoNW Density Bonus Evaluation (forthcoming - under separate cover)

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Section I: Introduction

Project Summary

The Mixed Use Zones Project (MUZ) is an initiative to develop new mixed use zoning designations to implement Portland's new Comprehensive Plan. Portland's new Comprehensive Plan calls for managing growth and creating healthy, vibrant neighborhoods in part by focusing new housing, shops, and services into a network of centers and corridors located throughout Portland. These areas will serve as the anchors of neighborhoods and accommodate new residents. They will continue to evolve as places that meet the daily needs of nearby residents and are well served by shops, services, transit and other public services.

The Mixed Use Zones Project revises Portland's zoning codes applied in centers and corridors outside of the Central City. The current array of zones applied in these areas (CN1, CN2, CO1, CO2, CM, CS, CG, CX, EX) was created over 20 years ago when auto-oriented and low intensity commercial uses were common. The project addresses issues that arise with new more intensive mixed use buildings, such as massing and design, transitions and step-downs, and ground floor uses. It also addresses other opportunities to realize Comprehensive Plan goals and policies through regulations and incentives in the development process. Specific issues the new zones address through incentives include affordability of housing and commercial space. In addition to developing new zoning codes, the project also proposes a new zoning map using the new zoning designations. These map designations, which can be found in Section VII and on the Portland Map App (https://www.portlandmaps.com/bps/mapapp), specify which zones apply to specific properties.



As Portland grows, development in the commercial /mixed use zones will meet an increasing share of the city's housing and employment needs.

A description of the proposed zones is included in this report (Section I) along with a summary of the concept proposal with information on new development and design tools (Section IV), an overview of implementation tools (Section V), proposed amendments to the Zoning Code (Section VI), and proposed amendments to the Zoning Map (Section VII). Details of the Comprehensive Plan policies that form the basis for zoning directions can be found in Sections II of this report, and the Public Involvement process is described in Section III.

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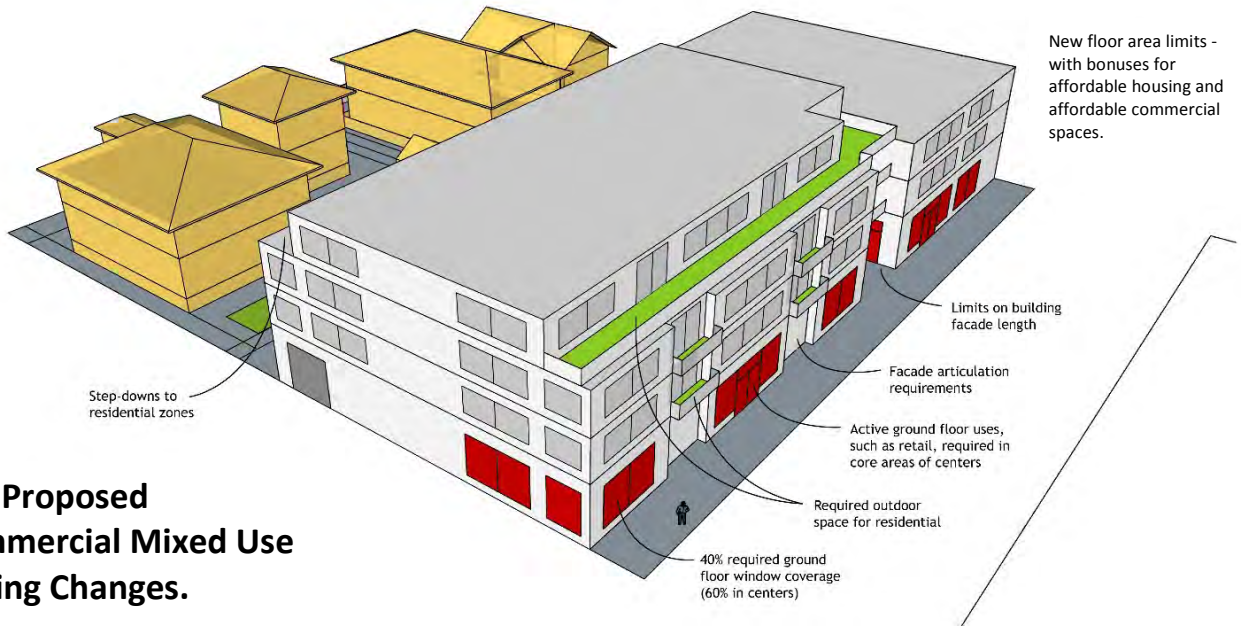
Below is a summary of fundamental changes to the Commercial Mixed Use zones:

- Creates new zones with varying scales: CM1, small-scale, 3 stories, 35’; CM2 and CE, medium-scale, 4-5 stories, 45’-55’; and CM3, large-scale, 6-7 stories, 65’-75’;
- Manages bulk of development by setting new Floor Area Ratios (FAR) for each of the zones;
- Provides incentives for public benefits through bonuses that earn additional floor area;
- Reduces building mass by articulating large façades and limiting building length;
- Enhances street-level environment by increasing ground-floor window requirements;
- Requires outdoor area for new residential units;
- Improves transition to neighboring residential areas through a height “step down”;
- Sets building coverage and landscaping standards by place types (“pattern areas”);
- Provides flexible street setbacks to allow for gathering spaces;
- Addresses commercial-residential conflicts through landscaping and setbacks;
- Ensures active ground floor uses such as retail in the core commercial areas of centers;
- Allows added height and development flexibility on large sites via a planned development review; and
- Requires neighborhood notification of most new development.

The diagram below depicts many of the features of the new zones.



Key Proposed Commercial Mixed Use Zoning Changes.

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Overall, the Mixed Use Zones Project proposal includes the following major elements:

- New Commercial/Mixed Use zones to replace existing Commercial zones (33.130);
- Rewrite of the Commercial chapter of zoning code (33.130);
- Creation of a new Zoning Map with new base zones;
- Expansion of Design Overlay Zone (33.420);
- Application of new Centers Main Street Overlay Zone (33.415); and
- New requirements for Transportation Demand Management for residential projects.

Why is this important?

Portland is expected to grow significantly over the next 20 years – in both new households and new jobs. The development produced by this growth, if located and designed correctly, will support and enhance the qualities that help make Portland an attractive place. As Portland's population grows, its households will also change. In the next two decades the size of households is expected to decrease, and more Portlanders will live alone, and live longer. Accommodating this need, roughly 80% of new housing built over the next 20 years is expected to be multifamily development, much of it in centers and corridors within the mixed use zones.

What is in the report?

This report contains:

- A summary of the proposed zoning framework and evolution of the proposal from Assessment to the Proposed Draft (Section I).
- A summary of the Proposed Comprehensive Plan goals and policies and other policy documents that prompted the Mixed Use Zones Project work program (Section II).
- A review of key public involvement components of the Mixed Use Zones Project and related policy efforts (Section III).
- A general description of the Mixed Use Zones Concept and Proposal (Section IV).
- An overview of implementation tools, including Zoning Code and Zoning Map Amendments; information on the approach to the proposed bonuses; additional information on transportation changes and programs; zoning code issues for subsequent amendments; and potential changes to other city Titles (Section V).
- Proposed Zoning Code (Title 33) amendments with accompanying commentary that helps explain the proposed text (Section VI).
- Proposed Zoning Maps that identify the proposed application of the new zones (Section VII).

A description of the proposed Commercial Mixed Use zones follows. An overview of development standards is in Section IV and implementing amendments to the zoning code are in Section V.

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A New Commercial Mixed-Use Zoning Framework

The project creates a new framework that reduces the number of zones that will be applied to centers and corridors outside Portland's Central City. It creates four new zones: three new Commercial/Mixed Use zones (CM1, CM2, CM3) that vary by the scale of development allowed and one medium-scale Commercial Employment (CE) zone with a commercial and employment emphasis that is typically applied outside designated centers. The existing Central Commercial (CX) zone is retained for application in the Central City and the Gateway Regional Center. The zoning code for the new zones includes new development and design standards. These zones will replace the existing zones applied outside of Portland's Central City. The new zones are applied based on a methodology that began with conversion to the most similar new zone, with subsequent refinement. This approach is described in Section VII.

The new zones update development and design standards in a variety of ways to meet the goals of the Comprehensive Plan, respond to different development and locational contexts, and address the needs and desires of a variety of community stakeholders. The new standards include approaches that incentivize development that provides public benefits and address other aspects of design in context. Details about the new development standards are included in Section IV.

The proposed zones are described on the following pages along with massing models of the zones and photos of existing development that is of the type and scale that could be developed in the respective zones.

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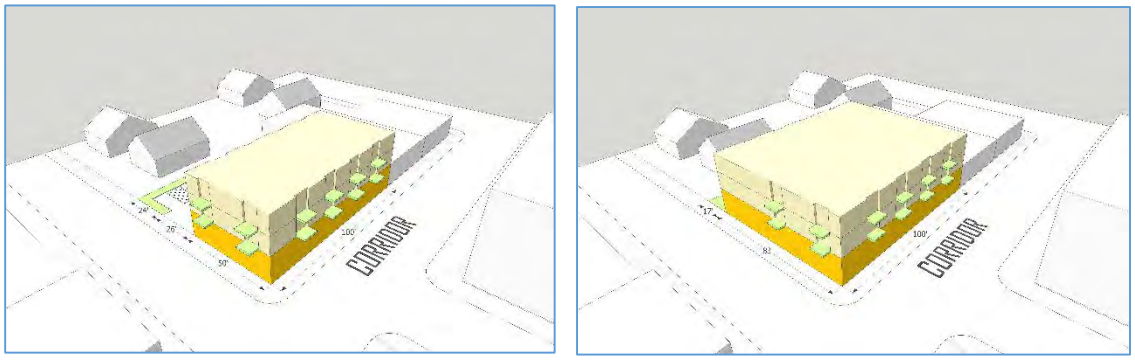
Commercial Mixed-Use 1 (CM1) This small-scale commercial mixed use zone is intended for sites in smaller mixed use nodes within lower density residential areas, as well as on neighborhood corridors, and at the edges of neighborhood centers, town centers and regional centers. The zone is also appropriate for key areas within neighborhood centers that have low-rise storefront character and where this scale is intended to be maintained. This zone allows a mix of commercial and residential uses. Buildings in this zone are generally expected to be up to three stories. Development is intended to be pedestrian-oriented and generally compatible with the scale of surrounding residentially zoned areas.



The diagrams above show an example of the massing of development allowances in the CM1 zone. The left diagram shows the maximum base development allowance; the right diagram shows the maximum allowance with bonus.

Below are examples of the type and scale of development that could be allowed in the CM1 zone.



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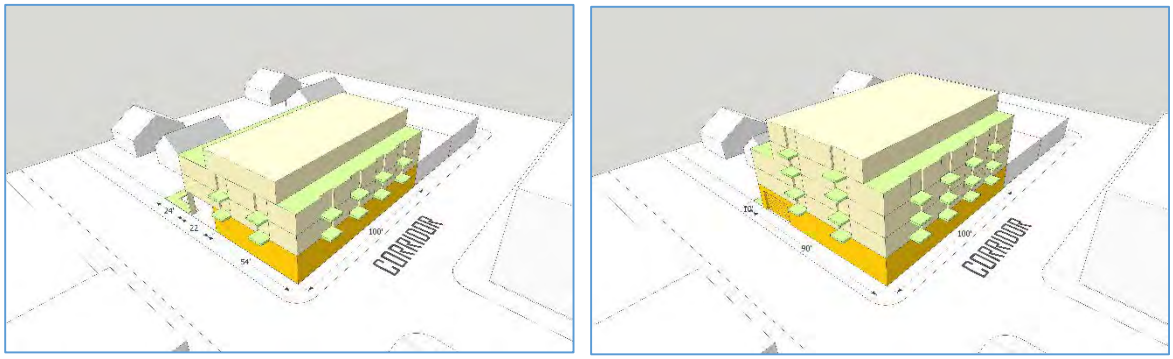
Commercial Mixed-Use 2 (CM2) This medium-scale commercial mixed use zone is intended for sites in a variety of centers and corridors, and in smaller mixed use areas that are well served by frequent transit or within a larger area zoned for multi-dwelling development. The zone allows a mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zones are generally expected to be up to four stories, unless height and floor area bonuses are used to provide additional public benefits. Development is intended to be pedestrian-oriented and complement the scale of surrounding residentially zoned areas.



The diagrams above show an example of the massing of development allowances in the CM2 zone. The left diagram shows the maximum base development allowance; the right diagram shows the maximum allowance with bonus.

Below are examples of the type and scale of development that could be allowed in the CM2 zone.



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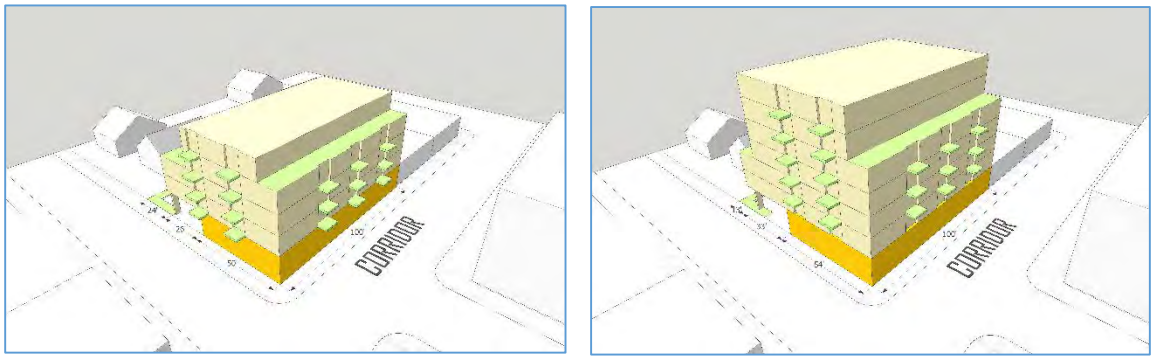
Commercial Mixed-Use 3 (CM3) This large-scale commercial mixed use zone is intended for sites close to the Central City, in high-capacity transit station areas, town centers, and on Civic Corridors. The zone allows a wide mix of commercial and residential uses, as well as other employment uses that have limited off-site impacts. Buildings in this zone are generally expected to be up to six stories, unless height and floor area bonuses are used to provide additional public benefits or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, but buildings may be larger than those allowed in lower intensity mixed use and residential zones. Design review is required in this zone.



The diagrams above show an example of the massing of development allowances in the CM3 zone. The left diagram shows the maximum base development allowance; the right diagram shows the maximum allowance with bonus.

Below are examples of the type and scale of development that could be allowed in the CM3 zone.



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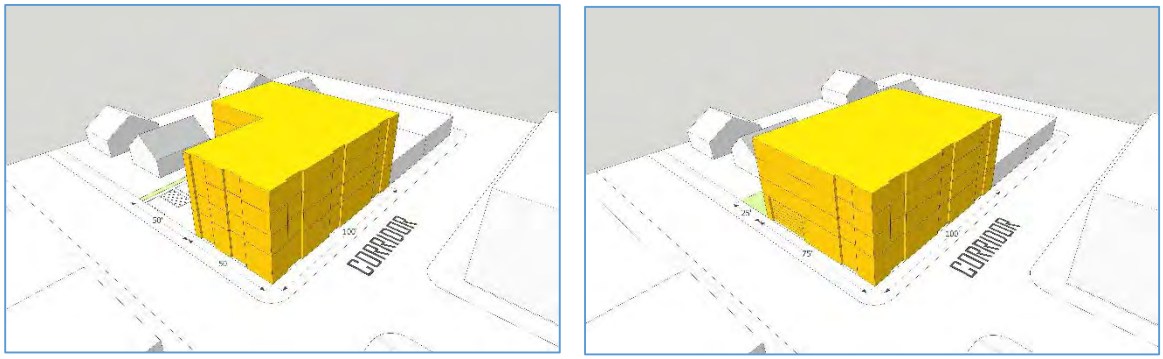
Commercial Employment (CE) This medium-scale commercial employment zone is intended for sites along corridors in areas between designated centers, especially along Civic Corridors that are also Major Truck Streets or Priority Truck Streets. The zone is generally not expected to be applied in major centers. The zone allows a mix of commercial uses, some light manufacturing and distribution/employment uses that have few off-site impacts, and housing. This zone will allow drive-through developments and quick vehicle servicing uses. Buildings in this zone are generally expected to be up to four stories, and bonuses are more limited than in other zones. Development is intended to be pedestrian-oriented, as well as auto accommodating, and complement the scale of surrounding areas.



The diagram above shows an example of the massing of development allowances in the CE zone. The left diagram shows the maximum base development allowance; the right diagram shows the maximum allowance with bonus.

Below are examples of the type and scale of development that could be allowed in the CE zone.



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Steps to Publication of the Proposed Draft

The Mixed Use Zones Project builds on the goals and policies of the Comprehensive Plan update. A Project Advisory Committee (PAC) was recruited in early 2014 and began monthly meetings. Seven community walks were conducted in spring 2014 to build on Comprehensive Plan outreach and further identify community aspirations, issues and concerns around mixed use development. In addition, in summer 2014 roundtable discussions were held with developers, architects/designers, affordable housing providers/advocates and the small business community to gain their perspectives on development issues. The mixed use zones concept builds on this feedback.

A *Mixed Use Zones Project Assessment Report* was published in fall 2014. This background report includes information and data on Portland policy directives, zoning approaches, and development issues. It is augmented by the *Case Studies in Zoning for Mixed Use Development: Best Practices from Peer Cities* report by Dyett and Bhatia, which assesses national best practices for zoning. These reports culminated in a set of recommendations to consolidate Portland's current array of nine commercial and employment mixed use zones in to fewer zones. They also identified new development design directions and standards to explore.

A *Preliminary Zoning Concept* was developed and released in November 2014. The preliminary concept outlined a new zoning framework for commercial/mixed use zones, and several development design standards and approaches to policy objectives to test and model. Since then, building form prototype models were developed based on the preliminary concept, to better understand the urban form, economic, and development implications of the preliminary standards. Visual and economic models of "base" regulations and "performance bonuses" were developed. For this modeling, prototypes using bonus area were assumed to include a percentage of "affordable" residential units to meet the bonus. The results of that architectural and economic testing and modeling are included in the *Mixed Use Building form Prototypes and Financial Analysis* report by project consultants Dyett & Bhatia (included in *Code Concepts Report - Appendix*).

The results of the initial modeling were reviewed with the Project Advisory Committee, Technical Advisory Group, and city staff. Information was also shared with the public. Feedback about the physical form of the prototype models and the cost implications of the development standards led to further staff revision to features such as step backs, step downs, setbacks, lot coverage, and façade articulation. Floor area ratio recommendations were also refined in response to Advisory Committee comments and economic analysis.

A *Mixed Use Zones Project Code Concepts Report* was published in May 2015. The Code Concepts Report builds on the *Preliminary Zoning Concept* and added detailed information about conceptual development and design standards, a structure of performance bonuses, and other information about the proposed approach to applying the new zones. The Code Concepts report is the basis for zoning code provisions designed to implement the concepts.

A *Discussion Draft* was released for public feedback in September 2015. The *Discussion Draft* was the first public draft of new zoning code regulations and a Zoning Map designed to implement the zoning structure, development allowances, design features and standards and other components of the Mixed Use Zones Project outlined in the concept report. The code was developed by staff from the city of Portland Bureau of Planning and Sustainability in consultation with other bureau stakeholders and was informed by previous Mixed Use zones project feedback, assessments and

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research. Public and stakeholder comments received on the *Discussion Draft* informed staff in the development of a *Proposed Draft*. A summary of the major changes to this *Proposed Draft* from the *Discussion Draft* is in Section IV.

This *Proposed Draft* will be presented to the Portland Planning and Sustainability Commission (PSC) in May 2016. Public testimony on the *Proposed Draft* will be considered by the Planning and Sustainability Commission. The Commission's final recommendations will be incorporated into a *Recommended Draft* that is scheduled to be considered by Portland City Council in late 2016.

Planning and Sustainability Commission Review, Public Testimony, and Next Steps

The Portland Planning and Sustainability Commission (PSC) will review the *Proposed Draft*, consider public testimony from public hearings and written testimony, and develop a *Recommended Draft* that will be presented to City Council for their review and adoption.

City Council is tentatively scheduled to hold additional public hearings and take formal public testimony on the *Recommended Draft* in late 2016.

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Section II: Relationship to the Comprehensive Plan

The Mixed Use Zones Project is one of eight early implementation projects as part of the City's Comprehensive Plan Update. It implements proposed Comprehensive Plan Guiding Principles and Policies to help provide adequate growth capacity in Portland's centers and corridors for about one-half of the approximately 123,000 new households and 142,000 new jobs which are projected by 2035.

Comprehensive Plan Guiding Principals

The Mixed Use Zones Project helps implement the following guiding principles of the City of Portland Comprehensive Plan.

Economic Prosperity. Support a low-carbon economy and foster employment growth, competitiveness, and equitably-distributed household prosperity.

Human Health. Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

Environmental Health. Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water, and land.

Equity. Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address, and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

Resilience. Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

The Mixed Use Zones Project supports these guiding principles in the following ways:

E**conomic Prosperity** - by accommodating the projected job growth in retail and service sectors and providing locations for neighborhood business opportunities.

Human and Environmental health – by creating zones that are intended to increase access to services for residents, provide for on-site open areas for residents, and include provisions for landscaped areas or other green/vegetated elements.

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Equity – by designing incentives for provision of affordable housing and commercial spaces, and creating regulations for development that recognize the differences among the different geographies of the city.

Resilience – by providing additional opportunities for compact development at the neighborhood level, and by providing incentives for "green" features that reduce energy consumption in buildings, manage stormwater, create on-site green space, and help to address urban heat island effects and other climate challenges.

Goals and Policies

The proposed Comprehensive Plan Update includes goals and policy language designed to support and further the guiding principles. The Mixed Use Zones Project is primarily aimed at supporting the Urban Form policies of Chapter 3, which call for creating a city that better serves Portlanders by focusing growth, investment and development in centers and corridors throughout the city. The Mixed Use Zones Project also supports other goals and policies that are closely linked with development in centers and corridors. These span the breadth of the Comprehensive Plan, but most clearly relate to goals and policies of the following chapters of the Comprehensive Plan: Chapter 4, Design and Development; Chapter 5, Housing; Chapter 6, Economic Development.

Key Comprehensive Plan Goal and Policies supported by the MUZ project are listed below.

Urban Form

GOAL 3.A: A city designed for people
Portland's built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

GOAL 3.B: A climate and hazard resilient urban form
Portland's compact urban form, sustainable building development practices, green infrastructure, and active transportation system reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change.

GOAL 3.C: Focused growth
Household and employment growth is focused in the Central City and other centers, corridors, and transit station areas, creating compact urban development in areas with a high level of service and amenities, while allowing the relative stability of lower-density single-family residential areas.

GOAL 3.D: A system of centers and corridors
Portland's interconnected system of centers and corridors provides diverse housing options and employment opportunities, robust multimodal transportation connections, access to local services and amenities, and supports low-carbon complete, healthy, and equitable communities.

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GOAL 3.E: Connected public realm and open spaces
A network of parks, streets, City Greenways, and other public spaces supports community interaction; connects neighborhoods, districts, and destinations; and improves air, water, land quality, and environmental health.

GOAL 3.F: Employment districts
Portland supports job growth in a variety of employment districts to maintain a diverse economy.

Policy 3.1 ***Urban Design Framework.*** *Use the Urban Design Framework (UDF) as a guide to create inclusive and enduring places, while providing flexibility for implementation at the local scale to meet the needs of local communities.*

Policy 3.2 ***Growth and stability.*** *Direct the majority of growth and change to centers, corridors, and transit station areas, allowing the continuation of the scale and characteristics of Portland's residential neighborhoods.*

Policy 3.3 ***Equitable development.*** *Guide development, growth, and public facility investment to reduce disparities, ensure equitable access to opportunities, and produce positive outcomes for all Portlanders.*

3.3.a. *Anticipate, avoid, reduce, and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, under-served and under-represented communities, and other vulnerable populations.*

3.3.b. *Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.*

3.3.c. *Encourage use of community benefit agreements to ensure equitable outcomes from development projects that benefit from public facility investments, increased development allowances, or public financial assistance. Consider community benefit agreements as a tool to mitigate displacement and housing affordability impacts.*

3.3.d. *Consider use of exactions imposed on development and other tools to capture value created by plans and investments, as a means to reduce or mitigate displacement and housing affordability impacts.*

Policy 3.4 ***All ages and abilities.*** *Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages and abilities.*

Policy 3.5 ***Energy and resource efficiency.*** *Support energy-efficient, resource-efficient, and sustainable development and transportation patterns through land use and transportation planning.*

Policy 3.6 ***Land efficiency****. Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land while protecting environmental quality.*

Policy 3.7 ***Integrate nature.*** *Integrate nature and use green infrastructure throughout Portland.*

Policy 3.8 ***Leadership and innovation in design.*** *Encourage high-performance design and*

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development that demonstrates Portland's leadership in the design of the built environment, commitment to a more equitable city, and ability to experiment and generate innovative design solutions.

Policy 3.13 ***Role of centers.*** *Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.*

Policy 3.14 ***Variety of centers.*** *Plan for a range of centers across the city to enhance local, equitable access to services, and expand housing opportunities.*

Policy 3.15 ***Housing in centers.*** *Provide housing capacity for enough population to support a broad range of commercial services, focusing higher-density housing within a half-mile of the center core.*

Policy 3.19 ***Accessibility.*** *Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities.*

Policy 3.32 ***Role of Town Centers.*** *Enhance Town Centers as successful places that serve the needs of surrounding neighborhoods as well as a wider area, and contain higher concentrations of employment, institutions, commercial and community services, and a wide range of housing options.*

Policy 3.33 ***Housing.*** *Provide for a wide range of housing types in Town Centers, which are intended to generally be larger in scale than the surrounding residential areas. There should be sufficient zoning within a half-mile walking distance of a Town Center to accommodate 7,000 households.*

Policy 3.36 ***Role of Neighborhood Centers.*** *Enhance Neighborhood Centers as successful places that serve the needs of surrounding neighborhoods. In Neighborhood Centers, provide for higher concentrations of development, employment, commercial and community services, and a wider range of housing options than the surrounding neighborhoods.*

Policy 3.37 ***Housing.*** *Provide for a wide range of housing types in Neighborhood Centers, which are intended to generally be larger in scale than the surrounding residential areas, but smaller than Town Centers. There should be sufficient zoning within a half-mile walking distance of a Neighborhood Center to accommodate 3,500 households.*

Policy 3.40 ***Growth.*** *Expand the range of housing and employment opportunities in the Inner Ring Districts. Emphasize growth that replaces gaps in the historic urban fabric, such as redevelopment of surface parking lots and 20th century auto-oriented development.*

Policy 3.41 ***Corridors.*** *Guide growth in corridors to transition to mid-rise scale close to the Central City, especially along Civic Corridors.*

Policy 3.42 ***Distinct identities.*** *Maintain and enhance the distinct identities of the Inner Ring Districts and their corridors. Use historic preservation and design review tools to accommodate growth in ways that preserve historic resources and enhance the distinctive characteristics of the Inner Ring Districts, especially in areas experiencing significant development.*

Policy 3.53 ***Neighborhood Corridors.*** *Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing, while providing transportation connections that link neighborhoods.*

Policy 3.54 ***Transit-oriented development.*** *Encourage transit-oriented development and transit-supportive concentrations of housing and jobs, and multimodal connections at and adjacent to high-capacity transit stations.*

Policy 3.57 ***Center stations.*** *Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.*

Policy 3.59 ***Transit neighborhood stations.*** *Encourage concentrations of mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations serve mixed-use areas that are not in major centers.*

Policy 3.89 ***Inner Neighborhoods main streets.*** *Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.*

Policy 3.97 ***Eastern Neighborhoods corridor landscaping.*** *Encourage landscaped building setbacks along residential corridors on major streets.*

Policy 3.99 ***Western Neighborhoods village character.*** *Enhance the village character of the Western Neighborhoods' small commercial districts and increase opportunities for more people to live within walking distance of these neighborhood anchors.*

Design and Development

Goal 4.A: Context-sensitive design and development
New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

Goal 4.B: Historic and cultural resources
Historic and cultural resources are integral parts of an urban environment that continue to evolve and are preserved.

Goal 4.C: Human and environmental health
Neighborhoods and development are efficiently designed and built to enhance human and environmental health: they protect safety and livability; support local access to healthy food; limit negative impacts on water, hydrology, and air quality; reduce carbon emissions; encourage active and sustainable design; protect wildlife; address urban heat islands; and integrate nature and the built environment.

Goal 4.D: Urban resilience
Buildings, streets, and open spaces are designed to ensure long-term resilience and to adjust to changing demographics, climate, and economy, and withstand and recover from natural disasters.

Policy 4.1 ***Pattern areas.*** *Encourage building and site designs that respect the unique built natural, historic, and cultural characteristics of Portland's five pattern areas described in Chapter 3: Urban Form.*

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Policy 4.3 ***Site and context.*** *Encourage development that responds to and enhances the positive qualities of site and context — the neighborhood, the block, the public realm, and natural features.*

Policy 4.4 ***Natural features and green infrastructure.*** *Integrate natural and green infrastructure such as trees, green spaces, ecoroofs, gardens, green walls, and vegetated stormwater management systems, into the urban environment. Encourage stormwater facilities that are designed to be a functional and attractive element of public spaces, especially in centers and corridors.*

Policy 4.5 ***Pedestrian-oriented design.*** *Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.*

Policy 4.6 ***Street orientation.*** *Promote building and site designs that enhance the pedestrian experience with windows, entrances, pathways, and other features that provide connections to the street environment.*

Policy 4.7 ***Development and public spaces.*** *Guide development to help create high-quality public places and street environments while considering the role of adjacent development in framing, shaping, and activating the public space of streets and urban parks.*

Policy 4.10 ***Design for active living.*** *Encourage development and building and site design that promotes a healthy level of physical activity in daily life.*

Policy 4.11 ***Access to light and air.*** *Provide for public access to light and air by managing and shaping the height and mass of buildings while accommodating urban-scale development.*

Policy 4.12 ***Privacy and solar access.*** *Encourage building and site designs that consider privacy and solar access for residents and neighbors while accommodating urban-scale development.*

Policy 4.13 ***Crime-preventive design.*** *Encourage building, site, and public infrastructure design approaches that help prevent crime.*

Policy 4.20 ***Walkable scale.*** *Focus services and higher-density housing in the core of centers to support a critical mass of demand for commercial services and more walkable access for customers.*

Policy 4.21 ***Street environment.*** *Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather.*

Policy 4.22 ***Relationship between building height and street size.*** *Encourage development in centers and corridors that is responsive to street space width, thus allowing taller buildings on wider streets.*

Policy 4.24 ***Residential uses on busy streets.*** *Improve the livability of places and streets with high motor vehicle volumes. Encourage landscaped front setbacks, street trees, and other design approaches to buffer residents from street traffic.*

Policy 4.25 ***Active gathering places.*** *Locate public squares, plazas, and other gathering places in centers and corridors to provide places for community activity and social*

connections. Encourage location of businesses, services, and arts adjacent to these spaces that relate to and promote the use of the space.

Policy 4.27 ***Historic buildings in centers and corridors.*** *Protect and encourage the restoration and improvement of historic resources in centers and corridors.*

Policy 4.28 ***Public art.*** *Encourage new development and public places to include design elements and public art that contribute to the distinct identities of centers and corridors, and that highlight the history and diverse cultures of neighborhoods.*

Policy 4.29 ***Scale transitions.*** *Create transitions in building scale in locations where higher-density and higher-intensity development is adjacent to smaller-scale single-dwelling zoning. Ensure that new high-density and large-scale infill development adjacent to single dwelling zones incorporates design elements that soften transitions in scale and limit light and privacy impacts on adjacent residents.*

Policy 4.30 ***Land use transitions.*** *Improve the interface between non-residential uses and residential uses in areas where commercial or employment uses are adjacent to residentially-zoned land.*

Policy 4.33 ***Auto-oriented facilities, uses, and exterior displays.*** *Minimize the adverse impacts of highways, auto-oriented uses, vehicle areas, drive-through areas, signage, and exterior display and storage areas on adjacent residential uses.*

Policy 4.45 ***Historic and cultural resource protection.*** *Protect and encourage the restoration of historic buildings, places, and districts that contribute to the distinctive character and history of Portland's evolving urban environment.*

Policy 4.46 ***Continuity with established patterns.*** *Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.*

Policy 4.63 ***Energy efficiency.*** *Encourage and promote energy efficiency significantly beyond the Statewide Building Code and the use of solar and other renewable resources in individual buildings and at a district scale.*

Policy 4.66 ***Energy-producing development.*** *Encourage and promote development that uses renewable resources, such as solar, wind, and water to generate power on-site and to contribute to the energy grid.*

Policy 4.77 ***Urban heat islands.*** *Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.*

Housing

Goal 5.B: Equitable access to housing

Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.

Goal 5.C: Healthy connected city
Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, and affordable multimodal transportation.

Goal 5.D: Affordable housing
Portland has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

Policy 5.1 ***Housing supply.*** *Maintain sufficient residential development capacity to accommodate Portland's projected share of regional household growth.*

Policy 5.2 ***Housing growth.*** *Strive to capture at least 25 percent of the seven-county region's residential growth.*

Policy 5.3 ***Housing potential.*** *Evaluate plans and investments for their impact on housing capacity, particularly the impact on the supply of housing units that can serve low- and moderate-income households, and identify opportunities to meet future demand.*

Policy 5.5 ***Housing in centers.*** *Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.*

Policy 5.14 ***Gentrification/displacement risk.*** *Evaluate plans and investments, significant new infrastructure, and significant new development for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households, and renters. Identify and implement strategies to mitigate the anticipated impacts.*

Policy 5.15 ***Involuntary displacement.*** *When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing and to mitigate the impacts of market pressures that cause involuntary displacement.*

Policy 5.21 ***New development in opportunity areas.*** *Locate new affordable housing in areas that have high/medium levels of opportunity in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities.*

Policy 5.22 ***Higher-density housing****. Locate higher-density housing, including units that are affordable and accessible, in and around centers to take advantage of the access to active transportation, jobs, open spaces, schools, and various services and amenities.*

Policy 5.25 ***Regulated affordable housing target.*** *Strive to produce at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket.*

Policy 5.31 ***Affordable housing in centers.*** *Encourage income diversity in and around centers by allowing a mix of housing types and tenures.*

Policy 5.34 ***Inclusionary housing.*** *Use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing.*

Policy 5.35 ***Impact of regulations on affordability****. Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.*

Economic Development

Goal 6.C: Business district vitality
Portland implements land use policy and investments to:

- *Ensure that commercial, institutional, and industrial districts support business retention and expansion.*
- *Encourage the growth of districts that support productive and creative synergies among local businesses.*
- *Provide convenient access to goods, services, and markets.*
- *Take advantage of our location and quality of life advantages as a gateway to world-class natural landscapes in Northwest Oregon, Southwest Washington, and the Columbia River Basin, and a robust interconnected system of natural landscapes within the region's Urban Growth Boundary.*

Policy 6.17 ***Regulatory climate.*** *Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:*

6.17.b. *Promote certainty for new development through appropriate allowed uses and "clear and objective" standards to permit typical development types without a discretionary review.*

6.17.c. *Allow discretionary-review as a way to facilitate flexible and innovative approaches to meet requirements.*

Policy 6.61 ***Neighborhood business districts****. Provide for the growth, economic equity, and vitality of neighborhood business districts.*

Policy 6.65 ***Neighborhood-serving business.*** *Provide for neighborhood business districts and small commercial nodes in areas between centers to expand local access to goods and services. Allow nodes of small-scale neighborhood-serving commercial uses in large planned developments and as a ground floor use in high density residential areas.*

Policy 6.67 ***Non-conforming neighborhood business uses****. Limit non-conforming uses to reduce adverse impacts on nearby residential uses while avoiding displacement of existing neighborhood businesses.*

Policy 6.68 ***Involuntary commercial displacement.*** *Evaluate plans and investments for their impact on existing businesses.*

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***6.68.a**. Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.*

***6.68.b.** Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.*

Policy 6.71 ***Centers**. Encourage concentrations of commercial services and employment opportunities in centers.*

***6.71.a.** Encourage a broad range of neighborhood commercial services in centers to help residents and others in the area meet daily needs and/or serve as neighborhood gathering places.*

***6.71.d.** Require ground-level building spaces in core areas of centers accommodate commercial or other street-activating uses and services.*

Transportation

Goal 9.B: Multiple goals
Portland's transportation system is funded and maintained to achieve multiple goals and measureable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

Policy 9.53 ***New development**. Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. Monitor and improve the performance of private-sector TDM programs.*

Policy 9.54 ***Parking management.** Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.*

Policy 9.56 ***On-street parking.** Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand.*

Policy 9.57 ***Off-street parking.** Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand.*

Policy 9.58 ***Share space and resources.** Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.*

Land Use Designations and Zoning

Goal 10.A: Land use designations and zoning
Effectively and efficiently carry out the goals and policies of the Comprehensive Plan through the land use designations, Zoning Map, and the Zoning Code

Policy 10.1 Land use designations. *Apply a land use designation to all land and water within the City's Urban Services Boundary. Apply the designation that best advances the Comprehensive Plan goals and policies. The land use designations are shown on the adopted Land Use Map and on official Zoning Maps.*

> ***13. Mixed Use — Dispersed.*** *This designation allows mixed use, multi-dwelling, or commercial development that is small in scale, has little impact, and provides services for the nearby residential areas. Development will be similar in scale to nearby residential development to promote compatibility with the surrounding area. This designation is intended for areas where urban public services are available or planned. Areas within this designation are generally small nodes rather than large areas or corridors. The corresponding zones are Commercial Mixed Use 1 (CM1) and Commercial Employment (CE).*
>
> ***14. Mixed Use — Neighborhood.*** *This designation promotes mixed-use development in neighborhood centers and along neighborhood corridors to preserve or cultivate locally serving commercial areas with a storefront character. This designation is intended for areas where urban public services, generally including complete local street networks and access to frequent transit, are available or planned, and development constraints do not exist. Areas within this designation are generally pedestrian-oriented and are predominantly built at low- to mid-rise scale, often with buildings close to and oriented towards the sidewalk. The corresponding zones are Commercial Mixed Use 1 (CM1), Commercial Mixed Use 2 (CM2), and Commercial Employment (CE).*
>
> ***15. Mixed Use — Civic Corridor.*** *This designation allows for transit-supportive densities of commercial, residential, and employment uses, including a full range of housing, retail, and service businesses with a local or regional market. This designation is intended for areas along major corridors where urban public services are available or planned including access to high-capacity transit, frequent bus service, or streetcar service. The Civic Corridor designation is applied along some of the City's busiest, widest, and most prominent streets. As the city grows, these corridors also need to become places that can succeed as attractive locations for more intense, mixed-use development. They need to become places that are attractive and safe for pedestrians while continuing to play a major role in the City's transportation system. Civic Corridors, as redevelopment occurs, are also expected to achieve a high level of environmental performance and design. The corresponding zones are Commercial Mixed Use 1 (CM1), Commercial Mixed Use 2 (CM2), Commercial Mixed Use 3 (CM3), Commercial Employment (CE).*
>
> ***16. Mixed Use — Urban Center.*** *This designation is intended for areas that are close to the Central City and within Town Centers where urban public services are available or planned including access to high-capacity transit, very frequent bus service, or streetcar service. The designation allows a broad range of commercial and employment uses, public services, and a wide range of housing options. Areas within this designation are generally mixed-use and very urban in character. Development will be pedestrian-oriented with a strong emphasis on design*

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and street level activity, and will range from low- to mid-rise in scale. The range of zones and development scale associated with this designation are intended to allow for more intense development in core areas of centers and corridors and near transit stations, while providing transitions to adjacent residential areas. The corresponding zones are Commercial Mixed Use 1 (CM1), Commercial Mixed Use 2 (CM2), Commercial Mixed Use 3 (CM3), and Commercial Employment (CE).

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Section III: Public Involvement

The Mixed Use Zones Project conducted public involvement specific to the project beginning in early 2014, but also built on outreach efforts begun as early as VisionPDX. Early public involvement was furthered during policy development in the Portland Plan and later in conjunction with the Centers and Corridors Policy Expert Group undertaken during the Comprehensive Plan Update process.

VisionPDX

The VisionPDX process engaged thousands of Portlanders in a process to determine Portlanders' priorities for the future. The foundational ideas for building healthy and complete neighborhoods around key hubs of activity, for incorporating diverse viewpoints and priorities, and for advancing resiliency and equity issues arose from this effort.

Portland Plan

The Portland Plan is the result of more than two years of research, dozens of workshops and fairs, hundreds of meetings with community groups, and 20,000 comments from residents, businesses and nonprofits. The plan's three integrated strategies and framework for advancing equity were designed to help realize the vision of a prosperous, educated, healthy and equitable Portland.

The Healthy Connected City integrated strategy is another foundational element of the Comprehensive Plan and Mixed Use Zones Project. The strategy contains a goal to:

"Improve human health and environmental health by creating safe and complete neighborhood centers linked by a network of city greenways that connect Portlanders with each other. Encourage active transportation, integrate nature into neighborhoods, enhance watershed health and provide access to services and destinations, locally and across the city."

The Portland Plan established a number of Guiding Policies and a 5-Year Action Plan around the topic of "Vibrant Neighborhood Centers" to help achieve the goals. Selected Guiding Policies and Action Items are called out below.

> ***Guiding policy H-7:*** *Preserve the distinctive characteristics and history of Portland's neighborhoods and districts when making decisions regarding growth, urban design and the design of improvements.*
>
> ***Guiding policy H-9:*** *Use investments, incentives and other policy tools to minimize or mitigate involuntary displacement resulting from new development and economic change in established communities.*
>
> ***Guiding policy H-16:*** *Encourage development of high-quality, well designed housing in and around neighborhood centers and near transit – at a variety of sizes and cost ranges.*
>
> ***Guiding policy H-19:*** *Integrate parks, plazas or other gathering places into neighborhood centers to provide places for community activity and social connections.*

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Guiding Policy H-23: *Invest in underserved areas with disadvantaged populations, incorporating tools to reduce displacement.*

Action 106: Quality Affordable Housing: *Complete the citywide housing strategy and use it as a basis for regulations, location policies, incentives and public-private partnerships that help locate new well-designed, energy efficient, affordable housing in service-rich, transit accessible locations in and around neighborhood hubs.*

Comprehensive Plan Update

As part of its Comprehensive Plan Update, the City assembled a Neighborhood Centers Policy Expert Group (PEG) that met from June 2012 through September 2013 to advise on policy and possible Comprehensive Plan map changes relevant to the Equity Framework and Centers and Corridors development strategies of the Portland Plan. Issues related to development in neighborhood and town centers and development along Portland's neighborhood and civic corridors were the primary focus of this group. Interest in the Urban Form, Design and Development, and Housing policy areas has remained strong throughout the Comprehensive Plan process, and the city has received thousands of comments on these issues.

In July 2015 the Portland Planning and Sustainability Commission finalized deliberations on the Comprehensive Plan and sent its Recommended Comprehensive Plan to Portland City Council for consideration in late 2015. Portland City Council took public testimony, and is amending the plan for adoption.

Mixed Use Zoning Project

BPS initiated the Mixed Use Zones Project in late 2013 to develop zoning amendments designed to address Comprehensive Plan goals and policies, as well as to respond to other community stakeholder concerns. The project is partially funded by a Metro Construction Excise Tax grant.

Project Advisory Committee

A Project Advisory Committee (PAC) comprised of professionals and neighborhood stakeholders with expertise and interest in Portland's mixed use and commercial development issues was formed. Twenty-eight members representing a broad array of perspective were initially invited to serve on the committee from a pool of over 100 applicants. The PAC began meeting in February 2014 and has continued to meet at key points through release of the Proposed Draft. The group provided feedback and advice on key development issues throughout the process and brought a variety of perspectives to the table. The group was not formed as a decision-making body, and while there was agreement on some issues among members, consensus among members was not sought for development of the final proposal. Agendas, meeting notes and materials from these meetings are available on the project webpage at: http://www.portlandoregon.gov/bps/63621.

Public Outreach and Feedback

The Mixed Use Zones Project conducted significant public outreach in the development of zoning code concepts. This included regular meetings with a Project Advisory Committee (PAC); public walks and roundtables during the assessment phase; and public workshops, information sessions and other group presentations during the concept development phase.

In the assessment phase of the project, the project team conducted seven community walks and several roundtable conversations with developers, designers, affordable housing specialists and local businesspeople. Those comments are documented thoroughly in the *Mixed Use Zones Project Assessment Report*, and summarized below.

Assessment Phase

Seven community walkabouts were conducted in spring 2014 to gather information and feedback from the community on mixed use and development issues through a local lens. About 170 folks participated in these events. A full report is under separate cover. A summary of the key issues heard on the Community Walk follows.

1. Address building scale/articulation: height and mass/length

- Scale/height was especially important in locations adjacent to lower-density residential areas, with larger buildings more acceptable in other locations.
- Variation, especially building in height, helps add character, and avoids the "canyon" feeling some neighbors are concerned about.
- Higher density around transit stops may be appropriate.

2. Provide scale transition to low density residential zoned areas

- Step downs and setbacks are key tools in helping transition to residential neighborhoods, and should be employed more frequently.
- Generally, attempting to focus growth and density along corridors is a good strategy, rather than pushing this development by default back into neighborhoods.

3. Encourage continuity of retail in centers and corridors

- Activate streets and ground floors; storefronts close to sidewalks can help with continuity and cohesion of commercial areas; Small businesses tend to do better together in nodes.
- Don't try and force outcomes/retail that the market won't support.



Participants discuss new development in Hollywood on the April 26, 2014 walk.

4. Preserve or protect significant buildings and key places

- Make concerted effort to keep and support what's already working; preserve key shops/services that serve local residents and places that serve as hubs for communities.

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- Find ways to keep beautiful and older structures - this provides benefits such as lower rent rates and variation along the street.

5. Provide incentives for open space/plazas that are open to the public

- Consider development allowances such as a height allowance for a courtyard or open space.
- Spaces need to remain truly public, not just be outdoor extensions of private businesses.

6. Improve the design of buildings and sites; use quality materials

- Pedestrian-friendly design is important at ground level.
- Incorporate desirable characteristics of other streets, like setbacks and irregularity.
- Design review and/or standards are critical for neighborhoods experiencing rapid growth.
- Features to improve buildings: façade articulation; varied roof lines; open spaces.
- Features to avoid: Inexpensive-looking materials; dark/ non-transparent windows; Ill-defined front entrances; small balconies; large blank walls.

7. Encourage housing for a range of household types and incomes

- Accommodating families, seniors, and others is very different than singles/couples – consider broader needs of community.

8. Promote affordability – for housing and commercial space

- Affordability is a goal – explore FAR/ height bonuses, other incentives in exchange for provision of affordable housing units.
- Consider whether an area will continue to be affordable for long-standing residents. Allow people to be able to "age in place".
- Concern over increasing rents for long-standing small businesses along many corridors, which have been providing critical neighborhood services.

9. Address parking issues: on-site; shared; management

- Parking is an ongoing challenge for some neighborhoods, commercial area parking and traffic can spill back into residential neighborhoods.
- Consider creative parking solutions, including: mid-level, rooftop, and underground parking; car sharing services; metered parking; permits; shared parking.
- Prioritize transit and access to closer employment opportunities; transit service/access can affect how well density in centers and corridors works.

10. Consider allowing more intensity on large opportunity sites

- Potentially allow more intensity/height on key opportunity sites, but carefully consider transitions to the surrounding neighborhood.
- Concentrate higher scale in the center so that the edges can step down in scale.

Roundtables were held with groups of developers, architects and designers, affordable housing developers/providers, and representatives of the neighborhood business community. About 70 folks participated in these sessions. A full report is under separate cover. A summary of the key issues heard during the Roundtables follows.

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Developers

- Strive for certainty, flexibility, and code simplicity.
- Public goods such as affordability, open area/plaza, etc. should be encouraged with additional height or floor area, fee waivers, or reduced permit times.
- Code should be sensitive towards size of lots.
- Requiring only retail/commercial uses at ground floor is problematic; prefer "active use" which allows flexibility throughout life of building.
- Design system does not work well now, and needs to be more predictable.
- City requirements sometimes conflict with zoning standards - need for better alignment.

Architects/Designers

- Be clear about what is allowed vs what is negotiable.
- Issues such as material choices and on-site open areas should be left to market.
- Provide more flexibility to allow taller building heights - strict height limits result in blocky buildings and make it difficult to create good ground-floor spaces.
- FAR and height can work together to help sculpt buildings.
- Consider "setback budget" or a flexible build-to line that allows for articulation, recesses and areas for people to pause or gather.
- Design system needs overhaul; community design standards are not appropriate/workable.

Affordable Housing Developers

- Strive for certainty, flexibility, and code simplicity.
- Program determined by funding – does not respond to incentives same as private for-profit.
- Bonuses and incentives such as additional height or FAR may work for private developers to provide affordable housing.
- Concerned about costs of expanding design review and requiring outdoor spaces – use incentives and simple, flexible regulations to achieve desired outcomes.
- Requiring ground floor commercial uses add costs - BOLI wage regulations apply for commercial development.

Neighborhood Businesses

- Parking concerns; adding households is good, but people often frequent business by car.
- Explore shared, public or other community parking resource.
- Design and context is important to many districts – some support regulations that encourage compatibility, including design review.
- Not every place is a pedestrian/mixed-use district – some places will/should remain flexible for auto-oriented uses.
- Concerned about loss of affordable commercial space.
- Desire for commercial/active ground floor uses in key places.

Concept Phase

During the concept development phase, additional public outreach was conducted, and monthly meetings were held with the Mixed Use Zones Project Advisory Committee. This led to development of a revised zoning concept.

The Preliminary Zoning Concept was released in November 2014 and coincided with two citywide public meetings on November 5, 2014 and November 6, 2014. In summary, attendees supported many of the proposed mixed use concept features, with an emphasis on the following issues:

- Pedestrian-friendly street frontages
- Building articulation and massing
- Accommodate ground-floor active use and roofline variety
- Relate building height to street width
- Height transitions and buffering
- Bonus for community benefits

During fall 2014 the MUZ project team worked with the project consultants to refine draft code parameters for development, as well as a structure for performance bonus incentives. This entailed the development and analysis of prototype models for "base" and "bonus" levels of development in each of the proposed zones. This work is detailed in the *Mixed Use Building Form Prototypes and Financial Analysis* report. Initial prototype models and financial feasibility information was shared with the PAC in December 2014. Additional prototypes were developed and refinements were made; these were presented to the PAC in January. Initial PAC feedback on the prototypes was mixed, with questions and concerns expressed about:

- the relative small scale of development under base allowances in CM1 and CM2 zones;
- the development costs as a result of form-shaping requirements (step downs; open area);
- the capacity trade-offs for step downs to corridors and residential areas;
- the bonus structure, particularly the financial viability of the affordable housing bonus;
- the ability to accommodate growth forecast under scenarios that limit floor area ratios;
- the impact of bonus-scale development on community livability in different contexts.

Based on PAC feedback, the project team conducted further exploration of approaches to form-shaping development standards and development floor area allowances. The team also worked with Johnson Economics on further analysis of base and bonus floor area ratio relationships to better understand the implications on residual land values/development feasibility and to establish base and bonus floor area limits that would enhance the feasibility of bonus utilization, particularly in scenarios providing affordable housing. Based on PAC comments and further analysis, revisions were made to the concept.

Public outreach was conducted between February and April 2015 to share information and gather feedback on the Revised Zoning Concept. Public Information sessions were held on February 25 and 26, 2015 with about 80 people attending. A public open house was also held on March 10, 2015. Surveys were distributed to attendees and available online. The results of that survey showed general support for most of the revised concepts.

Additionally, the project team presented the revised concept to a number of community and stakeholder groups, including the following:

- Venture Portland
- Northeast Coalition of Neighborhoods
- Central Northeast Neighbors
- Southeast Uplift
- Multnomah Neighborhood Association
- Southwest Neighbors, Inc.

- Northwest District Association
- Neighbors West/Northwest
- North/Northeast Business Association
- Hollywood Boosters
- Division Design Initiative
- Hollywood Neighborhood Association
- Richmond Neighborhood Association
- 82nd Avenue Improvement Coalition
- Beaumont Business Association
- Representatives from: Coalition for a Livable Future; Upstream Public Health; 1000 Friends of Oregon; Living Cully; Audubon Society of Portland

Resident and shopper surveys were also conducted in April 2015 to better understand how mixed use areas are working. The Bureau of Planning and Sustainability contracted with Angelo Planning and DHM Research to conduct surveys of shoppers and residential tenants in five mixed use study areas – SE Division, NE 28th, Hollywood, N. Mississippi, and St. Johns. Shoppers were reached through an intercept survey, and asked questions their purpose in the district, travel mode, and parking. Apartment and condominium residents were surveyed through an online survey mechanism, and asked questions about car ownership, commuting, building amenities, shopping patterns, and design preferences. Follow-up informational meetings were held to get qualitative feedback from people who have direct experience living in buildings developed under the City's commercial/mixed use zoning codes. The results of this work are found in the *Mixed-Use Center and Corridors Livability and Parking Analysis Final Report*.

City Bureaus

Portland's development and service bureaus support development code options that achieve policy goals and are straightforward to administer. Members of bureaus have been involved as Technical Advisors on the zoning project and have commented on drafts of the proposal. A summary of ongoing bureau work and feedback follows.

Portland Bureau of Transportation: The Portland Bureau of Transportation (PBOT) is interested in better managing transportation system impacts and addressing the need for parking on-site and on public streets. PBOT has conducted a Centers and Corridors Parking Strategy to determine appropriate ways to address and manage on-street parking demand. In addition, PBOT is proposing that many types of new development, including residential development in mixed use zones, be required to develop Transportation Demand Management plans to address vehicle trips and parking issue. More information on these topics is in Section V.

Bureau of Environmental Services: The Portland Bureau of Environmental Services (BES) oversees environmental issues, specifically sanitary and stormwater management. The BES supports solutions and approaches to stormwater management that generally uses natural materials and approaches rather than highly engineered solutions. Feedback from BES supported features to reduce stormwater impacts, including lot coverage standards that address building coverage, and innovative solutions such as eco-roofs, green walls, and other features to better manage on-site stormwater.

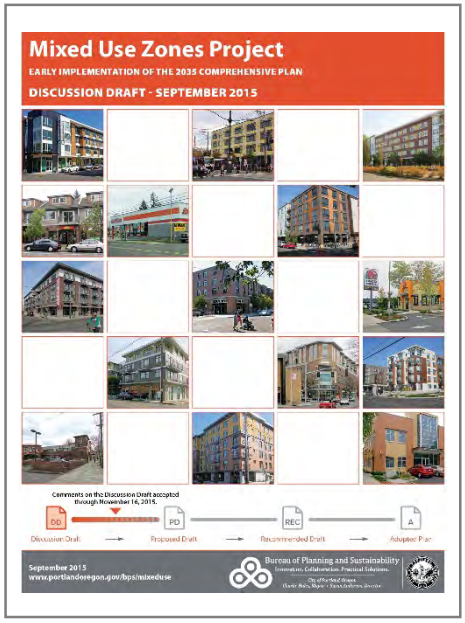
Portland Development Commission: The Portland Development Commission (PDC) is interested in supporting economic and small business development in Portland. They provided feedback on the bonus structure and will engage with BPS in further exploration of the bonus for affordable commercial space.

Bureau of Development Services: The Portland Bureau of Development Services (BDS) is the agency that permits development in Portland and administers the Zoning Code. Code clarity and consistent application of code are of key importance to BPS. The bureau provided extensive commentary on the codification of the concept and amendments to current code. BDS also staffs the Portland Design Commission and Portland Historic Landmarks Commission. BDS staff, the Portland Design Commission, and the Portland Landmarks Commission all provided feedback on the project.

Portland Housing Bureau: The Portland Housing Bureau (PHB) is engaged in the housing needs of the city, and specifically addresses programs that work to provide affordable housing for Portlanders. The PHB has been extensively involved in the development of the bonus for affordable housing both in the Mixed Use Zones project and in a parallel effort for the Central City.

Discussion Draft

The Mixed Use Zones Project *Discussion Draft* was released in September 2015. Public feedback on the draft was submitted to project staff through November 2015. Written comments were received from over 60 individuals and organizations, some of which represented dozens of individual stakeholders, as well as from city commissions and partner agencies. A copy of the written comments is compiled in a document: Comments on the September 2015 Discussion Draft. In addition, several outreach events were held in fall 2015 to coincide with release of the *Discussion Draft* to provide information and take community and stakeholder input. A summary document captures highlights of the events: http://www.portlandoregon.gov/bps/article/555495. Public and stakeholder comments on the Discussion Draft, and subsequent economic modeling and testing of the bonus incentive program, led to several changes in the Proposed Draft. The major changes are summarized in Section IV.



Section IV: Concept and Proposal

The Mixed Use Zones Project establishes a new framework of Commercial Mixed Use Zones designed to help implement the varied goals and policies of the Portland Comprehensive Plan. Roughly 50 percent of Portland's future household growth is expected to occur in commercial mixed use zones located outside of the Central City. Recent development trends show that this is already happening in some of the areas currently zoned for commercial use. The current commercial zones have been successful in accommodating development. However they can be improved to better realize the goals and policies of the new Comprehensive Plan. These include goals for affordability, context sensitive design, and the desire for creating community services in key locations.

As part of the Mixed Use Zones Project, BPS staff is proposing a new Commercial Mixed Use zoning framework coupled with changes to development and design standards to address Comprehensive Plan objectives identified in Section III.

Key elements of the proposed changes are described below along with a brief analysis where appropriate. The relevant zoning code sections found in Section VI of this report are listed.

A. New Zoning Framework *(33.130.010 – 33.130.210)*

The Mixed Use Zones Project would change the basic framework for commercial zones:

- The array of Commercial Mixed Use zones applied outside the Central City would be reduced from nine to five.
- Four new mixed use zones would be added - three Commercial/Mixed Use zones that vary by the scale of development allowed (CM1, CM2, CM3) and one medium-scale Commercial Employment (CE) zone focused primarily on commercial and employment uses located outside of centers.
- New and revised development and design standards would be added.
- The maximum amount of housing and mixed use development on a site would be regulated differently.

This change in the framework creates a simpler array of Commercial Mixed Use base zones and results in zones that better implement the Comprehensive Plan's *Urban Design Framework* and *Mixed Use Designations.* Each new Comprehensive Plan mixed use *designation* allows more than one zone, which allows for future zone changes if appropriate. The new zones feature statements about the characteristics of the zones and their appropriate contextual application to provide guidance for legislative projects and quasi-judicial zone change land use review situations.

A significant change with the proposed zoning approach is the way the size of housing and mixed use development is measured. Today, in commercial zones, the amount of *commercial* development possible on a site is limited by a maximum floor area ratio (FAR). However, the amount of *residential* development is currently limited only by the height and bulk limits allowed by

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the zone. Hence, development with residential units may exceed the stated floor areas of the existing commercial zones.

Under the proposed mixed use code, the amount of development for all uses – commercial and residential - will be controlled by the maximum floor area (FAR) allowed on site. The size and form of the building will also be shaped by the maximum height limit and other base zone development standards. The inclusion of floor area for residential uses in the allowed FAR provides greater control and certainty about development intensity. It also allows for use of a FAR bonus system that allows projects that provide public benefits focused on affordability to gain greater floor area and height.

The proposed floor area ratios are the result of significant feedback from the mixed use zones project advisory committee, the public, and the results of economic modeling and architectural analysis. Details of this approach are included in Section VI and information on analyses can be found in the Appendix documents.



The Mixed Use Zones Project proposes developments standards such as building "step-downs" to help the transition to lower-density zones.

B. Development Bonuses - Incentives to provide public benefits *(33.130.212)*

A goal of the Comprehensive Plan is to achieve community objectives through public and private investments, including through the development process. To support this, the new mixed use zones include opportunities for bonuses that provide additional amounts of development above zoning entitlements when the developments include key public and community benefits, focusing on affordability in housing and commercial spaces. The bonuses allow additional floor area, and in some cases additional height, in return for meeting affordability performance standards. Bonuses are proposed for provision of affordable housing and affordable commercial space. In addition, additional floor area may be gained through a transfer of floor area from historic resources in commercial mixed use zones. The amount of bonus varies by the type and priority of public benefit provided. Affordable housing is given the highest priority.

For each Commercial Mixed Use zone, there is an allowed maximum floor area ratio (FAR) and height limit without using the bonus. Projects using bonuses may earn up to the maximum allowed FAR and height limit with bonus. Affordable housing is eligible to earn 100% of the maximum bonus FAR allowed. Other bonuses are allowed to earn up to 50% of the maximum FAR each, but bonuses

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can be combined up to the maximum as shown in Table IV-1: Summary of Commercial/Mixed Use Development Standards. The proposed bonus parameters are:

- Affordable Housing: Earn up to 100% of bonus floor area when 25% of floor area in excess of base floor area allowance is housing affordable to households earning less than 80% of the area Median Family Income (MFI).

- Affordable Commercial Space: Earn up to 50% of bonus floor area when commercial space is provided at below-market rents. Two square feet is earned for each square foot provided.

- Transfer of Floor. Allow up to 50% of bonus floor area when floor area is transferred from historic resources.

Table IV-1: Summary of Key Commercial/Mixed Use Development Standards

	CM1	CM2	CM3	CE
Base Height Limit (stories)	35' (3)	45' (4)	65' (6)	45' (4)
Base FAR	1.5:1	2.5:1	3:1	2.5:1
Maximum Height Limit with Bonus (stories)	35' (3)	55' (5)*	75' (7)	45' (4)
Maximum FAR with Bonus	2.5:1	4:1	5:1	3:1
Maximum Building Coverage % Inner/East/West Pattern Area	85/75/75	100/85/85	100/85/85	85/75/75
Required Landscaping** % Inner/East/West Pattern Area	15/15/15	15/15/15	15/15/15	15/15/15

* The 55' height limit is allowed only in areas with a Mixed Use – Urban Center Comprehensive Plan designation and in areas with the Mixed Use – Civic Corridor Comprehensive Plan designation where the Design overlay zone is applied.

** In "Inner Neighborhood" pattern areas, required landscaping may be met by choosing among options.

The development bonus structure will be administered by the Bureau of Development Services (BDS), with significant participation from partner agencies potentially including the Portland Housing Bureau (affordable housing) and Portland Development Commission (affordable commercial). The complete details of the parameters of the bonus program standards and administration are currently under development but will be finalized prior to the effective date of the regulations.

More information on the bonus proposal is included in Section V.

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C. Planned Development Bonus with public benefits *(33.130.212; 33.270; 33.855)*



The Proposed Draft includes an additional height and floor area bonus available only on large sites (over 2 acres) when approved through a planned development review - see proposed zoning code in Section VI. Development projects in CM2, CM3, and CE zones on sites over two acres in size may seek this bonus. The bonus allows significant increases in height and increases in floor area for projects that meet a set of prescribed public benefit requirements and are approved through a Type III land use review process. The planned development review would include a site design and transitions review component be conducted by the Portland Design Commission.

The allowable FAR and height are shown in Table IV-2 below.

Table IV-2: Planned Development Bonus

	CM2	CM3	CE
Base Height Limit (stories)	45’ (4)	65’ (6)	45’ (4)
Base FAR	2.5:1	3:1	2.5:1
Maximum Height Limit with Planned Development Bonus (stories)	75’ (7)	120’ (10-12)	75’ (7)
Maximum FAR with Planned Development Bonus	4:1	5:1	4:1

A project seeking this bonus must meet the following public benefit requirements:

1) Meet the affordable housing bonus target (25% of bonus floor area at 80% MFI);
2) Provide 15 percent of site area as a publicly accessible plaza or park; and
3) Meet a Low-Carbon/LEED Gold building standard.

In addition to the site plan design review and meeting the bonus requirements above, subsequent to the review, all buildings on-site would be subject to the design overlay zone.

Development prototype modeling revealed that it may be difficult to achieve allowed or bonus floor area ratios on large sites due to parking requirements, circulation, and other features inherent in larger scale development. Additional height is needed to achieve the allowed floor areas. During neighborhood walks, community members expressed possible acceptance of larger buildings on large opportunity sites, provided 1) that the developments provide some benefit to the public and community, 2) the impacts of added height can mitigated through thoughtful site design and transitions, and 3) that any additional impacts (transportation, infrastructure, etc.) of the development can be addressed. The Planned Development Bonus with public benefits addresses these issues by allowing additional height and floor area when the development includes a prescribed set of public benefits, and is approved through a quasi-judicial land use review with a public hearing.

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D. Development Design Standards

New development and design standard are proposed to address Comprehensive Plan goals and policies and address issues raised by community stakeholders. Detailed information about the concepts is available in the *Mixed Use Zones Project - Code Concepts Report*. Specific information about proposed development standards is found in the Code and Commentary of Section VI of this report. The following is a list of the key features being addressed.

1. Relate Building Height to Street Scale/Transit Function *(33.130.210)*



Establish the allowed heights for the front street wall of buildings based on street width. Generally, taller building street walls are most appropriate along wider streets. Where CM3 zoning is applied along narrower streets, such as in central locations and close to high-capacity transit stations, reduce maximum allowed street wall heights to five-stories along the corridor frontages.

2. Allow limited height increases to encourage architectural variety in rooflines *(33.130.210)*

In addition to height exceptions for building projections (flag poles, chimneys, vents, etc.), allow up to 42-inches of additional building height to allow for parapets and roof railings to provide for architectural variety in rooflines.

3. Building Articulation/Massing *(33.130.222)*



Create standards that promote building form and massing that better fits into and enhances the character of centers and corridors. This includes requirements for façade articulation, and limits on overall building length.

4. Height Transitions and Buffering *(33.130.210)*



Apply setbacks, height transitions and buffering for mixed use zones adjacent to lower density residential zones to foster more gradual transitions. This would require buildings in the commercial/mixed-use zones to "step down" to the allowed heights of adjacent lower-scale residential zones and provide building setbacks.

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5. Full-Block Zoning Transitions *(33.130.210; 33.130.215)*
Apply building height transitions and landscaping standards to mixed-use areas that are located off of corridors and have street frontage adjacent to residential zones. The standards encourage residential development as part of this interface.

6. Ground Floor Windows *(33.130.230; 33.415)*



Strengthen design-related standards that address the relationship of buildings to public street frontages by requiring more ground floor window coverage, especially in the core commercial areas of centers. Window coverage requirements on key streets are 40% of ground floor area generally; 60% of ground floor area in areas with the new Centers Main Street overlay zone.

7. Ground Floor Residential Development *(33.130.230)*



Provide setback and design options for residential uses, while supporting cohesive commercial areas, ensuring appropriate urban density, and addressing the interface between ground-level residences and public streets. Allow landscaped setbacks or raised ground floors as alternatives to the required 40% ground-floor window coverage outside of the centers main street overlay zone area.

8. Main Entrances *(33.130.242; 33.415)*
Strengthen design-related standards that address the relationship of buildings to public street frontages by establishing requirements for a minimum frequency of front entrances.

9. Street Setbacks and Parking Location *(33.130.215; 33.415)*
Simplify maximum setback regulations and offer more flexibility for providing outdoor spaces and landscaping. In most cases, relax requirements that require 100 percent of street-facing façades to be located within required maximum setbacks. Except for large-scale retail uses over 60,000 square feet, generally prevent parking areas from being located between buildings and streets to foster a pedestrian-friendly sidewalk environment.

10. Outdoor Space *(33.130.228)*



Require 48 square feet per unit of private or shared outdoor space for residents to be provided in conjunction with mixed use or residential development.

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11. Residential Window Setbacks *(33.130.215)*
Ensure that residential windows have separation from interior property lines, providing access to light and air.

12. Pattern Area Standards *(33.130.215; 33.130.220; 33.130.225; 33.415)*
Create design-related standards specific to the three major neighborhood pattern areas (Inner, Eastern and Western neighborhoods), such as variations on building lot coverage, setbacks, landscaping, and required development intensity.

13. Neighborhood Contact Requirements *(33.130.050)*
Expand requirements for neighborhood notification of new development in mixed use zones and encourage dialogue between developers and the community.

14. Exterior Display *(33.130.245)*
Allow more flexibility for exterior display of merchandise.

15. Shared Parking *(33.130.100.B.9)*
Provide more flexibility for commercial and shared parking to manage parking demand.

16. Green Options. *(33.130.225)*



Landscaping has not traditionally been a required element of development in Portland's most urban commercial zones, because the zones allow high degrees of lot coverage. The mixed use zones proposal responds to the Comprehensive Plan call for integrating green elements into the urban environment by requiring landscaping but allowing a flexible array of landscape options in the urban CM2 and CM3 zones while continuing to allow a high degree of lot coverage.

The proposed development and design standards are intended to better address contextual compatibility of development while achieving multiple Comprehensive Plan goals. The height limits which decrease adjacent to residential zones will create better transitions to these areas; height limitations in CM3 zones on narrow streets address street width proportions; setback standards allow for flexibility to create public/private spaces along key corridors; outdoor area requirements provide more amenity for residents in residential and mixed use building; building coverage and landscaping standards address the differences within Portland's development pattern areas; and features such as neighborhood contact will help to inform the community about development and encourage dialog. See commentary in Section VI for more detailed analysis and rationale related to specific code amendments.

E. Other Tools to Enhance Places and Address Issues

Centers Main Street Overlay Zone *(33.415)*
A new overlay zone has been developed to enhance key places within centers. The overlay zone calls for active land uses, a more continuous commercial main street, minimum amounts of

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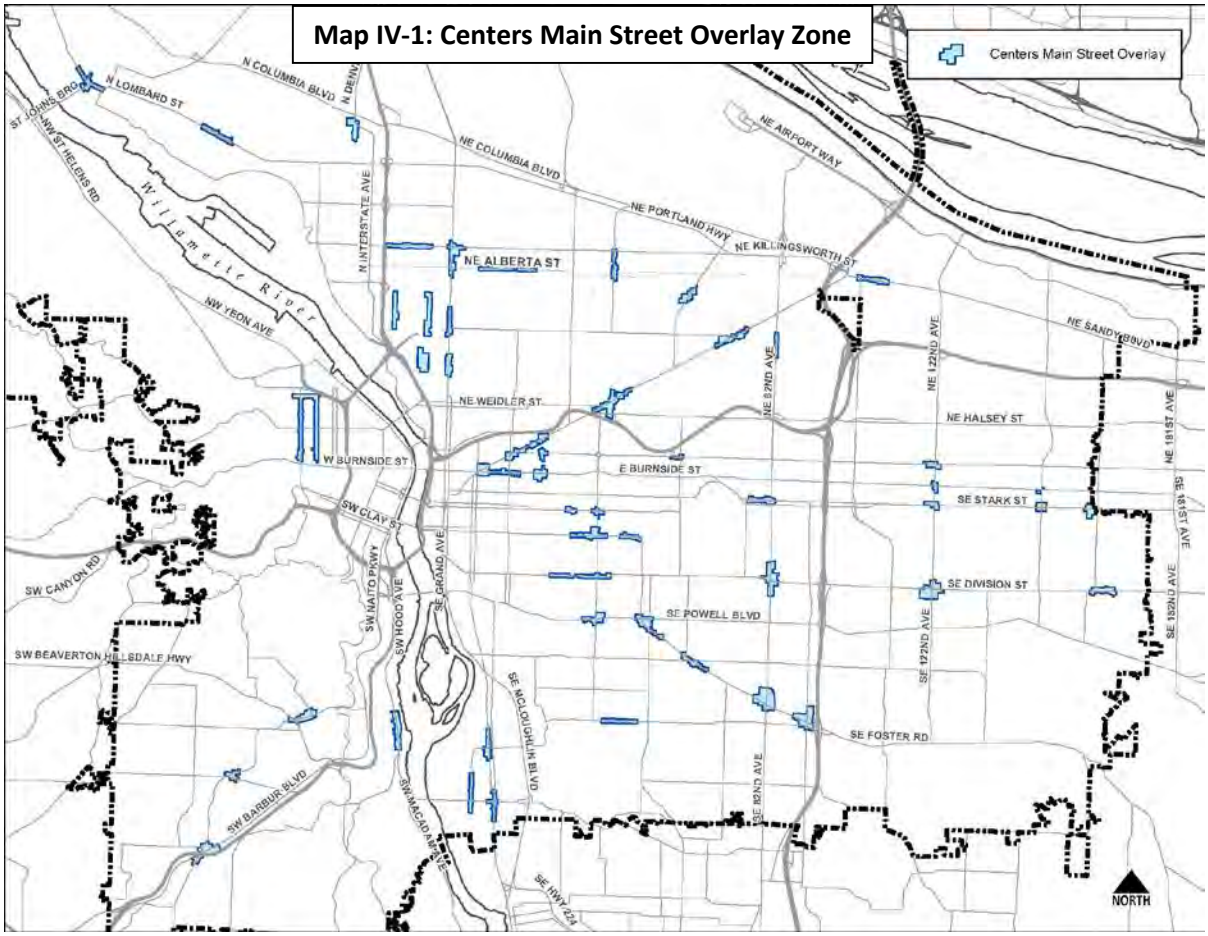
development, and limitations on auto-oriented development to help reinforce and support creation of these key places. Uses and development are regulated to create an urban pedestrian-oriented environment, support hubs of community activity, and foster development intensities that are supportive of transit. The overlay zone would be mapped along key main streets within neighborhood centers and town centers designated in the Comprehensive Plan.

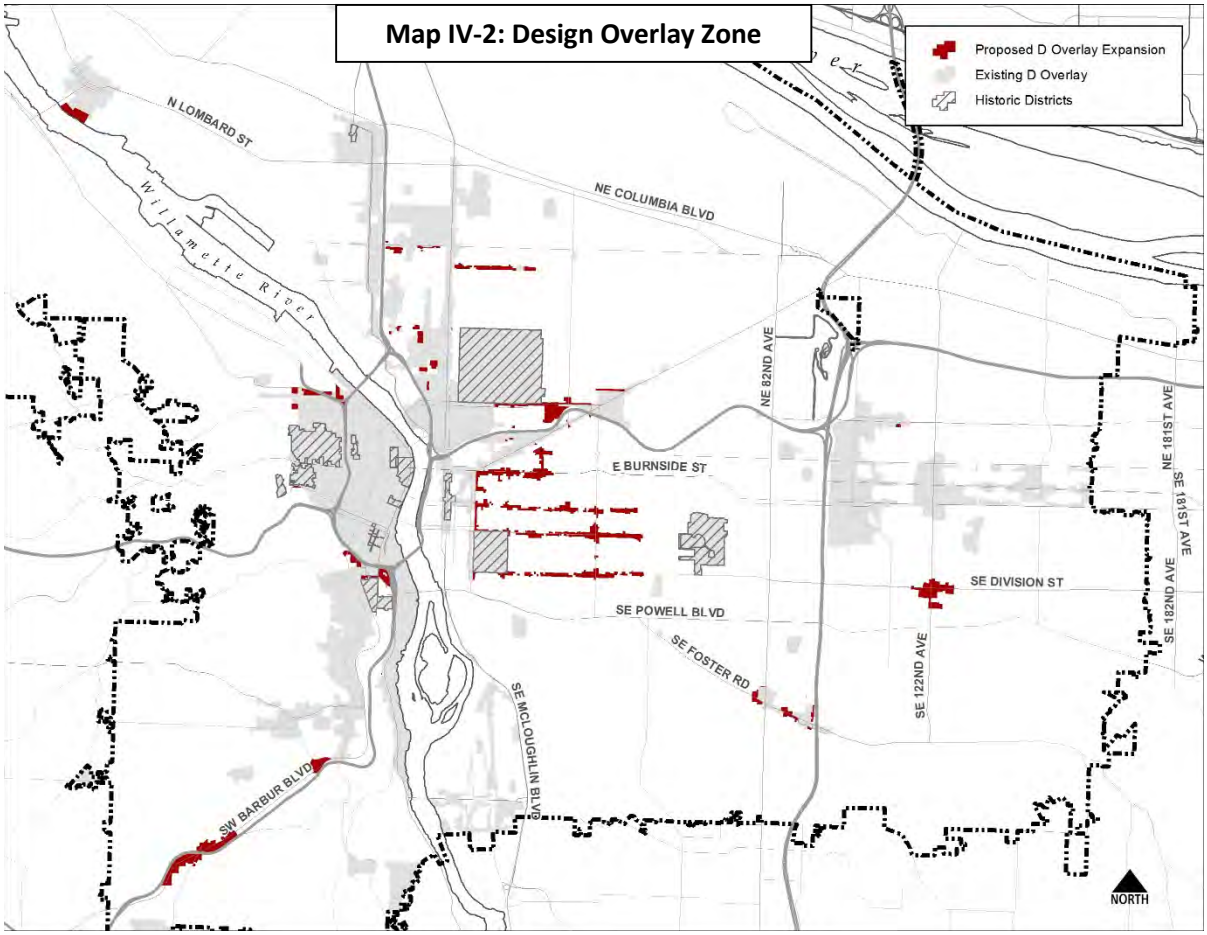
Map IV-1: Centers Main Street Overlay Zone, shows application of the overlay citywide. Additional code details are in Section VI and map details are in Section VII. This overlay zone is applied to areas that currently have a built-up commercial main street character, or where such a character is desired. Active ground floor uses are required in order to encourage a high degree of activity in these places, helping to meet Comprehensive Plan policies for centers.



Design Overlay Zone expansion *(map change only - no changes to zoning code)*
In Portland, design review has traditionally been required for areas where a special design character is specified and for zones which allow intense or large scale development. The Mixed Use Zones proposal continues this approach by extending the design overlay zone to areas designated as "Mixed Use – Urban Center" on the Comprehensive Plan map. This designation includes Town Centers and the most urban Neighborhood Centers and Corridors surrounding the Central City.

These areas are expected to see the greatest amount of development and change, and warrant additional design oversight.

The Design Overlay Zone is currently applied to most of the area designated as Mixed Use - Urban Center. The zone will be retained where it is currently applied, and will be extended to areas where is currently not applied, including areas in inner Southeast Portland and other locations. Areas where the design overlay zone will be added are shown on Map IV-2: Design Overlay Zone. In addition, in keeping with current practice of applying the design overlay to zones that allow large scale or tall buildings, the design overlay zone will be applied to all sites zoned CM3, which replaces the CXd and EXd zones outside of central Portland.



Transfer of Floor Area for Historic Resources *(33.130.205)*

The new approach to regulation of floor area described in the zoning framework provides an opportunity for transfer of floor area from historic resources as well as floor area bonuses for public benefits. This tool has been available in commercial zones to date, but because of the current approach to regulation of residential floor area, there is little incentive to use the transfer. Recalibration of the allowed FAR combined with allowances for a bonus floor area will allow better utilization of this existing tool.

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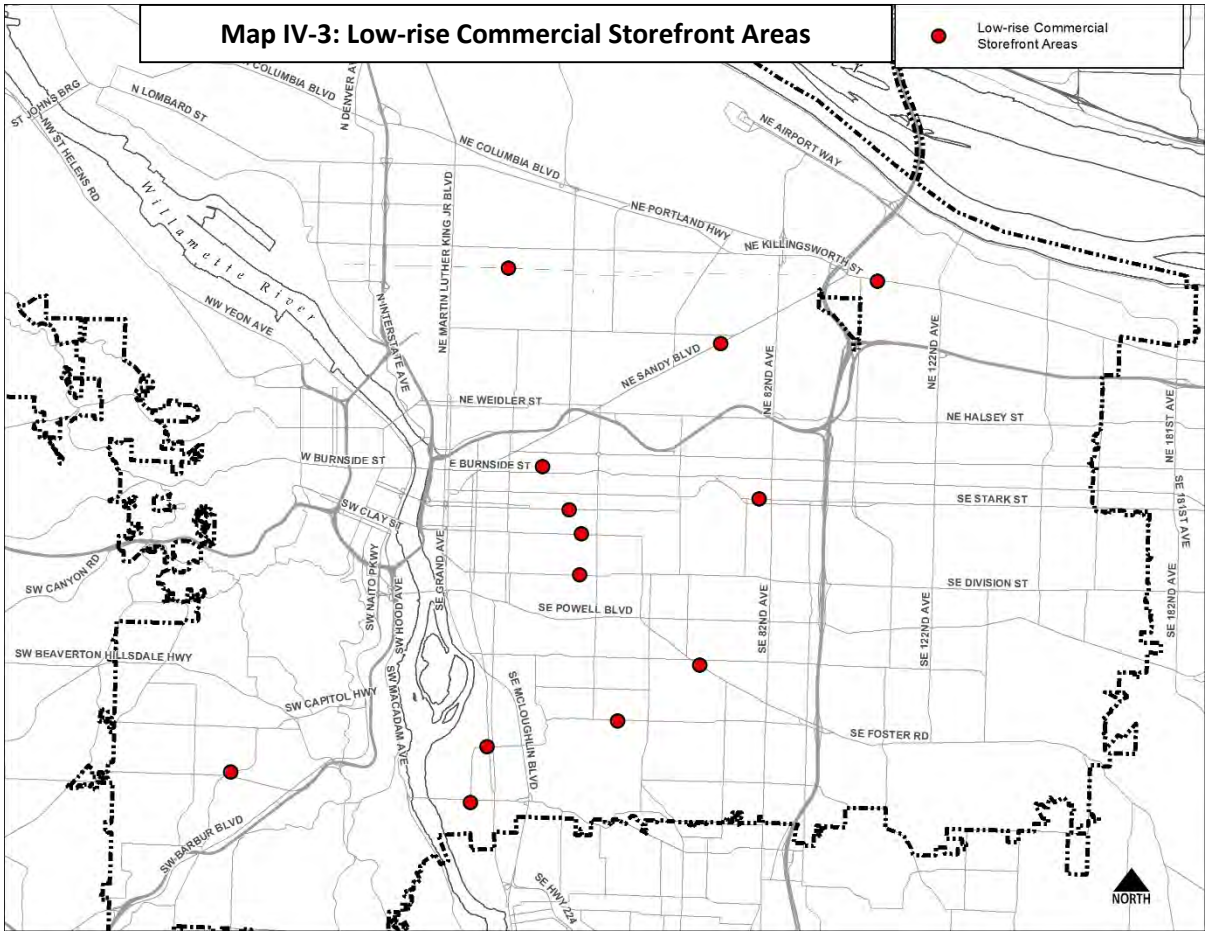
Low-rise Commercial Storefront Areas *(33.415 and Zoning Map)*

The proposed draft includes new mapping and Zoning Code regulations intended to continue the scale and characteristics of older main street areas where low-rise (1 to 2 story) Streetcar Era storefront buildings are predominant. This responds to community interest in preserving the character of these areas, which are often the historic commercial cores of centers, while being applied strategically to retain ample capacity for growth in the majority of mixed use areas. Areas mapped for the new low-rise commercial storefront zoning approach are locations with contiguous concentrations of low-rise Streetcar Era storefront buildings extending for at least a 2-block or 400' length of corridor, and are located in neighborhoods centers, which are intended to have less of an emphasis on growth than larger centers. The approximate locations are shown on Map IV-3: Low-rise Commercial Storefront Areas. They are located on portions of the following streets: NE Alberta; NE Sandy; NE 28th; SE Stark; SE Belmont; SE Hawthorne; SE Division; SE Foster; SE Woodstock; SE Milwaukie; SE 13th; and SW Capitol. The exact parcel locations are shown in the Centers Main Street overlay zone maps in section VII and on the map app.

Staff proposes to zone these areas to CM1 (limiting building height to 35-38''), with Centers Main Street overlay regulations that continue these areas' characteristics through allowances for 2 to 1 FAR, full lot coverage and no landscaping, and greater allowances for retail and commercial uses than usually allowed in the CM1 zone to reflect their roles as core commercial areas that are anchors to complete communities.



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Transportation Demand Management *(33.266.430)*
The management of travel demand and parking is an issue of growing importance throughout the City as growth and development brings increased density to mixed use centers and corridors and increases trips and the demand for existing on-street parking. Transportation demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand.

As part of the Mixed Use Zones Project, the Portland Bureau of Transportation is proposing to expand and standardize requirements for a performance-based TDM Plan for new development over certain impact thresholds. The proposal, currently under development, will include clear and objective performance-based TDM measures for larger multi-dwelling and residential mixed use buildings in the Commercial Mixed Use zones. See Amendments to Zoning Code Chapter 33.266 in Section VI; for additional information about TDM proposals see Section V.

F. Significant Changes from the Discussion Draft

The *Proposed Draft* of the Mixed Use Zones project has changed significantly from the *Discussion Draft* based on Project Advisory Committee feedback, public comments, feedback from the Portland Design Commission, Portland Historic Landmarks Commission, technical advisors from City of Portland bureaus and partner agencies, and internal Bureau of Planning and Sustainability review of the proposal. Major changes in the proposal are generally in response to 1) bonus and development incentive issues; 2) building scale issues; and 3) auto-accommodating development issues.

***Bonus and Development Incentive Issues*.** Comments were submitted requesting a greater emphasis on affordable housing goals in the bonus/incentive program, and the need for additional modeling and testing of the program to optimize outcomes. Additional economic analysis was conducted on the bonuses by EcoNW, a consulting firm, to optimize for a result that prioritized the incentive for affordable housing and includes an incentive for affordable commercial space. Initial results from the modeling indicated that utilization of the bonus is most feasible in areas with higher than average rents where additional floor area would be an incentive for providing a public benefit. Given current development market conditions (rent, construction cost, etc.), take up of bonuses may be limited, but this will vary over time. Furthermore, the bonus for plazas was identified as a greater incentive than other bonuses, yet may not provide clear public benefits. Floor area in exchange for green buildings was not seen as an incentive. The bonus program has been modified to optimize on the public benefit of affordability.

Building Scale Issues. Comments were submitted regarding the scale (height, bulk) of allowed development in commercial mixed use areas. The proposal seeks to balance community concerns about scale with growth management and community development goals, and the realities of building construction and finance. In some cases the proposed zones reduce the allowed scale of development compared to the existing zones through inclusion of residential uses in floor area calculations, limits on overall floor area, and through setback and height standards that shape building envelopes to a greater degree than current zones. Additional density and increased building scale can be achieved only by using bonus floor area and bonus height by providing public

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benefits which focus on affordability issues in this proposal. In response to comments, in some areas, such as the Low-rise Commercial Storefront areas, staff proposes to reduce overall scale by applying zones with lower height limits than proposed in the Discussion Draft.

Auto-Accommodation Issues. Comments were submitted regarding the need to better accommodate autos and traditional auto-oriented developments in the Portland landscape. Specifically, comments addressed problems of large-scale retailers, including grocery stores, with proposed pedestrian- and transit-oriented building setback standards. Comments stated the need to allow flexibility for deep building setbacks to provide convenient and accessible parking areas, and flexibility for drive through developments, for this type of retail. In general, the proposal seeks to balance goals for pedestrian- and transit-orientation and urban design, with the need to accommodate large and auto-accommodating uses. Changes to better address these concerns include allowing more flexibility to rebuild drive through uses and reducing the square footage threshold for alternative setbacks for large retail uses.

A summary of major concept/code changes follows.

Bonuses and Development Incentives. The proposal emphasizes bonuses that address affordability goals. Additional economic analysis showed that the bonus for publicly accessible plazas was likely to compete with the affordability provisions, and less affordable housing would be produced. Landscaping and green element requirements are now proposed for all zones in response to comments on the *Discussion Draft*. Given this, the high-performance green features bonus was modified to include only green buildings, dropping the landscape elements. Economic modeling of the bonus program found no incentive for green buildings. Also, for both plazas and green buildings, the benefits may be both private and public. For these reasons, the provisions for plazas and green buildings were dropped from the proposal.

Parking Exception for Affordable Bonus Units. Modeling revealed that additional required parking may limit utilization of the affordable housing bonus due to the high cost of providing structured or underground parking. To help address this issue, affordable housing units allowed in bonus floor area would not be counted in required parking calculations. In addition, modeling showed that the technology of "stacked" or mechanized parking may also be a cost effective and feasible solution to address required parking in some situations.

Planned Development Bonus with Public Benefits. The Large Site Master Plan Bonus has been recast as a Planned Development Bonus and new code sections are proposed to implement the review. The bonus still provides for increases in allowed height and floor area on sites over two acres in size when public benefits of affordable housing, a public plaza/open space and green building features are provided. Because of the scale of development proposed to be allowed (up to 75 feet in CM2 and CE; up to 120 feet in CM3), a Type III land use review with public comments is warranted. The design and layout of the site and location of buildings is critical to make transitions to adjoining lower-scale neighborhood areas; a public review of the planned development by the Portland Design Commission is proposed as the most appropriate body to review this type of quasi-judicial land use request. This is a change from the Discussion Draft in which a review by the Hearings Officer was proposed.

Bonuses and Floor Area Transfers in Historic Districts. The proposal would restrict the use of bonuses and floor area transfers in Historic and Conservation districts. This limits the potential conflicts posed between existing historic character and larger buildings allowed through bonuses and transfers.

CM1 Zone in Low-rise Commercial Areas. Comments were submitted regarding the scale of allowed development in commercial mixed use areas, specifically about potential development in areas of special character, which often include many intact, low-rise streetcar-era commercial buildings. To address this issues, staff analyzed locations where low-rise (1 to 2 story) Streetcar Era storefront buildings are predominant, and proposes to apply the CM1 zone with a 35' height limit in a selected set of these older main street areas within the Centers Main Street overlay zone. See Low-rise Commercial Storefront Areas discussion on page 40.

Green Options Landscaping in Inner Pattern Area. In the *Discussion Draft*, 100% lot coverage was allowed and no landscaping was required in the CM2 and CM3 zones in the Inner Neighborhoods pattern areas (continuing the existing approach in the CS, EX and CX zones). Based on new *Comprehensive Plan* policies on integrating green elements into the urban environment and community feedback about the need for greening of urban spaces in inner pattern areas, staff is proposing a landscape requirement in all mixed use zones outside the Central City and Gateway. The proposal continues to allow lot coverage up to 100% in the Inner Neighborhood CM2 and CM3 zones. Given this, staff proposes that the landscape requirement be met though flexible options that include 1) traditional in-ground landscape features; 2) an eco-roof; 3) reduced landscape percentage for planting large trees; 4) use of raised landscape areas; and 5) substitution of pervious pavers for a percentage of the required landscape area.

Building Length and Façade Articulation. Feedback from design professionals prompted further review of the Discussion Draft proposal on building length and façade articulation. The maximum building length standards in the Proposed Draft are changed to work in conjunction with façade articulation to prevent large facades without articulation, and to limit building length. The maximum building length in the Discussion Draft was 110 feet, which responded to some situations, but also created issues for other developments that require larger floor plates. The maximum length was increased to 200 feet, in keeping with Portland's traditional block sizes.

Setbacks for Large Retailers. Feedback from retail and shopping center representatives highlighted difficulties in meeting transit-oriented setback standards and parking location requirements for larger-scale retail uses, including large-format grocery-stores. To address this issue, the size threshold for triggering alternative setback standards for large retail uses is reduced from 100,000 square feet to 60,000 square feet to better accommodate a variety of large-scale retail uses.

Parking Location Flexibility on Large Sites. Parking location standards in 33.266 have been changed to provide greater flexibility in parking arrangements and locations on large sites in the CM zones. For large sites (over two acres), the standards of the CE zone will apply, providing greater flexibility to provide parking locations between a building and a street, and better address situations with multiple building on a site, typical with larger sites.

Drive-Through Facilities. Drive-through facilities will be allowed in the CE zone. New drive through facilities will be prohibited in the CM1, CM2 and CM3 zones. In addition to changes allowed through the Non-Conforming Situations code (33.258), the proposal allows additional flexibility to rebuild

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existing drive through facilities in the CM2 and CM3 zones to accommodate needs for modernization and upgrades. In the CM3 zone, the rebuilt drive through must be part of a development with a minimum floor area ration of 1:1.

Minimum Floor Area in Centers. Sites in the Centers Main Street overlay zone were proposed to have a minimum floor area ratio of 0.5:1. This minimum is retained for overlay zone areas in the Inner pattern area where development is more urban. The minimum is reduced to 0.25:1 in Eastern and Western pattern areas in recognition of existing lower-density development patterns and the anticipated desire for more parking in these areas.

Vehicle Areas in Centers. Sites in the Centers Main Street overlay zone were limited to no more than 50% the street frontage of a site dedicated to vehicle and exterior display areas. This standard is retained in Eastern and Western pattern areas, but the vehicle area is reduced to 30% of frontage in inner pattern areas in recognition of the more urban setting desired in this pattern area.

Transportation Demand Management Thresholds. In conjunction with the Portland Bureau of Transportation, further review and analysis of Transportation Demand Management goals and objectives led to a lower threshold for triggering the TDM program for mixed use developments. The threshold is reduced from 20 units to 10 units.

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Section V. Implementation Tools

The primary tools to implement the Mixed Use Zones Project are amendments to the Portland Zoning Code and Zoning Map. Amendments to the Portland Zoning Code (Title 33) are detailed in Section VI. Amendments to the Zoning Map are detailed in Section VII.

Additional tools for implementation of the project, anticipated subsequent amendment to the Zoning Code, and expected amendments to other city Titles are described in this section.

Development Incentives/Bonuses

A key goal of the Comprehensive Plan is to achieve many community objectives through public and private investments, including through the development process. To aid in realizing these goals, the new mixed use zones include opportunities for performance bonuses: additional amounts of development above basic zoning entitlements, when the developments include key public benefits. These bonuses allow additional floor area, and in some cases additional height, in return for meeting design and other performance standards. Bonuses are proposed for provision of affordable housing and affordable commercial space. In addition, floor area transfers from historic resources can be added to receiving sites, up to a portion of the bonus floor area allowed. The amount (or weight) of the bonus varies by the type and priority of public benefit provided. Affordable housing is given the highest priority.

Additional Details of the Bonuses - Administration

Proposals using the bonuses would be reviewed and approved by the Bureau of Development services, with significant administrative participation from bureau partner agencies including the Portland Housing Bureau (affordable housing) and the Portland Development Commission (affordable commercial). The partner agencies will, prior to the effective date of the zoning regulations, create affordability bonus programs with administrative procedures to review projects seeking to gain additional development through bonus use.

Implications of the New Inclusionary Zoning Legislation – Senate Bill 1533

Oregon legislators recently passed legislation allowing jurisdictions to require affordability in new multifamily structures of over 20 units. The legislation allows for the affordable housing requirement, but also calls for jurisdictions to provide development incentives for affordable housing. Given recent passage of the law, staff has not had an opportunity to fully reconcile the provisions of SB 1533 with development incentives and allowances proposed in the Mixed Use Zones Project. Additional analysis will be forthcoming that may result in changes to the mixed use incentive/bonus proposal.

Conceptually, an applicant seeking a bonus would contact the appropriate partner agency to learn about program parameters, enroll in the affordability program, submit plans and other documents to indicate how they meet the performance targets of the bonus, and execute needed covenants, restrictions or other program documents to ensure that the project conforms with program requirements. Upon completion of these components, the agency will issue a certificate of compliance indicating that the development meets the requirements of the incentive program, and certification of the amount of additional floor area to which the development is entitled. The certification documentation would be submitted to Bureau of Development Services by the applicant along with building plans for review and approval.

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The details of the exact parameters of the bonus program standards and administration are being further developed. BPS expects to continue work on the bonuses with partner agencies to develop the administrative procedures during the code review process over the next several months.

In most cases there will be a need for ongoing administration to monitor projects that use bonuses, to ensure ongoing compliance. The details of the administration will also be worked out over the coming months as the code continues through the legislative process.

The next steps and timeframes for further work are:

- Develop administrative process: summer/fall 2016
- Finalize administrative rules: early 2017

A more detailed description of bonuses and a list of items needing further work follows.

Affordable Housing Bonus

Description/Intent: Housing affordability is an increasing concern in Portland. Much of Portland's new housing to accommodate growth is expected in centers and corridors. However, new housing is often not affordable to a large segment of Portlanders. This bonus works toward addressing that issue through a market incentive to construct and set-aside a portion of units at affordable levels. Inclusionary zoning was recently approved in Oregon, but has not yet been implemented. Voluntary incentives like this have been used in other situations. With recent passage of inclusionary zoning legislation, the administrative and other aspects of this incentive program could be modified, and potentially applied to a broader program.

This bonus will allow additional floor area and in some cases additional height for developments when a proposal includes a required amount of floor area for residential units that are targeted to be affordable.

What is Required and Allowed: A development proposal seeking this bonus could earn up to 100% of the total bonus. To earn bonus area, projects are required to construct 25 percent of all floor area in excess of base zone regulations as housing that is affordable to households at an income target established by Portland Housing Bureau and set forth in an administrative rule. The affordability target is 80% of median family income (MFI), however this target is subject to change based on development of the administrative rule. The term of affordability is expected to be 60 years.

Proposed Partner Agency: Portland Housing Bureau (PHB)

Administration: PHB will establish a program to evaluate projects, issue a certificate of compliance to an applicant that has enrolled in the program, record a use agreement, and track units to ensure affordability.

Next Steps:
Coordinate with Central City plan team and Portland Housing Bureau to develop affordable housing incentive program administration details including intake system, approval thresholds and ongoing monitoring requirements.

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- Explore the Portland response and approach to SB 1533 – make adjustments to the mixed use zones proposal as appropriate to adapt to the new legislation.
- Determine in-lieu fee and set threshold/parameters for use of in-lieu fee (number of units).
- Establish requirements for program approval including required documentation.
- Develop parameters for projects that utilize other affordable housing development incentives such as the MULTE tax abatement program.
- Establish parameters for unit count and proportionality requirements in buildings that are consistent with the floor area bonus parameters.
- Develop details of a program that would apply to ownership units as well as rental units.
- Determine PHB role in creating a database of prospective qualifying tenants.

Affordable Commercial Bonus

Description/Intent: As new development occurs, the opportunity for small businesses to locate in older buildings with more affordable rents could decrease. Because of the costs associated with new mixed use construction and the opportunity to attract tenants, rents levels in newer building are often higher than in existing buildings within those markets. This makes the spaces unaffordable to business startups, and existing local businesses. Because residential rents are often a more certain source of income for developers than commercial space, a bonus of additional floor area for residential use may be more valuable than commercial space in mixed use building. This bonus is intended to address this by offering a floor area bonus when a project builds commercial space that will be leased at affordable, below market rates.

What is Required and Allowed: A development proposal seeking this bonus could earn up to 50% of the total bonus floor area. Projects would earn two square feet of additional/bonus floor area for each square foot of commercial space that is made available at "affordable" rates. Commercial space priced at a rate of 25% below market is being targeted. However, specific rates, affordability targets, and qualifying business types will be further studied and described in an administrative rule to be administered by a partner agency or entity. The term of affordability is expected to be 20 years.

Proposed Partner Agency: Portland Development Commission (PDC)

Administration: The Portland Development Commission, or other appointed agency, would establish a program to evaluate development projects, issue a certificate of compliance to an applicant that has enrolled in the program, determine business eligibility for the enrolled space, and institute a mechanism to track and ensure affordability over time.

Next Steps:
Coordinate with the Portland Development Commission to develop affordable commercial space incentive program administration details including intake system, approval thresholds and ongoing monitoring requirements.

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- Develop criteria for eligible users of the bonus space.
- Develop program details including: types of qualifying businesses; income or other qualifying requirements of applicants.
- Determine whether and in-lieu fee directed at an affordable commercial space fund is a practical approach.
- Establish documentation requirements for program approval.
- Develop parameters for projects that utilize other financial resources.
- Determine PDC role in creating a database of prospective qualifying tenants.
- Determine rules to address the situations when businesses become successful in rent-discounted locations.

Related City Codes for Subsequent Amendments

Because of base zone changes, subsequent amendments to the Zoning Code will be necessary to address varied code references and other situations that require policy decisions. These amendments are not included in this report but will be presented in a subsequent code amendment package after review and approval of the initial changes proposed to the Planning and Sustainability Commission.

The proposed base zones will operate within a larger regulatory zoning structure that will continue to influence how development occurs. Minor references to Commercial Zones as well as code references with more significant policy and planning implications driven by base zone changes are located throughout the zoning code and will require minor amendments. However, more substantive issues requiring reconciliation are in *Plan Districts*, *Overlay Zones* and *Additional Use and Development Regulations*. In most cases, allowances for height and uses provided in these plan districts and overlay zones are expected to be maintained as prescribed in the current code. However, some plan districts and overlay zones will require additional policy discussion to determine how provisions of the plan district can be reconciled with the new base zone FAR and bonus structure and other development standards. These policy decisions are expected to occur after there is greater certainty about the base zone regulatory framework.

A preliminary list of the potentially affected code sections is listed below. See Appendix for additional details.

Table VII-1: Title 33 Code Chapters Requiring Future Amendments

Chapter	Title	Issues to Address
33.10	Organization of Title 33	Minor amendments: • reconcile text with new zones
33.110	Single-Dwelling Zones	Minor amendments: • reconcile text with new zones
33.120	Multi-Dwelling Zones	Minor amendments: • reconcile text with new zones
33.140	Employment and Industrial Zones	Minor amendments: • reconcile text with new zones

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33.218	Community Design Standards	Major amendments: • DOZA project to assess/revise Community Design Standards
33.224	Drive Through Facilities	Minor amendments: • reconcile text with new zones
33.229	Elderly and Disabled	Minor amendments: • reconcile text with new zones
33.237	Food Production and Distribution	Minor amendments: • reconcile text with new zones
33.239	Group Living	Minor amendments: • reconcile text with new zones
33.243	Helicopter and Landing Facilities	Minor amendments: • reconcile text with new zones
33.251	Manufactured Homes & Dwelling Parks	Minor amendments: • reconcile text with new zones
33.254	Mining & Waste-Related Uses	Minor amendments: • reconcile text with new zones
33.258	Nonconforming Situations	Minor amendments: • reconcile text with new zones
33.262	Off-Site Impacts	Minor amendments: • reconcile text with new zones
33.266	Parking and Loading	Major amendments: • proposal included with mixed use zones package
33.274	Radio Frequency Transmission Facilities	Minor amendments: • reconcile text with new zones
33.278	Permit-Ready Houses	Minor amendments: • reconcile text with new zones
33.281	Schools and School Sites	Minor amendments: • reconcile text with new zones
33.284	Self-Service Storage	Minor amendments: • reconcile text with new zones
33.285	Short Term Housing and Mass Shelters	Minor amendments: • reconcile text with new zones
33.293	Superblocks	Minor amendments: • reconcile text with new zones
33.296	Temporary Activities	Minor amendments: • reconcile text with new zones
33.299	Wind Turbines	Minor amendments: • reconcile text with new zones
33.400	Aircraft Landing Zone	Minor amendments: • reconcile text with new zones
33.405	Alternative Design Density Overlay Zone	Minor amendments: • reconcile text with new zones
33.410	Buffer Zone	Major amendments: • Proposal to remove in mixed use zones amendments
33.420	Design Overlay Zone	Major amendments: • DOZA project to assess/revise Design Overlay

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33.430	Environmental Zones	Minor amendments: • reconcile text with new zones
33.440	Greenway Overlay Zones	Minor amendments: • reconcile text with new zones
33.445	Historic Resource Overlay Zone	Minor amendments: • reconcile text with new zones
33.450	Light Rail Transit Station Zone	Minor amendments: • reconcile text with new zones
33.455	Main Street Node Overlay Zone	Major amendments: • Proposal to remove in mixed use zones amendments
33.460	Main Street Corridor Overlay Zone	Major amendments: • Proposal to remove in mixed use zones amendments
33.470	Portland Int'l Airport Noise Impact Zone	Minor amendments: • reconcile text with new zones
33.480	Scenic Resource Zone	Minor amendments: • reconcile text with new zones
33.521	East Corridor	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure
33.526	Gateway	Minor amendments: • reconcile text with new zones
33.532	Hayden Island	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure
33.534	Hillsdale	Major amendments: • reconcile text with new zones
33.536	Hollywood	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure • reconcile PD bonus options with new bonus structure
33.537	Johnson Creek	Minor amendments: • reconcile text with new zones
33.538	Kenton	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure
33.550	Macadam	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure
33.555	Marquam Hill	Minor amendments: reconcile text with new zones
33.561	North Interstate	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure • reconcile with development design standards
33.562	Northwest	Major amendments: • reconcile text with new zones

		• reconcile PD FAR with new bonus structure • reconcile PD bonus options with new bonus structure
33.583	St Johns	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure • reconcile PD bonus options with new bonus structure
33.613	Commercial Zones	Minor amendments: reconcile text with new zones
33.630	Tree Preservation	Minor amendments: reconcile text with new zones
33.631	Flood Hazard Areas	Minor amendments: reconcile text with new zones
33.638	Planned Development	Minor amendments: reconcile text with new zones
33.654	Rights of Way	Minor amendments: reconcile text with new zones
33.662	Land Divisions in C, E and I Zones	Minor amendments: reconcile text with new zones
33.665	Planned Development Review	Minor amendments: reconcile text with new zones
33.700	Administration and Enforcement	Minor amendments: reconcile text with new zones
33.850	Statewide Planning Goal Exceptions	Minor amendments: Renumber to 33.870
33.851	South Waterfront Greenway Review	Minor amendments: Renumber to 33.872
33.853	Tree Review	Minor amendments: Renumber to 33.855
33.855	Zoning Map Amendments	Minor amendments: Renumber to 33.890

Other City Titles for Amendment

Other city codes may require technical or more substantive amendments to align them with new zones and standards of the Mixed Use Zones Project. These include but are not limited to:

- Title 11, Trees: Edits to clarify or establish which commercial/mixed use zones in the new framework must meet tree preservation requirements.
- Title 17, Public Improvements: Edits to clarify or establish when development in the commercial/mixed use zones must conform to adopted street plans or meet street or pedestrian/bicycle connectivity standards.
- Title 18, Noise Control: Edits to reconcile text with new zones.
- Title 32, Signs and Related Regulations: Edits to reconcile text with new zones.

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Expanded Transportation Demand Management (TDM) Requirements

TDM encompasses a variety of strategies to encourage more efficient use of the existing transportation system and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand.

As part of the Mixed Use Zones Project, PBOT will consider expanding and standardizing requirements for an approved, performance-based TDM Plan, for new development over certain impact thresholds. Several specific changes may occur:

- New requirements for clear and objective performance-based TDM measures for larger mixed use apartment buildings and, perhaps, office buildings;
- Better integration of TDM and parking management; and
- Revitalized TDM program monitoring.

Implementation of these concepts will involve changes to the Zoning Code (in Chapter 33.266), and to Title 17. In Chapter 33.266, the staff proposal includes renaming that chapter to Parking and Transportation Demand Management, in recognition of this shift. Title 17 changes will address minimum requirements for TDM plans, fees, and enforcement. Title 17 may also authorize PBOT to publish administrative rules that will contain the specific prescriptive measures available to meet these requirements, as well as providing more specific forms and monitoring requirements. These rules would be finalized in 2016 or early 2017.

The intent of administrative rules would be to create a menu of approaches that can be selected by the permit applicant, and assembled into a TDM plan. Approval of the TDM plan would be an administrative action involving non-discretionary standards, handled during a building permit, and not a land use review. Non-standard TDM plans could be requested through a land use review (Proposed Zoning Code Chapter 33.852, which was also included with the Institutional Campus Zoning Project).

On Street Parking Management – Centers and Corridors Parking Project

The management of parking is an issue of growing importance throughout the City as growth and development brings increased density to mixed use centers and corridors and increases the demand for existing on-street parking. The Portland Bureau of Transportation (PBOT) has developed new on-street parking management tools for high-growth centers and corridors outside of the Central City. This parking management "tool kit" describes the suite of policies and programs available to manage on-street parking.

To inform this work, in 2015 PBOT studied parking demand in five case study areas that best represent the type and intensity of development Portland is seeing and can expect in the future. The findings, toolkit, and other information are available online:
http://www.portlandoregon.gov/transportation/63980

Goals of the PBOT parking toolkit project are:

- More efficient use of parking and management of curbside space.
- Greater ease in implementation and operation of parking management tools as areas change.
- Meet growth management and economic development goals.
- Meet goals of the City's Comprehensive Plan, including encouraging walking, cycling, transit and carpool trips over drive-alone trips.

Residential Permit Parking Areas

Working with the project Stakeholder Advisory Committee, PBOT staff developed recommendations for a new residential parking permit program. The new program would enable neighborhoods to elect to create a residential parking permit area in residentially-zoned areas surrounding high density mixed use corridors. This is different than the current permit program, which focuses specifically on commuter parking near the Central City. The concept is intended to reduce the parking impact on residential neighborhoods generated from new development in nearby mixed-use areas, encourage better utilization of existing off-street parking, encourage managers of low-parking buildings to market to car-free tenants, encourage developers to build an amount of parking consistent with the demand created by new development.

Key aspects of this program would include:

- New permit districts would be created by a local vote.
- The number of permits issued would be tied to the actual supply of on-street parking, eliminating the oversubscription problems seen in NW Portland and the Central Eastside.
- Residents of permit areas will have priority access to permits. Employees and residents of nearby mixed use areas would also have access to permits.
- Short-term parking for visitors to nearby commercial areas would be allowed, but permit holders would be able to park beyond the posted time limits (e.g., 2 hour *except by permit*)
- The permit fee structure will include Transportation Demand Management measures intended to reduce the overall demand for on-street parking.

The project Stakeholder Advisory Committee endorsed the permit concept at their December 2015 meeting. PBOT staff will bring the proposal to City Council in spring 2016.

Transportation System Improvements

The Transportation System Plan identifies more than $1 billion dollars in transportation infrastructure projects on streets or in areas with mixed use zoning. As the City and region secures funding for transportation improvements, that money is spent on projects identified in the TSP. Funding is not guaranteed for these identified projects. Fees collected from development helps pay for some of these improvements. A small sample of these projects are listed below. For a full list of recommended transportation investments, see the TSP:
http://www.portlandoregon.gov/transportation/63710

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Table VII-3: Sample TSP Projects

Street or Area	Project	Description	Cost
Barbur Blvd	SW Corridor High Capacity Transit	Capital construction of High Capacity Transit project between Portland and Tualatin via Tigard.	$1b+
Powell-Division	Powell-Division High Capacity Transit	Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Gresham.	$75m
Gateway	99th Ave Streetscape improvements	Construct streetscape improvements including wider sidewalks, lighting, street trees, center turn lane, bike lanes and new signals.	$26m
Capital Highway	Capital Hwy Corridor improvements	Improve SW Capital Hwy from Multnomah Blvd. to SW Taylors Ferry Rd to include sidewalks, crossings, and bicycle access.	$12m
Lents	Lents Town center Improvements	Implement Lents Town Center Business District transportation Plan.	$11.5m
NE Broadway	NE Broadway Corridor Improvements, Phase 1	Design and implement a protected bikeway and improve pedestrian/bicycle crossings.	$8.9m
West Portland Town Center	West Portland Town Center Pedestrian Improvements	Improve sidewalks, lighting, crossings, bus shelters and benches on Barbur, Capital Hwy, and surrounding neighborhood streets.	$7m
122nd Ave	122nd Ave Corridor improvements	Design and Implement multimodal improvements to sidewalks to sidewalks, crossings, transit stops, striping and signals to enhance ped/bike safety, access to transit, and transit operations.	$8m
82nd Ave	82nd Ave Corridor improvements	Design and Implement multimodal improvements to sidewalks to sidewalks, crossings, transit stops, striping and signals to enhance ped/bike safety, access to transit, and transit operations.	$5m

Transit Service - TriMet Letter of Intent

The Region 2040 Growth Concept calls for housing and employment growth to be focused into more active, mixed use, pedestrian-friendly activity centers that are connected by high-frequency or high-capacity transit corridors. One of the key ingredients to success for these activity centers is providing a multi-modal transportation system that ensures transportation choices and the continued mobility of people and goods throughout the region.

Under Oregon law, there are legal mechanisms to ensure that Transportation System Plans and Land Use Plans are coordinated. Transportation System Plans, however, traditionally focus on capital investment plans, *not ongoing transit operations*. The City and TriMet are seeking an additional mechanism to more clearly express and acknowledge that land use, capital investments, and ongoing operations are bound together. For purposes of the Mixed Use Zoning Project, this helps build confidence that transit operations will continue and will improve over time and reduces the need to own and use a personal vehicle. This will build on current TriMet Service Enhancement planning already underway (see http://future.trimet.org for more information).

The City of Portland and TriMet have signed a letter of intent to work in partnership to identify the transit service and supporting land use, community development and transportation policies, programs and projects needed to support planned growth, consistent with the region's 2040 adopted vision and plans.

More specifically, through this letter of intent, the City and TriMet are committing to a joint work plan. This work plan will inform the development and adoption of a service agreement or Memorandum of Understanding (MOU) showing how the City and TriMet will continue to coordinate on transit service in the City. The Parties intend to complete this by the end of 2016 to coincide with the City's completion of the new Comprehensive Plan.

This agreement would strengthen coordination of three mutually-reinforcing responsibilities:

- Adoption of transit-supportive land use plans (City, Bureau of Planning and Sustainability)
- Investments that provide transit-supportive infrastructure, such as sidewalks and safe crossings, and programs, such as transit signal priority, and transportation and parking demand management (City, Bureau of Transportation, Portland Development Commission)
- Transit operations, vehicles and infrastructure (TriMet)

A copy of the initial letter of agreement is included in the appendix.

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VI. Amendments to the Zoning Code

The primary implementing mechanism for the Mixed Use Zones Project concepts and proposals described in this report is revision of the Portland Zoning Code (Title 33). Amendments to the Zoning Code needed to implement the concept proposal are included in this Section of the report.

The following chapters of the Zoning Code regulate development in the Commercial Mixed Use zones citywide, and also address specific elements of development and situations.

33.130 Commercial Mixed Use Zones
33.270 Planned Development
33.266 Parking and Loading and Transportation Demand Management
33.415 Centers Main Street Overlay Zone
33.855 Planned Development Review

Many of the changes to Chapter 33.130 and 33.415 replicate or render redundant other sections of the Zoning Code, primarily found in Plan Districts and Overlay Zones. As a result, revisions are needed to several chapters of the code, including the following.

33.455 Main Street Node overlay zone – repeal chapter, not included herein
33.460 Main Street Corridor overlay zone – repeal chapter, not included herein
33.520 Division Street Plan District
33.545 Lombard Street Plan District
33.575 Sandy Boulevard Plan District

In addition, other Chapters require amendments because they contain substantive changes to either the standards or the procedural requirements of the code. Proposed amendments to the following chapters are the result of these types of changes:

33.505 Cascade Station/PIC Plan District
33.730 Quasi Judicial Procedures
33.852 Transportation Impact Review
33.910 Definitions

Amendments to the Chapters are presented in this section of the report in their numerical order.

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33.130 Commercial/Mixed Use Zones

Commentary on draft Chapter 33.130 code amendments is in summary form. For more detail on the concepts and research related to the draft code amendments, see the *Mixed Use Zones Project Code Concepts Report* and its appendices.

Note: This is a substantial rewrite of an existing code chapter. For readability, ~~strikethrough~~ and underline is not used. The use of shading indicates blocks of code text with no substantive changes.

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Commentary

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33.130 Commercial/Mixed Use Zones

130

Sections:

General

33.130.010 Purpose
33.130.020 List of the Commercial/Mixed Use Zones
33.130.030 Characteristics of the Zones
33.130.040 Other Zoning Regulations
33.130.050 Neighborhood Contact

Use Regulations

33.130.100 Primary Uses
33.130.110 Accessory Uses
33.130.130 Nuisance-Related Impacts

Development Standards

33.130.200 Lot Size
33.130.205 Floor Area Ratio
33.130.210 Height
33.130.212 Floor Area and Height Bonus Options
33.130.215 Setbacks
33.130.220 Building Coverage
33.130.222 Building Length and Façade Articulation
33.130.225 Landscaped Areas
33.130.227 Trees
33.130.228 Required Outdoor Areas
33.130.230 Ground Floor Windows
33.130.235 Screening
33.130.240 Pedestrian Standards
33.130.242 Transit Street Main Entrance
33.130.245 Exterior Display, Storage, and Work Activities
33.130.250 General Requirements for Residential and Mixed-Use Developments
33.130.255 Trucks and Equipment
33.130.260 Drive-Through Facilities
33.130.265 Detached Accessory Structures
33.130.270 Fences
33.130.275 Demolitions
33.130.285 Nonconforming Development
33.130.290 Parking, Loading, and Transportation Demand Management
33.130.292 Street and Pedestrian Connections
33.130.295 Signs
33.130.305 Superblock Requirements
33.130.310 Recycling Areas

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Commentary

33.130.010 Purpose

The purpose statement for the Commercial/Mixed Use Zones is recast to capture their role in meeting Comprehensive Plan goals and policies, which include allowing commercial and mixed use development as key components of complete neighborhoods, as well as related goals for place making and creating innovative, high quality development.

33.130.020 List of the Commercial/Mixed Use Zones

The number of zones is reduced from eight to five: CM1, CM2, CM3, CE, and CX. The CM1 is small scale (35'), replacing CN1/2 and CO1; the CM2 is medium scale (45'), replacing CS, CM, CO2, and in some locations CG; the CM3 is large scale (65'), replacing CX and EX as applied outside of the Central City and Gateway; the CE is medium scale (45'), with more auto-oriented and employment allowances.

33.130.030 Characteristics of the Zones

The new Comprehensive Plan changes the Comprehensive Plan designation-to-zoning relationship from a nearly one-to-one relationship to a one-to-many relationship. Several new mixed use Comprehensive Plan Map designations will be associated with more than one zone (see table below), so more guidance is needed for when it is appropriate to apply one zone versus another. This is particularly true for quasi-judicial zone changes in conformance with the Comprehensive Plan Map designation. To help inform decisions regarding the appropriate mapping of zones, the Characteristics of the Zones paragraphs now include more detail about the types of places and situations in which they are appropriate to be used. These paragraphs will be used in conjunction with the approval criteria for base zone changes.

New Comprehensive Plan Designation	Corresponding Allowed Zones
Mixed-Use Dispersed	CM1, CE
Mixed-Use Neighborhood	CM1, CM2, CE
Mixed-Use Civic Corridor	CM1, CM2, CM3, CE
Mixed-Use Urban Center	CM1, CM2, CM3
Central Commercial	CX

General

33.130.010 Purpose

The commercial/mixed use zones are intended for commercial and mixed use areas of the City as designated on the Comprehensive Plan map. These zones implement the vision, guiding principles, and goals and policies of the Comprehensive Plan, and encourage economic prosperity, human health, environmental health, equity, and resilience. These zones are primarily distinguished by the uses allowed and the intensity of development allowed. The zones allow a mix of commercial activities, housing, and employment uses that reflect the different types of centers and corridors described in the Urban Design chapter of the Comprehensive Plan.

The commercial/mixed use zones are intended to serve local neighborhood areas, larger districts, as well as broader citywide or regional markets. The regulations promote uses and development that support healthy complete neighborhoods—places where people of all ages and abilities have safe and convenient access to the goods and services they need in their daily life, and where people have the opportunity to live active lifestyles. The zones encourage quality and innovative design, and facilitate creation of great places and great streets.

The development standards are designed to allow development flexibility, within parameters, that supports the intent of the specific zone. In addition, the regulations provide guidance to property owners, developers, and neighbors about the limits of what is allowed.

33.130.020 List of the Commercial/Mixed Use Zones

The full and short names of the commercial/mixed use zones and their map symbols are listed below. When this Title refers to the commercial/mixed use zones, it is referring to the zones listed here.

Full Name	Short Name / Map Symbol
Commercial/Mixed Use 1	CM1
Commercial/Mixed Use 2	CM2
Commercial/Mixed Use 3	CM3
Commercial Employment	CE
Central Commercial	CX

33.130.030 Characteristics of the Zones

A. Commercial/Mixed Use 1 zone. The Commercial/Mixed Use 1 (CM1) zone is a small-scale zone intended for sites in dispersed mixed use nodes within lower density residential areas, as well as on neighborhood corridors and at the edges of neighborhood centers, town centers and regional centers. The zone is also appropriate in core commercial areas of centers in locations where older commercial storefront buildings of 1 to 2 stories are predominant. This zone allows a mix of commercial and residential uses. The size of commercial uses and hours of operation are limited in some locations to minimize impacts on adjacent residential uses. Buildings in this zone will generally be up to three stories tall. Development is intended to be pedestrian-oriented, generally compatible with the scale of adjacent residentially zoned areas or low-rise commercial areas, and include landscaping that integrates with the characteristics of residential areas.

Commentary

33.130.030 Characteristics of the Zones (continued)

See previous commentary.

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B. Commercial/Mixed Use 2 zone. The Commercial/Mixed Use 2 (CM2) zone is a medium-scale zone intended for sites in a variety of centers, along corridors, and in other mixed use areas that have frequent transit service. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zones will generally be up to four stories tall unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, provide a strong relationship between buildings and sidewalks, and complement the scale of surrounding residentially zoned areas.

C. Commercial/Mixed Use 3 zone. The Commercial/Mixed Use 3 (CM3) zone is a large-scale zone intended for sites in high-capacity transit station areas, in town centers, along streetcar alignments, along civic corridors, and in locations close to the Central City. It is intended to be an intensely urban zone and is not appropriate for sites where adjacent properties have single-dwelling residential zoning. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zone will generally be up to six stories tall unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, with buildings that contribute to an urban environment with a strong street edge of buildings. The scale of development is intended to be larger than what is allowed in lower intensity commercial/mixed use and residential zones. Design review is typically required in this zone.

D. Commercial Employment zone. The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors with a Neighborhood Collector or higher traffic classification, especially along civic corridors that are also Major Truck Streets or Priority Truck Streets. This zone is generally not appropriate in designated centers, except on a site that is currently developed in an auto-oriented manner and urban scale development is not economically feasible. The zone allows a mix of commercial uses, as well as some light manufacturing and distribution uses that have few off-site impacts. The zone allows drive-through uses and is appropriate for sites of sufficient size to provide transitions to areas with residential zoning. The emphasis of this zone is on commercial and employment uses, but residential uses are also allowed. Buildings in this zone will generally be up to four stories tall. Development is intended to be pedestrian-oriented, as well as auto-accommodating, and complement the scale of surrounding areas.

E. Central Commercial zone. The Central Commercial (CX) zone is intended to provide for commercial and mixed use development within Portland's most urban and intense areas, specifically the Central City and Gateway Regional Center areas. A broad range of uses are allowed to reflect Portland's role as a commercial, cultural, residential, and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

33.130.040 Other Zoning Regulations
No change.

33.130.050 Neighborhood Contact
A significant amount of new housing, commercial and other development is anticipated in the mixed use zones. Because of the allowed scale and magnitude of many new developments, community members have raised concerns about the need for better notification of new development in the C/MU zones and the desirability of providing opportunities for dialogue between developers and the community. Many plan districts and most multi-dwelling zone residential developments require neighborhood contact, but this is lacking in C/MU zones. This provision adds the requirement to larger development projects in this zone. BPS staff have received comments relating to concerns about the effectiveness of the existing contact requirement process (33.700.025) from internal and external stakeholders. BPS may pursue an update of this provision as part of implementation of the Comprehensive Plan Update.

Draft code language is similar to existing language in Chapter 33.120. It utilizes the same dwelling unit threshold (5 units) as applies in the multi-dwelling zones, but also includes a 10,000 square foot threshold (new net building area) to include larger non-residential projects.

33.130.040 Other Zoning Regulations

The regulations in this chapter state the allowed uses and the development standards for the base zones. Sites with overlay zones, plan districts, or designated historical landmarks are subject to additional regulations. The Official Zoning Maps indicate which sites are subject to the additional regulations. Specific uses or development types may also be subject to regulations in the 200s series of chapters.

33.130.050 Neighborhood Contact

A. Purpose. Neighborhood contact is required for larger projects in the commercial/mixed use zones because of the impacts that large projects can have on the surrounding community. The neighborhood contact requirement provides an opportunity for community input on the design of these projects by providing a setting for the applicant and neighborhood residents to discuss a proposal in an informal manner. By sharing information and concerns early, all involved have the opportunity to identify ways to improve a proposal and to resolve conflicts.

B. Neighborhood contact requirement. Proposals meeting the following conditions are subject to the neighborhood contact requirement as specified in Section 33.700.025, Neighborhood Contact. All of the steps in 33.700.025 must be completed before a building permit is requested:

1. The proposed development has not been subject to a land use review; and

2. The proposed development will add at least 10,000 square feet of net building area on the site, or will create five or more new dwelling units. Dwelling units are created:

   a. As part of new development;

   b. By adding net building area to existing development that increases the number of dwelling units; or

   c. By conversion of existing net building area from non-residential to residential uses.

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Commentary

33.130.100.A. Allowed uses

The approach with the new zones is, to the extent possible, to retain and match the use allowances of the zones being replaced. There are some notable exceptions, for instance quick vehicle servicing – allowed in some CN2 situations - is not allowed in CM1, and the CM1 zone allows a broad array of uses beyond office in places where it replaces CO1.

33.130.100.B. Limited uses

Similar to allowed uses, the approach with the new zones was, to the extent possible, to retain and match the use limitations of the zones being replaced. Adjustments were made in some cases to respond to zones that had differing limitations, but which are now being combined into new zones (such as CN1 and CN2, to be combined into CM1).

Commercial size limitations in the CM1 zone correspond in part to current limitation in the CN1 zone (such as the 5,000 square foot Retail Sales and Service limit), but provide allowances for larger sites on major streets (Neighborhood Collector streets or higher classification). These allowances for somewhat larger Commercial uses accommodate the fact that the CN2 zone (which did not have size limits) is being folded into the new CM1 zone. Overall, the CM1 Commercial size limitations are intended to allow some Commercial uses in the dispersed locations where this zone is typically located, while encouraging larger uses to be located in centers and corridors where polices call for focusing commercial services.

Small sites in the CM1 zone that are surrounded by single-dwelling residential zoning have limitations on hours of operation to limit conflicts. This also responds to community concerns related to the rezoning of non-conforming commercial uses on some dispersed sites to CM1 zoning, which had sometimes operated under limitations on hours of operation as part of mitigation requirements related to their nonconforming status within residential zones.

Use Regulations

33.130.100 Primary Uses

A. Allowed uses. Uses allowed in the commercial/mixed use zones are listed in Table 130-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed development will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters.

B. Limited uses. Uses allowed that are subject to limitations are listed in Table 130-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 130-1.

1. Group Living. This regulation applies to all parts of Table 130-1 that have a [1].

   a. General regulations. All Group Living uses, except for alternative or post incarceration facilities, are allowed by right subject to the regulations of Chapter 33.239, Group Living.

   b. Alternative or post incarceration facilities. Group Living uses that consist of alternative or post incarceration facilities are conditional uses. They are also subject to the regulations of Chapter 33.239, Group Living.

2. Commercial limitation. This regulation applies to all parts of Table 130-1 that have a [2].

   a. Generally:

      (1) Each individual Retail Sales and Service use is limited to 5,000 square feet of net building area, and

      (2) Each individual Office use is limited to 5,000 square feet of net building area.

   b. On sites over 40,000 square feet in size located on a Neighborhood Collector or higher classification traffic street, each individual Retail Sales and Service or Office use is limited to 40,000 square feet of net building area.

   c. On sites 7,500 square feet or less in size where all abutting properties are in single-dwelling zoning, the hours of operation for Retail Sales and Service uses are limited to 6:00 AM to 11:00 PM.

33.130.100.B. Limited uses (continued)

The industrial size limitations include some expanded allowances for smaller industrial uses in CM2, CM3 and CE zones, responding in part to Portland's need for employment land. In the case of current EX zoned properties, which outside the Central City will become CM3, industrial uses will be more limited in size than what is currently allowed; although the CM3 zone will allow larger industrial uses [up to 1 to 1 FAR] than the other commercial/mixed use zones.

No changes to the other limitations on this page.

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3. Industrial size limitation. This regulation applies to all parts of Table 130-1 that have a [3]. Utility Scale Energy Production is a conditional use. Uses that have an "L" are allowed by right up to the limits below, and uses beyond the limits are prohibited. Uses that have a "CU" are conditional uses and are subject to the limits below.

   a. In the CM1 zone, each individual Industrial use is limited to 5,000 square feet of net building area;

   b. In the CM2 zone, each individual Industrial use is limited to 15,000 square feet of net building area;

   c. In the CM3 zone, Industrial uses are limited to a total FAR of 1 to 1 per site; and

   d. In the CE zone, each individual Industrial use is limited to 40,000 square feet of net building area.

4. Self-Service Storage limitation. This regulation applies to all parts of Table 130-1 that have a [4]. The limitations are stated with the special regulations for these uses in Chapter 33.284, Self-Service Storage.

5. Exterior development limitation. This regulation applies to all parts of Table 130-1 that have a [5]. Exterior display or storage of industrial equipment, such as tools, equipment, vehicles, products, materials, or other objects that are part of or used for the business operation is prohibited.

6. Community Services. This regulation applies to all parts of Table 130-1 that have a [6]. Most Community Service uses are allowed by right. Short term housing and mass shelters may be allowed by right if they meet certain standards, or may be a conditional use. See Chapter 33.285, Short Term Housing and Mass Shelters.

7. Radio Frequency Transmission Facilities. This regulation applies to all parts of Table 130-1 that have a [7]. Some Radio Frequency Transmission Facilities are allowed by right. See Chapter 33.274.

8. Basic Utilities. This regulation applies to all parts of Table 130-1 that have note [8].

   a. Public safety facilities that include Radio Frequency Transmission Facilities are a conditional use. The approval criteria are in Section 33.815.223. All other Basic Utilities are allowed.

   b. Small Scale Energy Production that provides energy for on-site or off-site use are considered accessory to the primary use on the site. However, it is only considered accessory if they generate energy from biological materials or byproducts from the site itself, or conditions on the site itself; plus not more than 10 tons per week of biological material or byproducts from other sites. Installations that sell power they generate — at retail (net metered) or wholesale — are included.

   c. All other Basic Utilities are allowed.

33.130.100.B. Limited uses (continued)
See earlier commentary.

Note 9: This provides limited allowances for Commercial Parking in the CM2 and CM3 zones. Commercial Parking includes "shared parking," such as when the parking area is designated for use by the customers or tenants of multiple nearby business or residential buildings. Shared parking was identified by many community members as a parking approach that should be included in mixed used centers and corridors to help meet parking demand. This regulations generally requires that new Commercial Parking must generally be in parking structures to provide for efficient use of land. This also includes new allowances for parking originally approved as accessory parking to be used as Commercial Parking, when this parking is in excess of minimum parking requirements and within the maximum parking ratios of the associated uses (see Chapter 33.266 for minimum and maximum parking ratios).

33.130.100.C. Conditional uses
No change to text.

33.130.100.D. Prohibited uses
No change to text.

9. Commercial Parking. This regulation applies to all parts of Table 130-1 that have note [9]. Commercial Parking is a conditional use in the CX zone except when superseded by plan district regulations. In the CM2 and CM3 zones, Commercial Parking is allowed as follows:

   a. Commercial Parking is allowed by right in structured parking.

   b. Commercial Parking is allowed by right on a surface parking lot legally constructed on or before [insert date code goes into effect].

   c. Commercial Parking is allowed by right on a surface parking lot legally constructed after [insert effective date] when all of the following are met:

      (1) The surface parking lot was constructed as accessory parking for other primary uses on the site;

      (2) The total number of parking spaces on the site does not exceed the maximum number of parking spaces allowed for the other primary uses on the site; and

      (3) Only non-required parking spaces are used as Commercial Parking.

10. Agriculture in the CM1 zone. This regulation applies to all parts of Table 130-1 that have note [10]. If the use and site do not meet the regulations of Chapter 33.237, Food Production and Distribution, it is prohibited.

11. Agriculture in the CM2, CM3, CX, and CE zones. This regulation applies to all parts of Table 130-1 that have note [11]. Agriculture is a conditional use. Where the use and site meet the regulations of Chapter 33.237, Food Production and Distribution, the applicant may choose whether it is allowed as a Market Garden, which does not require a conditional use.

C. Conditional uses. Uses that are allowed if approved through the conditional use review process are listed in Table 130-1 with a "CU". These uses are allowed provided they comply with the conditional use approval criteria for that use, the development standards, and other regulations of this Title. Uses listed with a "CU" that also have a footnote number in the table are subject to the regulations cited in the footnote. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The conditional use review process and approval criteria are stated in Chapter 33.815, Conditional Uses.

D. Prohibited uses. Uses listed in Table 130-1 with an "N" are prohibited. Existing uses in categories listed as prohibited may be subject to the regulations of Chapter 33.258, Nonconforming Uses and Development.

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Commentary

33.130.110 Accessory Uses

No change.

33.130.130 Nuisance-Related Impacts

No change.

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33.130.110 Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory uses and all development standards.

33.130.130 Nuisance-Related Impacts

A. Off-site impacts. All nonresidential uses including their accessory uses must comply with the standards of Chapter 33.262, Off-Site Impacts.

B. Other nuisances. Other nuisances are regulated by Title 29, Property and Maintenance Regulations.

Table 130-1 (Commercial/Mixed Use Zone Primary Uses)

As noted previously, the approach with the new zones is, to the extent possible, to retain and match the use allowances of the new zones to the respective types of zones being replaced. The following tables provide a comparison between the new zones (shaded) and comparable existing zones regarding the status of some of the use categories.

Comparison of small-scale zones

	CM1	CN1	CN2	CO1
Commercial				
Retail Sales And Service	L	L	Y	N
Office	L	L	Y	Y
Quick Vehicle Servicing	N	N	L	N
Vehicle Repair	N	N	N	N
Commercial Parking	N	N	N	N
Self-Service Storage	N	N	N	N
Residential	Y	Y	Y	Y
Industrial	L	L	L	N

Comparison of medium-scale zones

	CM2	CE	CO2	CM	CS	CG
Commercial						
Retail Sales And Service	Y	Y	L	L	Y	Y
Office	Y	Y	Y	L	Y	Y
Quick Vehicle Servicing	N	Y	N	N	N	Y
Vehicle Repair	Y	Y	N	N	Y	Y
Commercial Parking	L	Y	N	N	Y	CU
Self-Service Storage	N	Y	N	N	N	L
Residential	Y	Y	Y	Y	Y	Y
Industrial	L	L	N	L	L	L

Comparison of large-scale zones

	CM3	EX	CX
Commercial			
Retail Sales And Service	Y	Y	Y
Office	Y	Y	Y
Quick Vehicle Servicing	N	N	L
Vehicle Repair	Y	Y	L
Commercial Parking	L	CU	CU
Self-Service Storage	L	L	L
Residential	Y	Y	Y
Industrial	L	Y	L

Table Notes:

Y = Yes, allowed; N = No, not allowed;
L = Limited; CU = Conditional Use

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Table 130-1 Commercial/Mixed Use Zone Primary Uses					
Use Categories	**CM1**	**CM2**	**CM3**	**CX**	**CE**
Residential Categories					
Household Living	Y	Y	Y	Y	Y
Group Living	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]
Commercial Categories					
Retail Sales And Service	L [2]	Y	Y	Y	Y
Office	L [2]	Y	Y	Y	Y
Quick Vehicle Servicing	N	N	N	N	Y
Vehicle Repair	N	Y	Y	L [5]	Y
Commercial Parking	N	L [9]	L [9]	CU [9]	Y
Self-Service Storage	N	N	L [4]	L [4]	Y
Commercial Outdoor Recreation	N	Y	Y	Y	Y
Major Event Entertainment	N	CU	CU	Y	CU
Industrial Categories					
Manufacturing and Production	L [3,5]	L [3,5]	L [3,5]	L [3,5]	L [3,5]
Warehouse and Freight Movement	N	N	L [3,5]	N	L [3,5]
Wholesale Sales	N	L [3,5]	L [3,5]	L [3,5]	L [3,5]
Industrial Service	N	CU [3,5]	CU [3,5]	CU [3,5]	CU [3,5]
Railroad Yards	N	N	N	N	N
Waste-Related	N	N	N	N	N
Institutional Categories					
Basic Utilities	Y/CU [8]	Y/CU [8]	Y/CU [8]	Y/CU [8]	Y/CU [8]
Community Service	L/CU [6]	L/CU [6]	L/CU [6]	L/CU [6]	L/CU [6]
Parks and Open Areas	Y	Y	Y	Y	Y
Schools	Y	Y	Y	Y	Y
Colleges	Y	Y	Y	Y	Y
Medical Centers	Y	Y	Y	Y	Y
Religious Institutions	Y	Y	Y	Y	Y
Daycare	Y	Y	Y	Y	Y
Other Categories					
Agriculture	L [10]	L/CU [11]	L/CU [11]	L/CU [11]	L/CU [11]
Aviation and Surface Passenger Terminals	N	N	N	CU	CU
Detention Facilities	N	N	CU	CU	CU
Mining	N	N	N	N	N
Radio Frequency Transmission Facilities	L/CU [7]	L/CU [7]	L/CU [7]	L/CU [7]	L/CU [7]
Rail Lines and Utility Corridors	CU	CU	CU	CU	CU

Y = Yes, Allowed
L = Allowed, But Special Limitations
CU = Conditional Use Review Required
N = No, Prohibited

Notes:

- The use categories are described in Chapter 33.920.
- Regulations that correspond to the bracketed numbers [ ] are stated in 33.130.100.B.
- Specific uses and developments may also be subject to regulations in the 200s series of chapters.

Commentary

33.130.200 Lot Size
No change.

33.130.205 Floor Area Ratio
The approach to floor area ratios in the new zones is a significant change from current practice. The new zones set new FAR standards for each zone. All uses, including residential, are counted in floor area, which is a change from current practice which excludes residential from the calculation. The base allowed FARs of the new zones are as follows (see page 30 for a comparison of the allowed FARs of the new and existing zones):

CM1: 1.5:1
CM2: 2.5:1
CM3: 3.0:1
CE: 2.5:1
CX: 4.0:1

The new FAR approach would allow accessory structured parking to not be included in maximum FAR calculations, up to a maximum FAR of 0.5 to 1, to reduce disincentives to accommodating parking in structures versus surface parking (which does not count as floor area) and to facilitate higher-density projects that are required to include parking. Adjustments to the maximum FARs are prohibited in order to prioritize bonuses as the means to increasing FAR. Bonus FAR is available when development includes specified community benefits (described in 33.130.212, Floor Area and Height Bonus Options).

33.130.205.C. Transfer of floor area from Historic Resources.
The new approach of including residential in FAR calculations provides an opportunity to add FAR to development through bonuses (33.130.212) and also provides an opportunity for FAR to be transferred from historic resources to receiving C/MU zoned sites. The latter is possible currently, but is often moot because residential uses are allowed beyond the FAR limits, which limits the attractiveness and need for a transfer. Also, allowances for transfers of FAR from giving sites are being extended beyond the current applicability to individual landmarks to also be applicable to contributing resources in Historic and Conservation districts. The new code's treatment of FAR calculations should increase the utility of density transfers. The maximum distance of the FAR transfer is being reduced from two miles to one mile in order to have both the benefit of preservation and the additional development scale resulting from the transfer take place in the same local area. Each zone has a different maximum density transfer to receiving sites, and has been calibrating in conjunction with the bonuses in section 33.130.212, which provides the greatest additional development allowances to projects that include affordable housing.

Development Standards

33.130.200 Lot Size

There is no required minimum lot size for development of land in commercial/mixed use zones. Creation of new lots is subject to the regulations of Chapter 33.613, Lots in Commercial/Mixed Use Zones.

33.130.205 Floor Area Ratio

A. Purpose. Floor area ratios (FARs) regulate the amount of use (the intensity) allowed on a site. FARs provide a means to match the potential amount of uses with the desired character of the area and the provision of public services. FARs also work with the height, setback, and building coverage standards to control the overall bulk of development.

B. FAR standard. The maximum floor area ratios are stated in Table 130-2 and apply to all uses and development. Additional floor area may be allowed through bonus options, as described in Section 33.130.212, or transferred from historic resources per Subsection C. Floor area for accessory parking, up to a maximum FAR of 0.5 to 1, is not calculated as part of the FAR for the site. Adjustments to the maximum floor area ratios are prohibited.

C. Transfer of floor area from Historic Resources. Floor area ratios may be transferred from a site that contains a historic resource, as follows:

1. Sending sites. Sites eligible to transfer floor area must contain:
   a. A Historic or Conservation landmark; or
   b. A contributing resource in a Historic District or a Conservation District.
2. Maximum increase in FAR. In the CM1, CM2, CM3, and CE zones, the total FAR on the receiving site may not exceed the maximum FAR with bonuses identified on Table 130-3. This total FAR includes FAR transferred from historic resources, and any additional FAR allowed at the receiving site from bonus options, or from other transfers. In addition, an increase on the receiving site of more than the following due to a historic resource transfer is prohibited:
   a. 0.5 to 1 in the CM1 zone;
   b. 0.75 to 1 in the CM2 zone;
   c. 1 to 1 in the CM3 zone;
   d. 0.5 to 1 in the CE zone.

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33.130.205.C. Transfer of floor area from Historic Resources (continued).
The new code limits transfer of floor area to within one mile of the sending site (compared to the current allowance for a two mile distance). This responds to community interest in keeping transfers within the same local area so that both the benefits (preservation) and the perceived burdens (greater building scale) occur in the same general area. The new code also does not allow transfer of floor area into Historic or Conservation districts in order to avoid providing additional building scale that may not be appropriate in the context of the established scale of these districts. These transfer of floor area regulations do not apply within the Central City plan district, which has its own regulatory provisions for transfer of floor area.

33.130.210 Height
The purpose statement has been modified to reflect the new structure of commercial/mixed use zones and to reflect new requirements limiting height adjacent to residential zones and along narrower streets, as well as allowances that provide additional flexibility for building height in certain situations.

3. Maximum increase in FAR in the CX zone. An increase in FAR on the receiving site of more than 3 to 1 is prohibited. The total increased FAR includes FAR transferred from historic resources, and additional FAR allowed at the receiving site from bonus provisions, or from other transfers;

4. Development standards. The building on the receiving site must meet the development standards of the base zone, overlay zone, and plan district except floor area ratio, which is regulated by paragraphs C.2 and C.3 above;

5. Receiving site. The receiving site must be within the same recognized neighborhood as the sending site, or within one mile of the transfer site, and must not be within a Historic or Conservation District.

6. The property owner must execute a covenant with the City that is attached to and recorded with the deed of both the site transferring and the site receiving the density. The covenant must reflect the respective increase and decrease of potential density. The covenant for the receiving site must meet the requirements of Section 33.700.060, Covenants with the City. The covenant for the historic resource transferring the density must meet the requirements of 33.445.610.D, Covenant.

33.130.210 Height

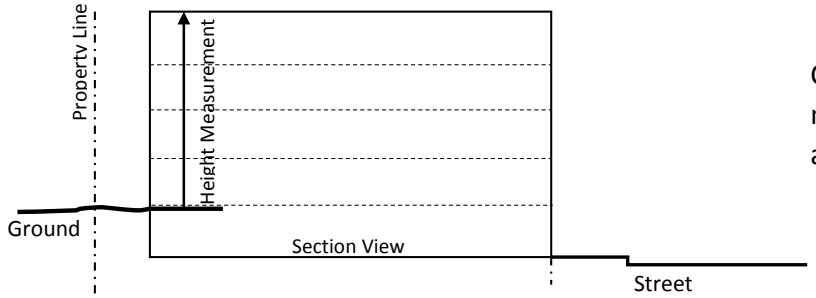
A. Purpose. The height limits are intended to control the overall scale of buildings. The height limits in the CM1 zone allow buildings that are in scale with low rise residential areas. The height limits in the CM2 and CE zones allow for a greater building height at a scale that can accommodate the growth intended for centers and corridors, while relating to the low- to mid-rise scale of neighborhood residential areas. The CM3 zone allows the tallest buildings outside the Central City and Gateway plan districts, consistent with its intended role in accommodating higher-density development in areas well served by transit and other services. The CX zone allows the tallest buildings in the commercial/mixed use zones, consistent with its intended role in accommodating high-density development in the Central City and the Gateway plan districts.

In some situations, step downs in maximum height provide a transition in scale to adjacent lower-scale residential areas. Limited height along narrower streets in the CM3 zone fosters building façade height that relates to the width of street space and manages solar access impacts. Exceptions to height limit standards accommodate minor projections that do not significantly increase the visual scale of buildings, and provide flexibility in the height of parapets and railings to accommodate rooftop outdoor spaces and equipment screening.

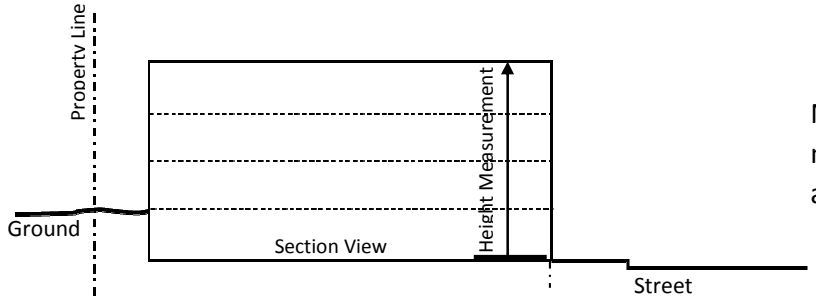
33.130.210.B. Height standards

The height standards are stated in Table 130-2. This section prohibits adjustments to the height standards beyond an increase of 10 percent in order to prioritize bonuses as the means of obtaining additional building height.

Measuring height. The method for measuring height is being amended for development in the commercial/mixed use zones. Using the existing approach to measuring height (Section 33.930.050 Measuring Height), the base point measurement can be taken from the elevation of a raised lot, instead of from sidewalk level. Because of the high level of building coverage allowed in the commercial/mixed use zones (up to 100 percent in some zones), the existing grade is sometimes largely removed as part of redevelopment and the sidewalk level visually becomes the new ground level, especially given regulatory standards that encourage sidewalk-oriented buildings in these zones. Existing regulations have resulted, for example, in five-story buildings in zones where maximum building heights of 45 feet normally result in four-story buildings. The amendments to this section would require that buildings close to street lot lines (within 20 feet) have their base point measurements taken from adjoining sidewalks. Buildings located further away from street lot lines, such as those on larger sites with sloping topography, would continue to have their measurement base points taken from nearby ground surfaces (as allowed for in Section 33.930.050).



Current height measurement approach



New height measurement approach

Step-down height. See next commentary page.

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B. Measuring height. Where any portion of a building is within 20 feet of a street lot line, the base point from which the height of that building is measured is the highest elevation of the sidewalk within 25 feet of the building, when the highest elevation of the sidewalk is not more than 10 feet above the lowest elevation of the sidewalk within this area. When the highest elevation of the sidewalk within 25 feet of the building is more than 10 feet higher than the lowest elevation of the sidewalk in this area, the base point from which the height of the building is measured is a point 10 feet above the lowest elevation of the sidewalk within 25 feet of the building. For all other buildings or if no sidewalk exists or is proposed within 25 feet of the building, height is measured using the base points described in Paragraphs 33.930.050.A.1. and A.2.

C. Height standard.

1. Base height.

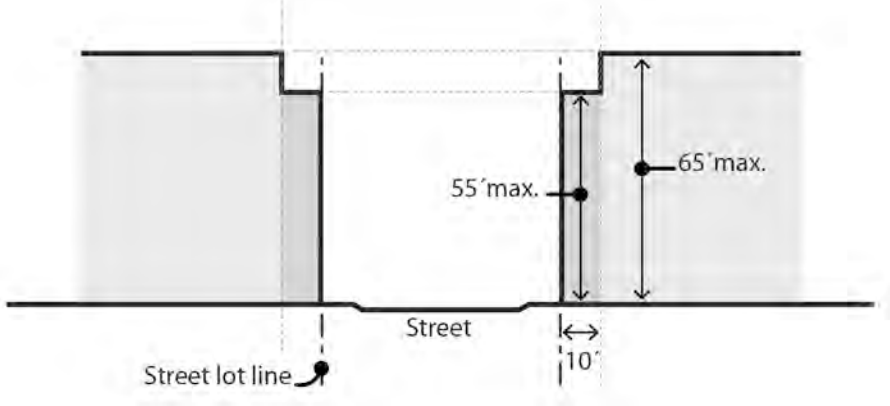
   a. The base height standards for all structures, except detached accessory structures, are stated in Table 130-2. The height standards for detached accessory structures are stated in 33.130.265, Detached Accessory Structures.

   b. Adjustments to the base height standards that would result in an increase in height of more than 10 percent are prohibited.

2. Step-down height. In the following situations, the base height is reduced, or stepped-down:

   a. Step-down adjacent to a narrow street. For the purposes of this standard, a narrow street is a street that is less than 70 feet wide. In the CM3 zone, the step-down height limit is 55 feet within 10 feet of a street lot line that is adjacent to a narrow street. See Figure 130-1. This standard does not apply if the site has any frontage on a street that is 70 feet wide or wider. If the site has two or more street lot lines adjacent to narrow streets, then this standard only applies to the street with the highest transit street classification. If the site is adjacent to multiple narrow streets that also have the same transit classification, then the standard applies to the longest street frontage. If the site is adjacent to multiple narrow streets that have the same transit classification, and the street frontage lengths are equal, the applicant may choose which street frontage to apply the step-down height standard.

Figure 130-1
Step-Down Height Adjacent to a Narrow Street in the CM3 Zone



33.130.210.C.2. Height standards – Step-down height

Paragraph "a" (Step-down adjacent to narrow street, previous page) applies in the CM3 zone and implements the concept of relating building scale to street width. Along standard narrower streets (typically 60 feet wide, including sidewalks and other right-of-way components), the 55-foot height limit in the CM3 zone is intended to allow a five-story building street wall height. It is based in part on concepts of a street width-to-building height ratio of 1 to 1 providing an appropriate balance of street space enclosure and views of the sky, and responds to community interest in limiting building scale along narrower streets.

This decreased maximum height only applies within 10-feet of the street lot line on one frontage, allowing the full height allowed in the CM3 and by bonuses for other portions of buildings. When sites have more than one street frontage, the standard applies along the street with the higher transit street classification in order to focus the standard on primary transit corridor frontages. This is intended to prevent the potential of lengthy stretches of overly tall buildings along transit corridors, where most CM zoning is located. The reduced street frontage height is not required along secondary streets to avoid the building costs and design outcomes that would result from upper-level step backs along all street frontages, and because the commercial/mixed use zoning is less continuous along secondary streets. The 70-foot threshold for street width is intended to accommodate the potential for some right-of-way dedication/expansion that may take place in conjunction with new development along streets originally with 60-feet of right-of-way.

Paragraphs "b" and "c". These regulation responds to community interest in providing transitions in scale between higher-density mixed use areas and lower-density residential areas. It uses an approach used in some plan district and Zoning Code overlay areas, which require building height step-downs to the allowed height of lower-scale residential zoning and landscaped buffers. Instead of previous approaches, which link the decreased height to the maximum height of adjacent residential zone, this regulation generalizes the decreased height to 35 feet for all single-dwelling zones, and 45 feet for the R3, R2, and R1 multi-dwelling zones (see also code and commentary for 33.130.215.B.1.b).



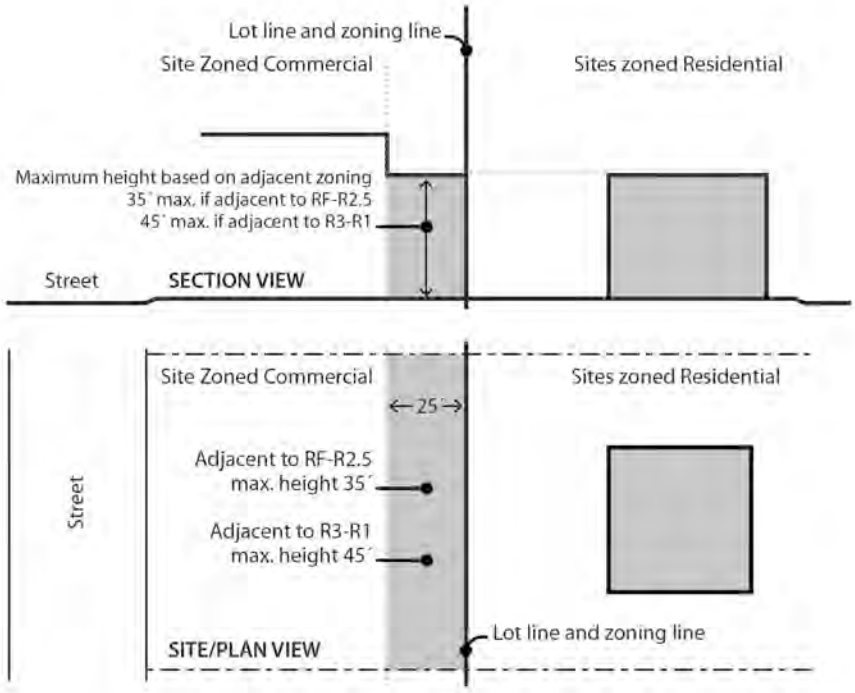
Example of a mixed use building stepping down in height to adjacent residential zoning.

b. Step-down adjacent to residential zones. The following step-down height limits apply within 25 feet of sites zoned residential.

(1) On the portion of a site within 25 feet of a site zoned RF through R2.5, the step-down height limit is 35 feet. See Figure 130-2.

(2) On the portion of a site within 25 feet of a site zoned R3 - R1, the step-down height limit is 45 feet. See Figure 130-2.

Figure 130-2
Step-Down Height Adjacent to Residential Zones



c. Step-down across a local service street from an RF through R1 zone. In the CM2, CM3, CX, and CE zones the following step-down height limits apply. The limits do not apply to portions of buildings within 100 feet of a transit street:

(1) On the portion of the site within 15 feet of a lot line that is across a local service street from a site zoned RF through R2.5, the step-down height limit is 35 feet. See figure 130-3.

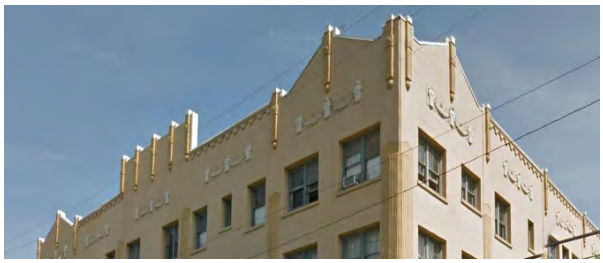
(2) On the portion of the site within 15 feet of a lot line that is across a local service street from a size zoned R3 through R1, the step-down height limit is 45 feet. See Figure 130-3.

3. Bonus height. The base height limits can be increased through options described in Section 33.130.212. When a bonus option allowed by 33.130.212 is used to increase the base height, the step-down height limits do not increase.

33.130.210.D. Exceptions

Most current exceptions to the maximum height standards are continued without substantive change to existing regulations or to amendments proposed as part of the Accessory Structures Zoning Code Update. New exceptions include the following:

Paragraph 2. Allowances for parapets to exceed building height limits responds to community interest (as well as input from designers and developers) in promoting a more varied roofline along mixed-use corridors. The current regulatory approach of including such features within the building height limits, such as the 45' maximum building height allowed in many areas with commercial zoning, results in many projects built up to this maximum height with little variation. The parapet exemption also facilitates the use of parapets to screen rooftop equipment.



Historic example of parapets providing roofline variety.

The exemption for roof top deck railings to exceed maximum heights is intended to facilitate roof top outdoor spaces, including decks adjacent to upper-level building areas fronting onto roof area resulting from height step downs adjacent to residential zones and narrower streets. The 3.5 foot dimension corresponds to building code minimum railing height requirements.

Paragraph 3. Exceptions for privacy walls to exceed maximum heights are intended to facilitate roof top outdoor spaces, especially decks adjacent to upper-level building areas with height step downs adjacent to residential zones and narrower streets. Privacy wall exceeding height limits are not allowed within 4 feet of roof edges in order to limit their visual impact. This regulation has been adapted from Main Street Corridor Overlay standards applicable to SE Division Street.

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D. Exceptions. Exceptions to the base height, step-down height, and bonus height limits are stated below:

1. Projections allowed. Chimneys, vents, flag poles, satellite receiving dishes, and other similar items that are attached to a building and have a width, depth, or diameter of 5 feet or less may extend 10 feet above the height limits, or 5 feet above the highest point of the roof, whichever is greater. If the item is greater than 5 feet in width, depth, or diameter, it is subject to the base, step-down, and bonus height limits.

2. Parapets and railings. In the CM1, CM2, CM3, and CE zones, parapets and rooftop railings may rise 3.5 feet above the height limits.

3. Walls or fences located between individual roof-top decks may extend 6 feet above the height limits if the visual screen is set back at least 4 feet from the edges of the roof.

4. Rooftop mechanical equipment and stairwell enclosures that provide rooftop access may extend above the height limits as follows, provided that the equipment and enclosures are set back at least 15 feet from all roof edges on street facing facades:

   a. Elevator mechanical equipment may extend up to 16 feet above the height limits; and

   b. Other mechanical equipment and stairwell enclosures that cumulatively cover no more than 10 percent of the roof area may extend up to 10 feet above the height limits.

5. Antennas, utility power poles, and public safety facilities are exempt from the height limits.

6. Small wind turbines are subject to the standards of Chapter 33.299.

7. Roof mounted solar panels are not included in height calculations and may exceed the maximum height limits if the following are met:

   a. For flat roofs or the horizontal portion of mansard roofs, they may extend up to 5 feet above the top of the highest point of the roof.

   b. For pitched, shed, hipped, or gambrel roofs, they must be mounted no more than 12 inches from the surface of the roof at any point, and may not extend above the ridgeline of the roof. The 12 inches is measured from the upper side of the solar panel.

Table 130-2 Summary of Development Standards in Commercial/Mixed Use Zones

See commentary for specific development standard sections. The tables below compare the FAR and height limits of the new zones (shaded) with existing comparable zones.

Comparison of small-scale zones

	CM1	CN1	CN2	CO1
Height - Base (feet)	35’	30’	30’	30’
Height - Bonus	35’	n/a	n/a	n/a
FAR – Base	1.5:1	.75:1+	.75:1+	.75:1+
FAR - Bonus	2.5:1	n/a	n/a	n/a

Comparison of medium-scale zones

	CM2	CE	CO2	CM	CS	CG
Height - Base (feet)	45’	45’	45’	45’	45’	45’
Height - Bonus	55’*	45’	n/a	n/a	n/a	n/a
FAR – Base	2.5:1	2.5:1	2:1+	1:1+	3:1+	3:1+
FAR - Bonus	4:1	3:1	n/a	n/a	n/a	n/a

Comparison of large-scale zones

	CM3	EX	CX
Height - Base (feet)	65’	65’	75’
Height - Bonus	75’	n/a	n/a
FAR - Base	3:1	3:1	4:1+
FAR - Bonus	5:1	n/a	n/a

Table Notes:

+ Residential floor area is not regulated by FAR, and is allowed to height and setback limits of the zone.

* 55’ bonus height in CM2 applies to some areas with the design review (d) overlay.

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Table 130-2
Summary of Development Standards in Commercial/Mixed Use Zones

Standards	CM1	CM2	CM3	CX	CE
Maximum FAR (see 33.130.205, and 33.130.212 [bonus FAR])	1.5 to 1	2.5 to 1	3 to 1	4 to 1	2.5 to 1
Base Height (see 33.130.210.B.1)	35 ft.	45 ft.	65 ft.	75 ft.	45 ft.
Step-down Height (see 33.130.210.B.2) - Within 10 ft. of street lot line adjacent to street < 70 ft. wide	NA	NA	55 ft.	NA	NA
- Within 25 ft. of lot line abutting RF - R2.5 Zones	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
- Within 25 ft. of lot line abutting R3, R2, R1 Zones	NA	45 ft.	45 ft.	45 ft.	45 ft.
- Within 15 ft. of lot line across a local service street from RF – R2.5 Zones	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
- Within 15 ft. of lot line across a local service street from R3, R2, R1 Zones	NA	45 ft.	45 ft.	45 ft.	45 ft.
Bonus Height (see 33.130.212)	See Table 130-3	See Table 130-3	See Table 130-3	See Table 130-3	See Table 130-3
Min. Building Setbacks - Street Lot Line - Street Lot Line abutting selected Civic Corridors - Street Lot Line across a local street from an RF - R1 Zone - (see 33.130.215.B)	none 10 ft. none	none 10 ft. 5 or 15 ft.	none 10 ft. 5 or 15 ft.	none 10 ft. 5 or 15 ft.	none 10 ft. 5 or 15 ft.
Min. Building Setbacks - Lot Line Abutting OS, RX, C, E, or I Zoned Lot - Lot Line Abutting RF - RH Zoned Lot (see 33.130.215.B)	none 10 ft.	none 10 ft.	none 10 ft.	none 10 ft.	none 10 ft.
Max. Building Setbacks - Street Lot Line - Street Lot Line Abutting Selected Civic Corridors (see 33.130.215.C)	10 ft. 20 ft.	10 ft. 20 ft.	10 ft. 20 ft.	10 ft. 20 ft.	10 ft. 20 ft.
Max. Building Coverage (% of site area) - Inner Pattern Area - Eastern, Western, and River Pattern Areas (see 33.130.220)	85% 75%	100% 85%	100% 85%	100% 100%	85% 75%
Min. Landscaped Area (% of site area) (see 33.130.225)	15%	15%	15%	none	15%
Landscape Buffer Abutting an RF - RH Zoned Lot (see 33.130.215.B)	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3
Required Residential Outdoor Area (see 33.130.228)	Yes	Yes	Yes	No	Yes
Ground Floor Window Standards (see 33.130.230)	Yes	Yes	Yes	Yes	Yes

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Commentary

Example Illustration:
Some building form and setback development standards

To help clarify the roles of various key development standards, this provides an illustrative summary of some of the types of development standards that together shape the form and location of development in the commercial/mixed use zones. It is illustrative only and is not intended to indicate specific development allowances.

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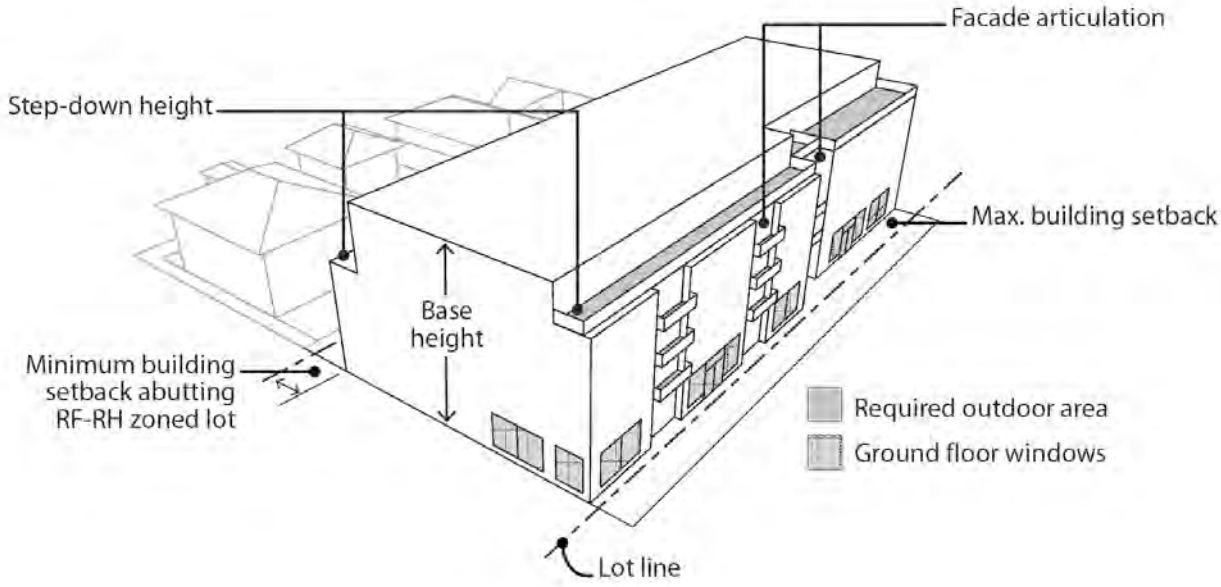
Example Illustration:
Some building form and setback development standards



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Commentary

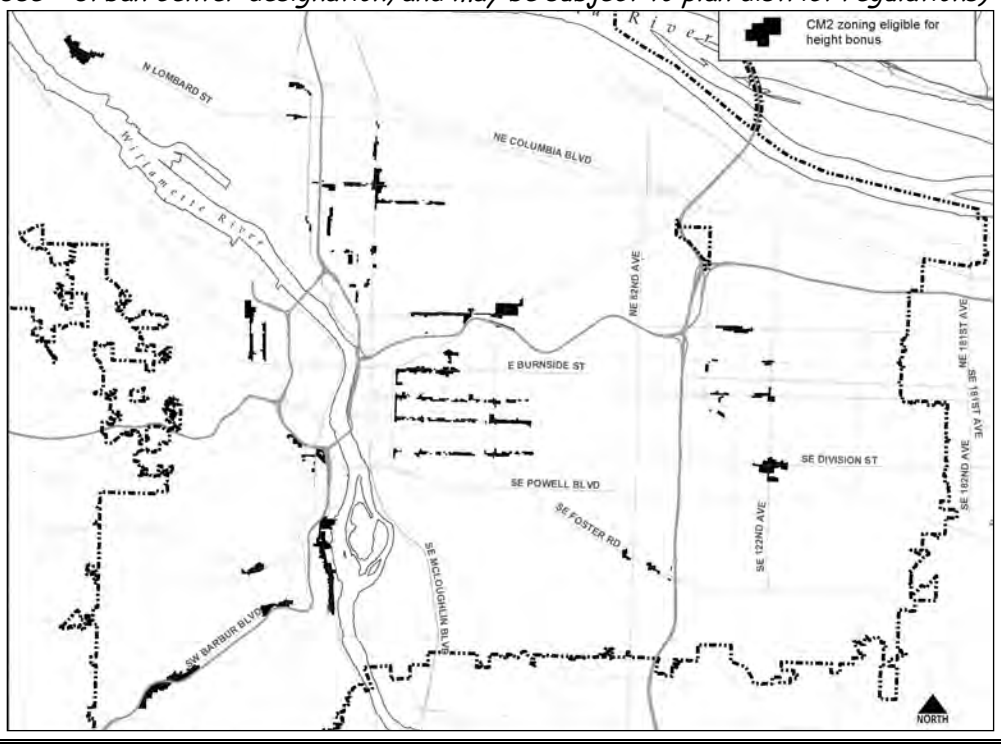
33.130.212.B General floor area and height bonus option regulations

There are two primary bonus-eligible elements: Affordable Housing and Affordable Commercial Space. The affordable housing bonus is given the greater priority and can earn the maximum amount of FAR and additional height. The total amount of bonus, together with any transfer of development rights from historic resources, cannot exceed the overall maximum per zone indicated in Table 130-3. In addition, for large sites over two acres, a Planned Development bonus is available when a project provides a combination of affordable housing, publicly accessible park or plaza, energy efficient buildings, and is approved through a Planned Development Review. The bonuses will not be available within Historic or Conservation districts in order to avoid providing additional building scale that may not be appropriate in the context of the established scale of these districts. See Section VII for more details related to the bonuses, including a summary of administrative issues.

Paragraph 5. Additional height gained from bonus options will be required to be setback from one street frontage to minimize the perception of additional scale.

The additional bonus height in the CM2 zone (up to 55 feet, compared to the usual maximum height of 45 feet) will only be allowed in areas that have the Design Review Overlay and that have Comprehensive Plan Map designations of Mixed Use – Urban Center or Mixed Use – Civic Corridor (these will primarily include properties in designated Town Centers and along corridors close to the Central City).

Map of areas eligible for CM2 height bonus *(assumes expansion of the d-overlay to areas with Mixed Use – Urban Center designation, and may be subject to plan district regulations)*



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33.130.212 Floor Area and Height Bonus Options

A. Purpose. The bonus options allow additional floor area and an increase in height as an incentive for development that provides a public or community benefit. The bonus can be gained in exchange for providing affordable housing or affordable commercial space in conjunction with new development.

B. General floor area and height bonus option regulations.

1. Unless specified below, the bonus options in this section are allowed only in the CM1, CM2, CM3, and CE zones. Sites located within Historic or Conservation districts are not eligible to use bonus options.

2. The bonus options refer to an administrative agency or qualified administrator. The administrative and reporting requirements of each bonus must be met to the satisfaction of the named agency or administrator. The named agencies are authorized to publish administrative rules with clear and objective administrative requirements.

3. More than one bonus option may be used up to the overall maximums stated in Table 130-3. Adjustments to the maximum FAR and height obtainable through bonuses are prohibited.

4. The increment of additional floor area ratio allowed per bonus is stated in Table 130-3 and described in Subsections C though E.

5. The increment of additional height allowed per bonus is stated in Table 130-3, except as follows:

   a. Additional height is not allowed where the step-down height limits of 33.130.210.C.2 apply.

   b. Additional height is not allowed within 10 feet of a street lot line. In the case of sites with two or more street lot lines, this limitation only applies to the street lot line adjacent to the highest transit street classification. If the site is adjacent to multiple streets that have the same highest classification, the limitation applies to the longest street frontage. If multiple adjacent streets have the same transit classification, and the street frontage lengths are equal, the applicant may choose which street frontage to apply this limitation.

   b. In the CM2 zone, increasing maximum height through a bonus is allowed only on sites that:

      (1) Are within the Design Overlay Zone; and
      (2) Have a Comprehensive Plan Map designation of Mixed Use – Urban Center or Mixed Use – Civic Corridor.

33.130.212.C. Affordable housing bonus

Proposals that include affordable housing may increase maximum height and FAR as stated in Table 130-3 if at least 25 percent of the increased floor area is housing affordable to those earning no more than 80 percent of the area median family income.

The affordability target and amount of floor area that must be used for affordable housing reflect analysis undertaken to determine their market feasibility, and has been developed in conjunction with the Central City affordable housing bonus program currently under development, and discussions with the Portland Housing Bureau. Additional detail regarding bonus option requirements will be part of administrative rules, which will include details regarding items such as the term of required affordability, potential allowances for payment into an affordable housing fund in lieu of providing affordable housing on site, administrative and reporting requirements, any tenanting requirements, and enforcement. See Section V (Implementation Tools) for more information on administrative rules for this bonus and next steps that will be necessary before it can be implemented.

The applicability of this and the other bonuses to existing plan districts that have their own systems of floor areas allowances and bonuses, such as the Hollywood and Northwest plan districts, will be subject to future consideration.

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Table 130-3 Summary of Bonus FAR and Height					
		CM1	**CM2**	**CM3**	**CE**
Overall Maximums Per Zone					
Maximum FAR with bonus		2.5 to 1	4 to 1	5 to 1	3 to 1
Maximum height with bonus		35 ft.	55 ft. 75 ft.[1]	75 ft. 120 ft.[1]	45 ft.
Increment of Additional FAR and Height Per Bonus					
Affordable Housing (see 33.130.212.C)	FAR Height	1 to 1 none	1.5 to 1 10 ft.	2 to 1 10 ft.	none none
Affordable Commercial Space (see 33.130.212.D)	FAR Height	0.5 to 1 none	0.75 to 1 10 ft.	1 to 1 10 ft.	0.5 to 1 none
Large Site Master Plan (see 33.130.212.E)	FAR Height	none none	1.5 to 1 up to 30 ft.	2 to 1 up to 55 ft.	1.5 to 1 up to 30 ft.

[1]This larger overall maximum is only allowed through the Planned Development bonus option and required Planned Development Review.

C. Affordable housing bonus. Proposals that include affordable housing may increase maximum height and FAR as stated in Table 130-3 if all of the following are met:

1. Proposals using this bonus must include at least 25 percent of the increased floor area as housing affordable to those earning no more than 80 percent of the area median family income;

2. The applicant must provide a letter from the Portland Housing Bureau certifying that the development will meet the standards of this subsection and any administrative requirements have been met;

3. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that dwelling units created using this bonus will remain affordable to households meeting the income restrictions and meet the reporting requirements of the Portland Housing Bureau or qualified administrator.

33.130.212.D. Affordable commercial space bonus

Affordable commercial space was identified in the new Comprehensive Plan as an important part of centers and corridors, responding to community interest in minimizing commercial displacement and providing opportunities for a variety of neighborhood businesses and services. The details of the implementation of this bonus will be subject to further discussions with the Portland Development Commission and others. Additional detail on bonus option requirements will be included in administrative rules, including requirements for the term of affordability (preliminary concept is that the affordability period will be for a minimum of 15 years), required levels of affordability, any tenanting requirements, and other administrative and enforcement details. See Section V (Implementation Tools) for more information on administrative rules for this bonus and next steps that will be necessary before it can be implemented.

33.130.212.E. Planned Development bonus

The concept for this bonus option responds to community input received during the Comprehensive Plan Update process and during Mixed Use Zones Project events. Many community members were open to allowing development on large sites to be larger in scale than the four-story scale usually allowed in most areas with commercial/mixed use zoning, especially if there is enough space for a transition in scale to lower-density areas and proposals were subject to design review. It also responds to community interest in linking the provision of additional development potential to the provision of public benefits, especially affordable housing. The Planned Development bonus allows for additional FAR and height (in excess of the other bonus provisions) in exchange for the provision affordable housing, public open space, energy efficient buildings, and a public review process that includes Planned Development Review and design review. See Chapter 33.270 and Chapter 33.855 code and commentary for more information.

D. Affordable commercial space bonus. Proposals that provide affordable commercial space may increase maximum height and FAR if all of the following are meet. Floor area may be increased by 2 square feet for each square foot of affordable commercial space provided, up to the maximum stated in Table 130-3:

1. A long term leasing agreement with Portland Development Commission must be executed. The leasing agreement must ensure that the commercial space will be rented for 25 percent less than prevailing market rates;

2. The applicant must submit with the development application a letter from the Portland Development Commission certifying that commercial leasing agreements are in place to meet the standards of this subsection, and that any administrative requirements have been met; and

3. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that floor area built as a result of this bonus will meet the leasing and reporting requirements of the Portland Development Commission or qualified administrator.

E. Planned Development bonus. Proposals that provide a combination of affordable housing, a publicly accessible plaza or park, and energy efficient buildings may increase maximum height and FAR when approved through a Planned Development Review (see Chapter 33.270 and Chapter 33.855). The site must be at least two acres in size to be eligible for this bonus.

Building Setbacks

33.130.215.B.1.a. Required setbacks from a street lot line.

In most situations along transit street frontages, no minimum building setbacks will be required from street lot lines, as is currently the case. A minimum 10 foot setback will be required along Civic Corridors (which are typically wide multi-lane arterial streets) in the Eastern and Western pattern areas (see Map 130-1). These Civic Corridors include streets such as SW Barbur Boulevard, 122nd Avenue, and outer SE Division Street. The intent of this setback is to provide opportunities for landscaping and extensions of the pedestrian space of sidewalks, helping to provide a buffer between buildings and the heavy traffic of these corridors.



Example of a front setback along a wide Civic Corridor, providing additional space for pedestrians and trees.

See next commentary page for notes on subparagraph 33.130.215.B.1.b

33.130.215 Setbacks

A. Purpose. The required building setbacks promote streetscapes that are consistent with the desired character of the different commercial/mixed use zones. The setbacks promote buildings close to the sidewalk to reinforce a pedestrian orientation and built-up streetscape. The setback requirements for areas that abut residential zones promote commercial/mixed use development that will maintain light, air, and the potential for privacy for adjacent residential zones.

The front setback requirements for Civic Corridors in Eastern and Western pattern areas provide opportunities for additional pedestrian space and separation from the vehicle traffic along these major streets to create an environment for building users and pedestrians that is less impacted by close proximity to traffic, and provide opportunities for front landscaping reflective of the vegetated characteristics of these neighborhood pattern areas.

The minimum building setbacks along local service streets adjacent to residential zones work together with requirements for step downs in building height (33.130.210.C.2.c.) to ensure that there is a transition in street frontage characteristics to lower scale residential zones. In these situations, the building setback regulations promote street frontages with landscaping and residential uses to provide a transition and a cohesive street environment with similar street frontage characteristics on both sides of the street, and limit exterior display and storage to minimize impacts to nearby residentially-zoned areas.

B. Minimum building setbacks. Minimum required building setbacks are listed below and summarized in Table 130-2. Unless otherwise specified in this section, the minimum required setbacks apply to all buildings and structures on a site. Setbacks for exterior development are stated in 33.130.245, and setbacks for parking areas are stated in Chapter 33.266, Parking, Loading and Transportation Demand Management.

1. Required setbacks from a street lot line. Unless as specified below, there is no required setback from a street lot line:

   a. The minimum setback required from a street lot line adjacent to a Civic Corridor shown on Map 130-1 is 10 feet.

   b. The following minimum setbacks are required from a street lot line that is across a local service street from an RF through R1 zone. The standards do not apply in the CM1 zone, or within 100 feet of a transit street:

      (1) Buildings that are entirely in a residential use, and portions of buildings with dwelling units on the ground floor, must be setback 5 feet from a street lot line facing an RF through R1 zone. The setback must be landscaped to at least the L2 standard. Vehicle access is not allowed through the setback unless the local service street facing the residential zone is the only frontage for the site. Bicycle and pedestrian access is allowed through the setback. Exterior display and storage is not allowed within the setback.

33.130.215.B.1.b Required setbacks from a street lot line (continued)

In situations in which street lot lines are across a local service street from most residential zones, these standards provide a transition in scale and street frontage characteristics from commercial/mixed use zoning to lower-scale residential zoning, particularly in locations that are not on primary corridor frontages. The concept limits development within 10' of these secondary street frontages to residential uses as a component of this transition. Residential buildings can be as close as 5' to the street lot line, while other types of buildings would need to be setback at least 10'. This standard functions in conjunction with step-down height limits (see 33.130.210.C.2.c) to provide transitions in building heights, setbacks, and uses to residential zones.

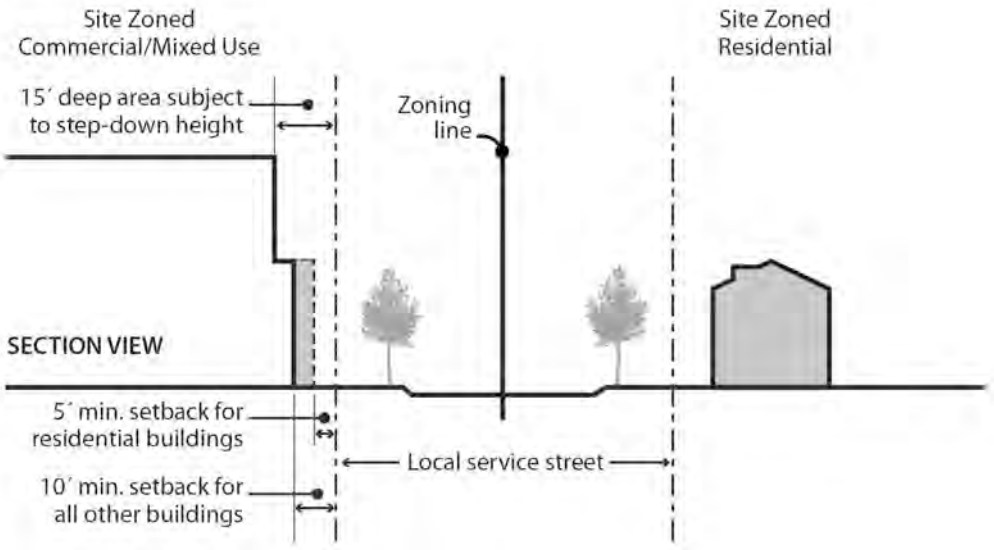
This approach is based in part on residential buffer requirements that are part of Community Design Standards (Chapter 33.218) that apply within the Design Overlay zone, and similar requirements that apply in some plan districts. The CM1 zone would be exempted from these requirements due to its small scale and often dispersed locations within residential areas.

(2) All other buildings must be setback 10 feet from a street lot line facing an RF through R1 zone. The setback must be landscaped to at least the L2 standard. Vehicle access is not allowed through the setback unless the local service street facing the residential zone is the only frontage for the site. Bicycle and pedestrian access is allowed through the setback. Exterior display and storage is not allowed within the setback. See Figure 130-3.

c. See 33.130.250.E for the required garage entrance setback for a garage that are accessory to a house, attached house, manufactured home, or duplex.

d. Structured parking that does not allow exiting in a forward motion must be set back 18 feet from the street lot line. See 33.266.130.C.

Figure 130-3
Building Setbacks and Step-Down Height Across a Local Service Street from Residential Zones



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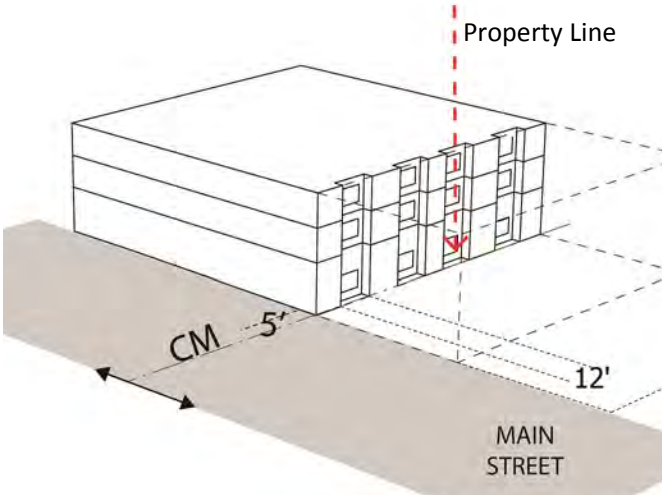
Commentary

33.130.215.B.2. Required setbacks from a lot line that is not a street lot line

Subparagraph b. A 10-foot setback will generally be required for buildings adjacent to residentially-zoned lots. This setback must include landscape screening and will work in conjunction with building height step downs to provide a transition between more intense development in the commercial/mixed use zones and adjacent residential zoning. The new approach, including the 10-foot setback, replaces the current approach of different setbacks based on the height of the building wall. The new regulations continue an allowance for no building setback in the case of buildings that are 15-feet high or less.

Subparagraph c. This section includes a requirement for residential windows to be set back a minimum of 5 feet from property lines that are not along streets. This requirement responds to the fact that the commercial/mixed use zones allow development to be built up to the property lines of adjoining properties with similar zoning. This is not a problem when buildings are built shoulder-to-shoulder, with windows facing the street or to mid-block open areas. It can be more of a problem for the livability of residential units if their primary windows are located close to interior property lines, up to which future neighboring buildings can be built. The building code allows window openings as close as 3 feet from property lines, which, since future buildings can be built up to these property lines, means that residential units can end up having only a 3 foot gap as their primary access to natural light and air. This concept will require that a minimum 5-foot setback be provided adjacent to interior property lines in order to provide better access to light and air. It will not apply to the walls of corner residential units that have windows along street frontages or that face rear setbacks or other dedicated open space.



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2. Required setbacks from a lot line that is not a street lot line:

   a. There is no minimum setback required from a lot line that abuts an OS, RX, C, E or I zone. And, no setback is required from an internal lot line that is also a zoning line on sites with split zoning.

   b. The required minimum setback from a lot line that abuts an RF through RH zone is 10 feet. The required setback area must be landscaped to the L3 standard. Buildings that are up to 15 feet tall and fully enclosed are exempt from the required setback, however any setback provided must be landscaped to at least the L3 standard for a distance of up to 10 feet.

   c. Windows in the walls of dwelling units must be setback a minimum of 5 feet from a lot line that abuts a C, E, or I zoned lot. Windows of dwelling units that also have other windows facing a street lot line or facing a dedicated open space that is at least 10 feet in depth, such as a required setback or required outdoor area, are exempt from this standard. The setback area must be a minimum width of 12 feet or the width of the residential window, whichever is greater.

33.130.215.B. Minimum building setbacks (continued)

Projections into minimum building setbacks. Substantive changes from existing regulations in this section are:

1. Decks (higher than 2-1/2 feet above ground), uncovered balconies, and bays and bay windows will not be allowed to extend into the required 10-foot setback adjacent to a lot line abutting an RF – RH zoned lot in order to limit privacy impacts. Eliminating these allowances for setback extensions also responds to the fact that the depth of required setbacks abutting residential zones is being reduced in some situations.
2. The un-shaded text in Subparagraph B.3.b.(3), regarding extensions into street setbacks, was deleted in RICAP 7 due to the lack of street setback requirements. It is now being brought back because of code amendments that will require minimum street setbacks in some situations (such as minimum setbacks along Civic Corridors in the Eastern and Western pattern areas).

3. Extensions into required building setbacks and buffering requirements of Table 130-2.

   a. The following features of a building may extend into a required building setback up to 20 percent of the depth of the setback. However, except for building eaves, they may not extend closer than 5 feet to a lot line abutting an RF – RH zoned lot.

      (1) Eaves, chimneys, fireplace inserts and vents, mechanical equipment, fire escapes, water collection cisterns and stormwater planters;

      (2) Stairways and wheelchair ramps that do not meet the standard of Subparagraph B.3.b below; and

      (3) Bays and bay windows may extend into a street setback, but not a required setback abutting an RF – RH zoned lot, and also must meet the following requirements:

      - Each bay and bay window may be up to 12 feet long, but the total area of all bays and bay windows on a building façade cannot be more than 30 percent of the area of the façade;
      - At least 30 percent of the area of the bay which faces the street lot line requiring the setback must be glazing or glass block;
      - Bays and bay windows must cantilever beyond the foundation of the building; and
      - The bay may not include any doors.

   b. The following minor features of a building are allowed to fully extend into required building setbacks, but may not extend closer than 5 feet to a lot line abutting an RF – RH zoned lot.

      (1) Uncovered decks, stairways, and wheelchair ramps that are no more than 2-1/2 feet above the ground;

      (2) On lots that slope down from the street, vehicular and pedestrian entry bridges that are no more than 2-1/2 feet above the average sidewalk elevation; and

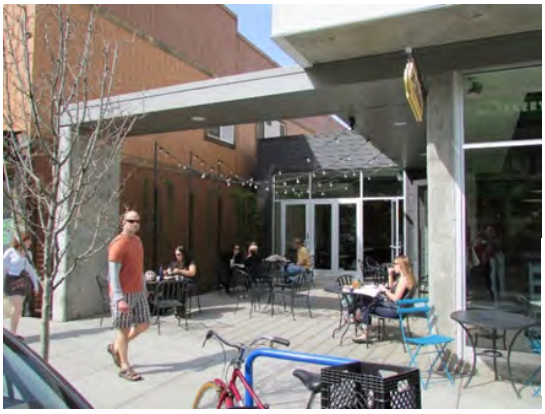
      (3) Canopies, marquees, awnings, and similar features may fully extend into a street setback.

4. Detached accessory structures. For sites entirely in residential use, detached accessory structures are subject to the multi-dwelling zone standards of Section 33.120.280. The setback standards for detached accessory structures are stated in 33.130.265 below. Fences are addressed in 33.130.270 below.

33.130.215.C. Maximum building setbacks

The maximum building setbacks that currently apply in the CS zone and along transit streets for some other zones will be applied to all zones in most situations, except in CE zones that are not located in Pedestrian Districts. The code amendments simplify applicability of the maximum setback standard to conform to the existing CS standard (50 percent of the length of the street-facing facades of buildings).

In some situations in several commercial zones, current regulations require 100 percent of building frontages to be within 10' of a front property line. The code amendments will provide a more flexible approach for maximum building setbacks. The intent is to provide flexibility for a variety of desirable street frontage characteristics, while cultivating a street environment that is inviting to pedestrians. Community members have expressed interest in encouraging buildings with ground-floor windows and entrances close to sidewalks, while also providing opportunities for elements such as plazas, landscaping and other green elements along portions of street frontage.



The maximum setback standards encourage buildings located close to sidewalks, while providing flexibility for portions of street frontage to include features such as pocket plazas or plantings.

This subsection also includes a maximum building setback of 20 feet along certain Civic Corridors in the Eastern and Western pattern areas (see Map 130-1). This greater maximum setback relates to the minimum building setback of 10 feet that will apply along these corridors.

C. Maximum building setbacks. Except as stated in Subsection E., the maximum building setback standards are stated below.

1. Maximum setback standards. Unless otherwise specified, the maximum a building can be set back from a street lot line is 10 feet, except on Civic Corridors shown on Map 130-1, where the maximum set back is 20 feet. At least 50 percent of the length of the ground level street-facing façade of the building must meet the maximum setback standard.

2. Applying the standard.

   a. Where an existing building is being altered, the standards apply to the ground level, street-facing façade of the entire building. See Figures 130-4 and 130-5.

   b. Where there is more than one building on the site, the standards of this paragraph apply to the combined ground level, street-facing facades of all of the buildings. See Figures 130-6 and 130-7.

   c. In the CM1, CM2, CM3, and CX zones, and in the CE zone within a Pedestrian District, if the site has street lot lines on three or more streets, the maximum setback standard only applies to two of the streets. When this occurs, the standard must be applied to the streets with the highest transit street classifications. If the site is a through lot, the maximum setback standard only applies to the street with the highest transit street classification. If multiple streets have the same highest transit street classification, the applicant may choose which street or streets to apply the standard.

   d. In the CE zone outside of pedestrian districts, the maximum setback standard only applies to transit streets unless the site does not have a street lot line on a transit street. If the site does not have a street lot line on a transit street, then the maximum setback standard applies to one street, and if there is more than one street, the applicant may choose which street to apply the standard. If the site has street lot lines on three or more transit streets, the maximum setback standard applies only to two of the streets. When this occurs, the standard must be applied to the streets with the highest transit classification. If multiple transit streets have the same highest street classification, the applicant may choose which streets to apply the standard.

   e. For buildings where all of the floor area is in residential use, the street-facing façade of an open porch that meets the following standards is included as part of the ground level, street-facing façade of the building:

      (1) For houses, attached houses, manufactured homes and duplexes, the porch must be at least 25 square feet in area. For multi-dwelling structures, the porch must be at least 9 feet wide and 7 feet deep;

      (2) The porch must have at least one entrance facing the street; and

33.130.215.C. Maximum building setbacks (continued)

Regarding the Exception paragraph, no change is proposed to existing regulations or to amendments proposed by the Accessory Structures Zoning Code Update (which is adding primary structures under 500 square feet to this exception, which previously exempted only detached accessory structures).

33.130.215.D. Area between a building and a street lot line.

General standard. This is an existing regulation, but has been moved from the Pedestrian Standards section (33.130.240) to the Setbacks section, as it address requirements for setback areas between a building and a street.

Improvements within transit street maximum building setbacks. This new regulation will require that at least 50 percent of setback areas are improved for pedestrian use along transit streets in order to foster a pedestrian-oriented environment. It responds to community interest that building setbacks, including landscape features, not create significant barriers between buildings and sidewalks, particularly along transit streets. Purely residential buildings are exempt from this requirement to allow for landscape features that can contribute to residential privacy.

Figure 130-4 (former 130-1)
No change.

(3) The porch must have a roof that is no more than 12 feet above the floor of the porch and at least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with a trellis or other open material if no more than 70 percent of the area of the material is open.

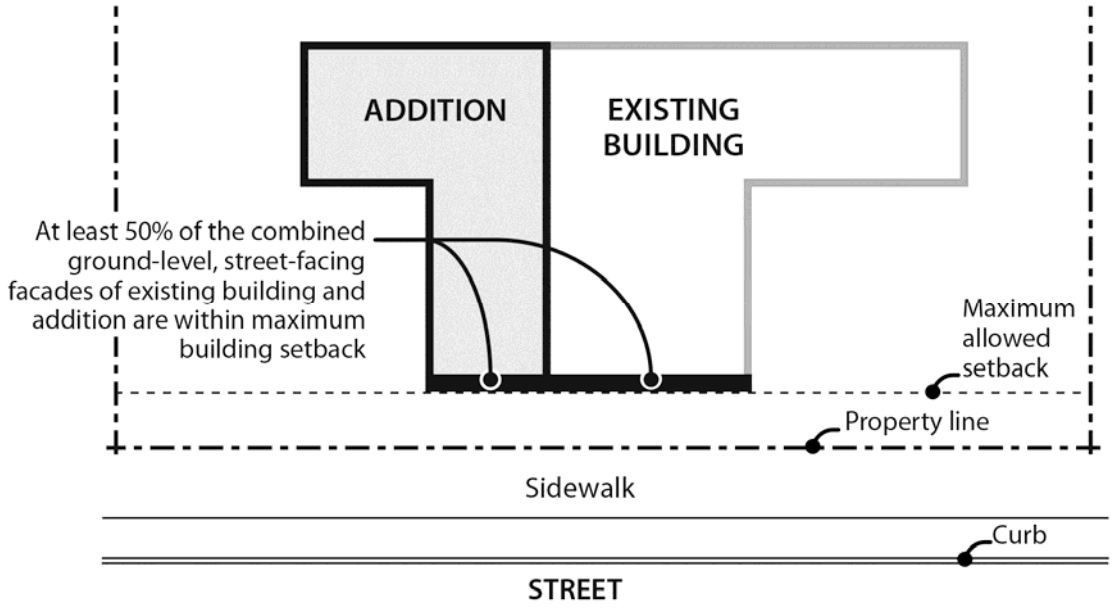
3. Exception. The maximum building setbacks do not apply to primary structures under 500 square feet in floor area, or to detached accessory structures. The street-facing facades of detached accessory structures do not count towards meeting maximum setback standards. See Figure 130-6.

D. Improvements in the setback area between a building and a street lot line.

1. General standard. The land between any building and a street lot line must be landscaped to at least the L1 level and/or hard-surfaced for use by pedestrians. This area may be counted towards any minimum landscaped area requirements. Vehicle areas and exterior display, storage, and work activities, if allowed, are exempt from this standard. Bicycle parking may be located in the area between a building and a street lot line when the area is hard surfaced.

2. Improvements within transit street maximum building setbacks. Along transit streets, at least 50 percent of the setback area between the street lot line and the portion of the building that complies with the maximum building setback must be hard surfaced for use by pedestrians. Residential buildings are exempt from this standard.

Figure 130-4
Alteration to Existing Building in Conformance with Maximum Setback Standard



Commentary

Figure 130-5 (former 130-2)
No change.

Figure 130-6 (former 130-3)
No change.

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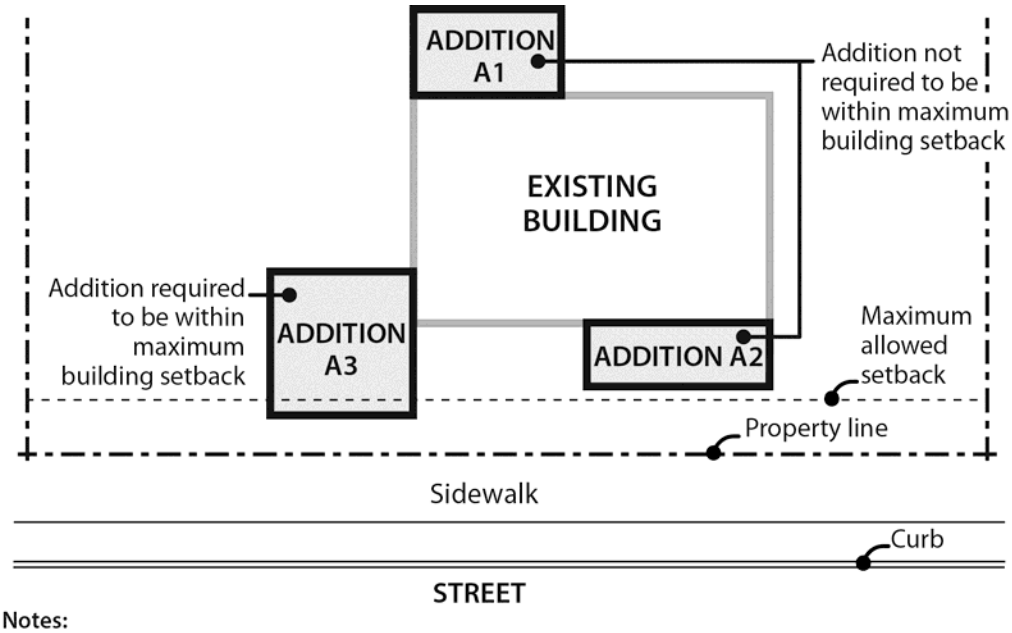
Figure 130-5
Alterations to Existing Building



Notes:

Addition A1. Not subject to maximum setback standard because addition has no street-facing facade.

Addition A2. Brings building closer to conformance with maximum setback standard because it does not increase the length of the street-facing facade, and it brings building closer to maximum building setback line.

Addition A3. Because addition increases length of street facing facade, 100% of addition facade must be within maximum setback until maximum setback standard for entire building is met.

Figure 130-6
Calculating Maximum Building Setback When More Than One Building On Site

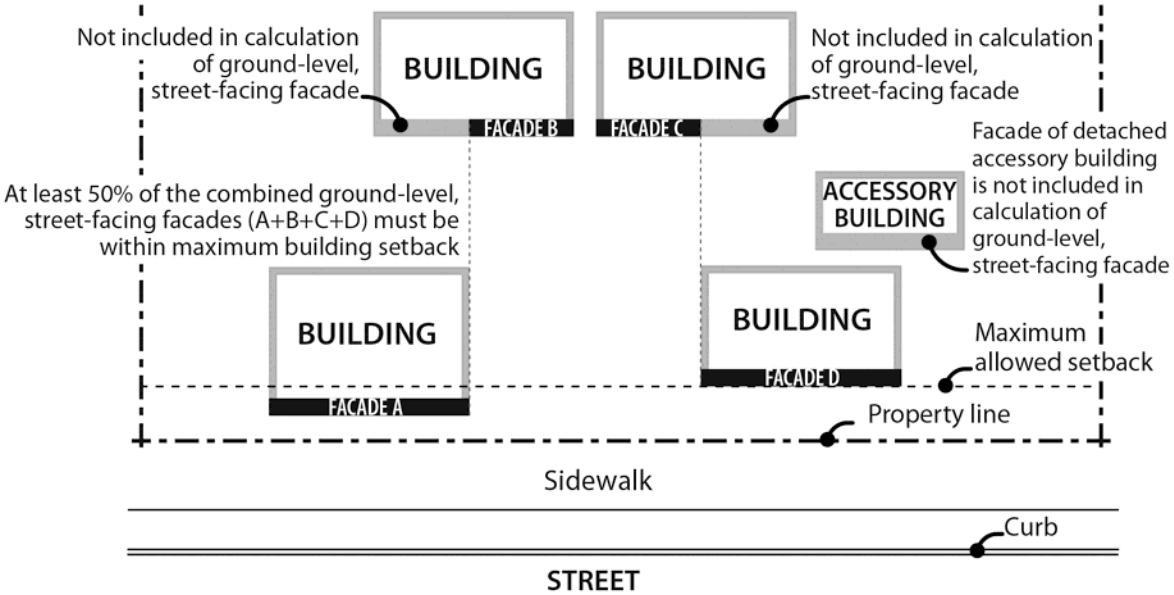
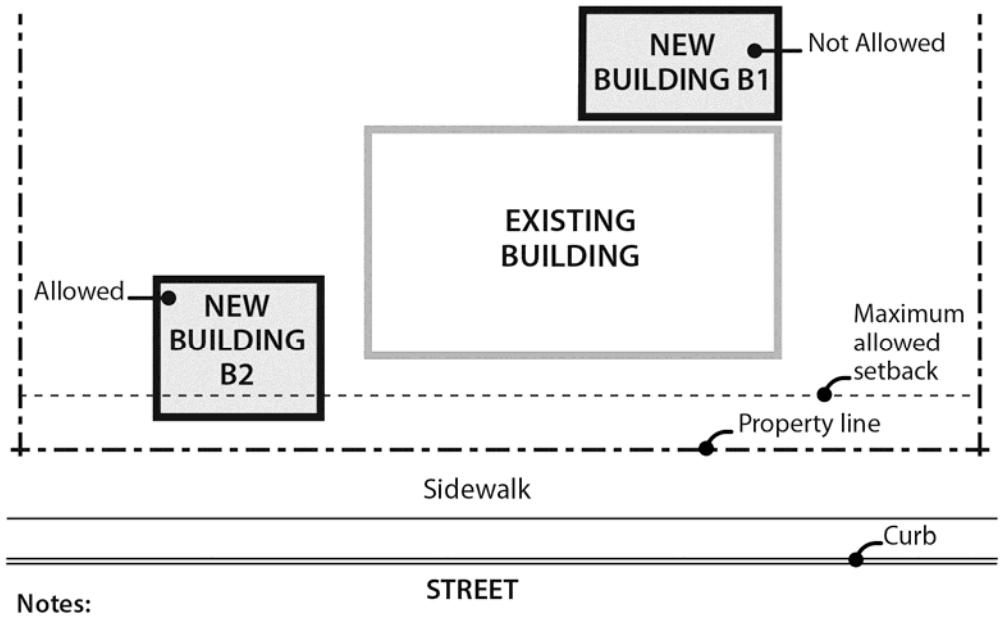


Figure 130-7 (former 130-4)
No change.

33.130.215.F. Alternative maximum building setback for large retailers
The only substantial change to this section is a reduction in the qualifying threshold from a building with 100,000 square feet down to 60,000 square feet. This change is intended to allow this provision to be used by a broader range of development anchored by supermarkets and other similarly-sized retailers, for which site design flexibility on large sites can be important to their feasibility. This flexibility is intended to increase possibilities for retail development in areas such as East Portland, which can benefit from greater local access to commercial services.

Figure 130-7
New Buildings on Sites with Buildings That Do Not Meet the Maximum Building Setback



Notes:
New Building B1. Not allowed because it moves site further out of conformance with maximum setback standard.
New Building B2. Because building increases length of combined street-facing facade on the site, 100% of building facade must be within maximum setback until maximum setback standard for site is met.

E. Alternative maximum building setback for large retailers.

1. Purpose. The intent of the regulations is to allow deeper street setbacks for very large retail stores locating along transit streets or in Pedestrian Districts in exchange for a pedestrian and transit-friendly main street type of development. These large retail sites can still be transit-supportive and pedestrian-friendly by placing smaller buildings close to the street and by creating an internal circulation system that is similar to streets in order to separate the parking area into blocks. The intent is to encourage development that will, over time, form a pedestrian-friendly main street along the perimeter of the parking blocks and provide connectivity within the site and to adjacent streets and uses.

2. Regulation. Sites with a building having at least 60,000 square feet of floor area in Retail Sales and Service use are exempt from the maximum setback requirement of Table 130-2 and the vehicle area frontage limitations of 33.266.130.C.3 if all of the requirements of this paragraph are met. For sites with frontage on more than one transit street or more than one street in a Pedestrian District, this exemption may be used only along one transit street frontage or frontage along a street in a Pedestrian District.

   a. Other buildings on the site have ground level walls within the maximum setback for at least 25 percent of the frontage on a transit street or street in a Pedestrian District. These buildings must be constructed before or at the same time as the large retail store;

33.130.215.F. (continued)
No change to the regulations on this page.

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b. Internal circulation system. An internal circulation system that meets the following standards must be provided:

(1) Internal accessways that are similar to streets must divide the site into parking areas that are no greater than 55,000 square feet;

(2) These accessways must connect to the transit street, or street in a Pedestrian District, at least every 250 feet;

(3) Each internal accessway must have at least one auto travel lane, curbs, and unobstructed sidewalks on both sides and one of the following must be met:

- The sidewalks must be at least 10 feet wide and planted with trees a maximum of 30 feet on center. Trees must be planted in the center of unpaved tree wells at least 18 square feet, with a minimum dimension of 3 feet. The unpaved area may be covered with a tree grate. Tree wells must be adjacent to the curb, and must be located so there is at least 6 feet of unobstructed sidewalk; or
- The sidewalks must be at least 6 feet wide. There must be a planting strip at least 4 feet wide. The planting strip must be between the curb and the sidewalk, and be landscaped to at least the L1 standard, except that trees cannot be grouped.

(4) Along each internal accessway that intersects a transit street, parking must be provided between both sidewalks and the auto travel lanes except for within 75 feet of the transit street intersection, measured from the street lot line, where parking is not allowed;

(5) Curb extensions that are at least the full depth of the parking must be provided, as shown in Figure 130-8, at the intersections of internal accessways that have parking; and

(6) The internal accessways are excluded from the portion of the parking and loading area used to calculate required interior landscaping.

c. Connections between sites. This standard applies to all commercial, office, or institutional development that is adjacent to sites either developed for Commercial or Institutional use, or zoned C, E, or I. The system must connect the buildings on the site to these adjacent sites.

Figure 130-8 (former 130-5)
No change.

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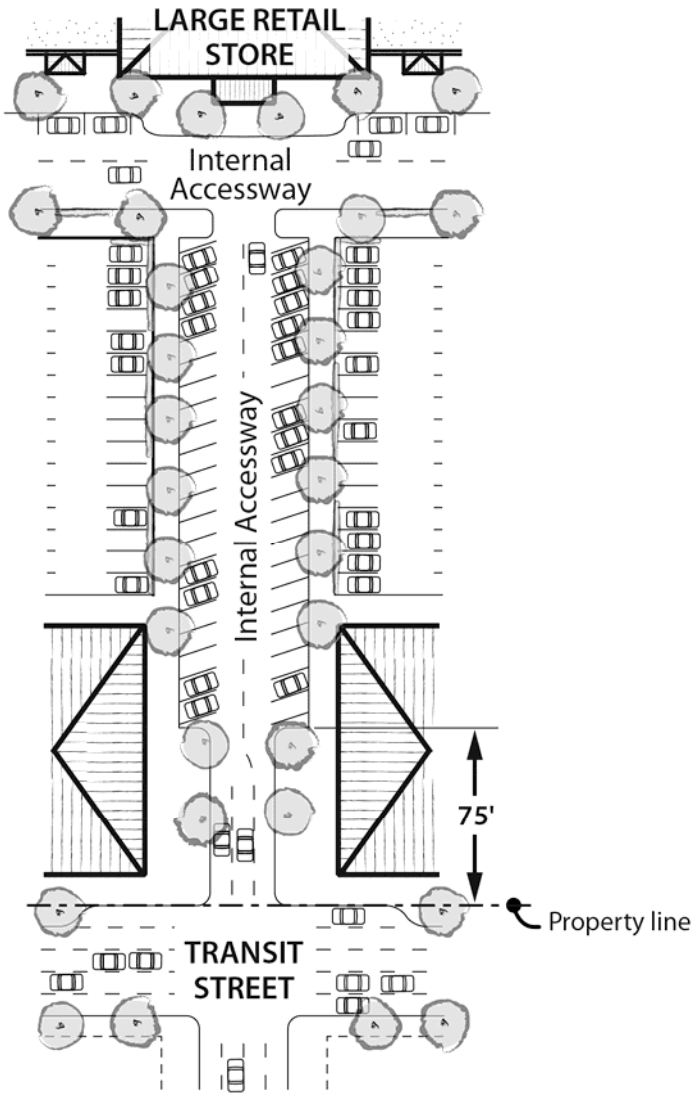
Figure 130-8
Internal Circulation System



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33.130.220 Building Coverage

The building coverage standards provide differing requirements based on zone and pattern area location (see Table 130-2 and Map 130-2). Lower building coverage is allowed in areas outside the Inner pattern area to reflect their less intensely developed and more landscaped characteristics.

33.130.222 Building Length and Façade Articulation

These new standards reflect community concerns about large buildings with monolithic massing that appear out of scale with the fine-grain patterns of many neighborhood commercial areas. The proposed standards are intended to promote buildings that fit better into the scale of neighborhood commercial corridors, but without dictating the architectural approach or style of new buildings. These standards require that the mass of large buildings be divided into smaller components.

B. Maximum building length. This requirement is derived from a standard that applies in some of the multi-dwelling zones. The maximum building length standard of 200 feet corresponds to traditional Portland block patterns. Outside of Portland's core, blocks can be 460 feet or greater in length, which has sometimes resulted in lengthy buildings whose scale has been of concern to community members. This building length limitation only applies within 20 feet of a street lot line, so that building volumes may be attached beyond this distance. This standard requires that the resulting building volumes, when located on the same site, be separated by a minimum of 20 feet in order to create a clear break in the building massing, which is also wide enough to potentially serve as a usable open space.

33.130.220 Building Coverage

A. Purpose. The building coverage standards limit the footprint of buildings and work with the FAR, height, and setback standards to control the overall scale of development. The standards promote development consistent with the desired character of the zone. The standards allow a high degree of lot coverage in the Inner Neighborhoods pattern area to reflect the urban development patterns and continuous building frontages of the area. The standards for Eastern and Western pattern areas work in conjunction with landscaping requirements to respond to the less intensely developed characteristics of these areas.

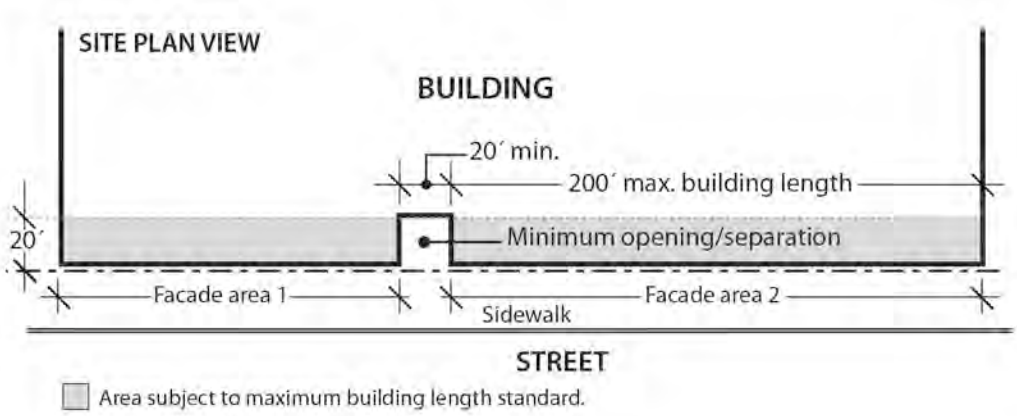
B. Building coverage standards. The maximum building coverage standards are stated in Table 130-2, and the standards apply based on pattern area geography. Map 130-2 identifies the pattern areas. Maximum building coverage applies to all buildings and covered structures.

33.130.222 Building Length and Façade Articulation

A. Purpose. These standards, along with the height and setback standards, limit the bulk of buildings close to the street. These standards help ensure that large buildings will be divided into smaller components that relate to the scale and patterns of Portland's commercial/mixed-use areas and add visual interest and variety to the street environment.

B. Maximum building length. In the CM1, CM2, CM3, and CE zones, the maximum building length for the portion of a building located within 20 feet of a street lot line is 200 feet. The portions of buildings subject to this standard must be separated by a minimum of 20 feet when located on the same site. See Figure 130-9.

Figure 130-9
Maximum Building Length



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33.130.222 Building Length and Façade Articulation (continued)

C. Façade articulation. This standard requires large building wall planes to be divided into smaller components. Projections into street right-of-way, such as projecting window bays, will not count toward meeting this standard, in response to community concerns about building features that can contribute to a perception of overly-constrained street space. Recessed areas of façade that include projecting features such as balconies can count toward meeting this requirement. This approach would allow stepping back the upper levels of facades (such as the fourth story of a building in the CM2 zone) as one option for meeting this standard.

Portions of building façade that are entirely separated from each other, such as by a courtyard, are considered to be separate façade areas for the purpose of determining the size of each façade area.

C. Façade articulation.

1. Where the standard applies. This standard applies in the CM2, CM3 and CE zones as follows:

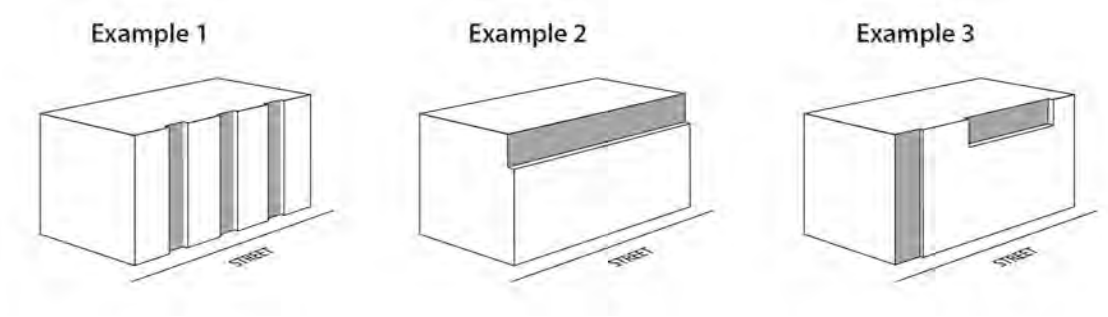
   a. In the CM2 and CE zones, the standard applies to buildings more than 35 feet high that have façade areas of more than 3,500 square feet within 20 feet of a street property line.

   b. In the CM3 zone, the standard applies to buildings more than 45 feet high that have façade areas of more than 4,500 square feet within 20 feet of a street property line.

   c. Portions of building facades that are vertically separated by a gap of 10 feet or more extending at least 20 feet in depth from the street property line are considered to be separate facades areas for the purposes of the façade area measurements. See Figure 130-9.

2. The standard. At least 25 percent of the façade within 20 feet of a street lot line must be divided into façade planes that are off-set by at least 2 feet from the rest of the façade. Façade area used to meet the façade articulation standard may be recessed behind, or project out from, the primary façade plane, but projections into street right-of-way do not count toward meeting this standard. See Figure 130-10.

Figure 130-10
Façade Articulation



33.130.225 Landscaped Areas

The primary departure from existing landscape area regulations is a requirement for landscaping or alternative green options for commercial/mixed use zones that allow high lot coverage and do not currently have landscaping requirements (CM2 and CM3 in the Inner Pattern Area, whose comparable existing zones [CS, CM, CX, and EX] do not generally require landscaping).

This regulation responds to comments received regarding the need for green elements as part of development within centers and corridors in the Inner Pattern Area. Also, draft Comprehensive Plan policies call for integrating green/vegetated elements into the urban environment and reducing urban height island effects.

The proposed regulations apply a 15 percent landscaping requirement (as currently applies in most commercial/mixed use zones) to the CM2 and CM3 zones, but provide alternative options to meeting this requirement that preserve the ability to undertake development with high lot coverage (up to 100 percent). Some of these options are also intended to accommodate improvements to older buildings and the continuation of existing urban development patterns in older commercial districts that have high levels of building coverage.



Example of a range of landscaping approaches integrated into urban development, including ecoroofs, raised landscaped areas, and stormwater planters.

33.130.225 Landscaped Areas

A. Purpose. Landscaping is required in some zones because it is attractive and it helps to soften the effects of built and paved areas. Landscaping also helps cool the air temperature, intercept rainfall and reduce stormwater runoff by providing unpaved permeable surface. Landscaping can also provide food for people and habitat for birds and other wildlife. As an alternative to conventional landscaping, a range of urban green options are provide in the CM2 and CM3 zones in the Inner Neighborhoods pattern area to reflect this area's more urban development patterns and historic storefront commercial characteristics. Landscaping is required for all commercial/mixed use-zoned lands abutting R zoned lands and as screening for parking lots (see Chapter 33.216) to provide buffering and promote livability.

B. Minimum landscaped area. The minimum amount of required landscaped area is stated in Table 130-2. Any required landscaping, such as for required setbacks or parking lots, applies towards meeting the minimum amount of required landscaped area. Sites developed with a house, attached house or duplex are exempt from the required minimum landscaped area standard. The required landscape area must meet one of the following:

1. Unless allowed by Paragraph B.2., required landscaped areas must:

   a. Be at ground level, except when in raised planters that are used to meet minimum Bureau of Environmental Services stormwater management requirements; and

   b. Comply with at least the L1 standard described in Chapter 33.248, Landscaping and Screening, however up to one-third of the required landscaped area may be improved for active or passive recreational use, or for use by pedestrians. Examples of active or passive recreational use include walkways, play areas, plazas, picnic areas, garden plots, and unenclosed recreational facilities.

2. Urban green alternative landscaped area. In the CM2 and CM3 zones in the Inner pattern area shown on Map 130-2, one or more of the following may be used to meet the required landscape area:

   a. Ecoroof. An ecoroof area may apply toward meeting the required landscaped area standard at a ratio of 4 square feet of ecoroof area for every 1 square foot of required landscaped area. The ecoroof area must be approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual.

   b. Large trees. The minimum required landscaped area may be reduced to 10 percent of site area when the site includes an area with minimum dimensions of 30 feet by 30 feet planted with at least one large-canopy tree. An existing large-canopy tree can be used to meet this requirement, subject to the Tree Protection Specifications of Title 11 (Section 11.60.030). Large canopy trees are defined in Section 33.248.030, Plant Materials. At least 50 percent of the ground area within this space must be landscaped to at least the L1 standard and the remainder may be hard-surfaced for use by pedestrians.

33.130.227 Trees

No change.

33.130.228 Required Outdoor Areas

Currently, no outdoor space is required for residential development in the commercial/mixed use zones. These standards would use the same 48 square feet per unit requirement that applies in multi-dwelling residential zones (R3, R2, and R1 zones). This new requirement responds to the fact that residential development has become a predominant type of development in the commercial/mixed use zones and would implement Comprehensive Plan policy direction on fostering housing that promotes healthy, active living and that provides access to outdoor space.

The primary difference between these standards and similar requirements in the multi-dwelling zones is an allowance for indoor common areas (such as community rooms, exercise rooms and other indoor recreation facilities) to be used as an option to meet the residential outdoor space requirements. Required residential outdoor areas can be provided in the form of private outdoor spaces, shared outdoor areas, indoor community or recreation spaces, or combinations of these.



Examples of residential outdoor areas in the form of individual balconies (left) and shared outdoor space (right).

c. Raised landscaped areas. Landscaped areas raised above ground level may be used to meet the minimum landscaped area standard when landscaped to at least the L1 standard and soil depth is a minimum of 30 inches.

d. Pervious pavement. Up to 50 percent of the required landscaped area may be improved for pedestrian use, such as walkways and plazas, if the area is surfaced with pervious pavement approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual. If this provision is used, no impervious surfaces can be counted toward meeting the minimum landscaped area standard.

33.130.227 Trees

Requirements for street trees and for on-site tree preservation, protection, and overall tree density are specified in Title 11. See Chapter 11.50, Trees in Development Situations.

33.130.228 Required Outdoor Areas

A. Purpose. The required outdoor areas standards ensure opportunities for residents to have on-site access to outdoor space for recreation, relaxation, natural area, or growing food. Required outdoor areas are an important aspect for addressing the livability of a property with residential units by providing residents with opportunities for outdoor living opportunities, some options for outdoor privacy, and a healthy environment. These standards also allow for outdoor area requirements to be met by indoor community facilities that provide opportunities for recreation or gathering.

B. Requirements.

1. Amount required. At least 48 square feet of outdoor area is required for each dwelling unit on the site.

2. Size, location and configuration. Required outdoor area may be provided as individual, private outdoor areas, such as patios or balconies, or as common, shared areas, such as outdoor courtyards and play areas, or indoor recreational facilities or community rooms. There also may be a combination of individual and common areas.

   a. Individual unit areas. Where a separate outdoor area is provided for each individual unit, it must be designed so that a 4-foot by 6-foot dimension will fit entirely within it. The outdoor area must be directly accessible to the unit. Balconies that extend over street right-of-way count towards meeting this standard. Areas used for pedestrian circulation to more than one dwelling unit do not count towards meeting the required outdoor area. . If the area is at ground level it may extend up to 5 feet into a required front setback, and may extend into required side and rear setbacks as long as the area is not closer than 5 feet to a lot line abutting an RF through RH zoned lot.

33.130.228 Required Outdoor Areas (continued)

See previous commentary.

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b. Common areas. There are two types of common area:

(1) Outdoor common area. Where outdoor areas are common, shared areas, each area must be designed so that it is at least 500 square feet in area and so that a 20-foot x 20-foot square will fit entirely within it.

(2) Indoor common area. Where an indoor common area is provided, it must be an indoor recreational facility or an indoor tenant community room. Lobbies, hallways, laundry facilities, storage rooms, and vehicle or bicycle facilities cannot be used to meet this requirement.

c. Combination of individual and common areas. Where a combination of individual unit and common areas is provided, each individual area must meet Subparagraph B.2.a and each common area must meet B.2.b above, providing a total of at least 48 square feet of outdoor area for each dwelling unit served by the common area.

3. Surfacing materials. Required outdoor areas must be surfaced with lawn, pavers, decking, or sport court paving which allows the area to be used for active or passive recreational use.

4. User amenities. User amenities, such as tables, benches, trees, shrubs, planter boxes, garden plots, drinking fountains, spas, or pools, may be placed in the outdoor area. Common, shared outdoor areas may also be developed with amenities such as play areas, plazas, roof-top patios, picnic areas, and open recreational facilities.

Commentary

33.130.230 Ground Floor Windows

Significant changes to ground floor window requirements include the following:

- Increase in the window coverage requirement on the primary ground level frontage from the current 25 percent to 40 percent.
- Increase in the secondary frontage window coverage requirement from 12-1/2 percent to 25 percent.
- Change in the window coverage measurement methodology. Current measurement of ground level wall area includes all wall area up to 9 feet above grade. The new measurement is based on wall area from 2 feet to 10 feet above grade.
- Change from the current exemption for parking structures. New regulations would require parking structures to meet ground floor window coverage requirements on at least one frontage.
- The walls of residential units are no longer exempt from ground floor window coverage requirements. Instead, ground floor residential units are provided several options for meeting ground floor window requirements (see subsection D).
- Change to the Exception for Public Art option, limiting the use of this provision to one half of the ground floor window coverage requirements.

Ground floor window requirements have been an important design-related regulatory standard in Portland's commercial zones, continuing traditions of storefront commercial development and contributing to an engaging, pedestrian-oriented street environment. The current minimum ground-floor window coverage requirement of 25 percent, however, sometimes results in sub-optimal window coverage, and includes exemptions for residences and parking garages that can compromise the street environment.

The increased ground-floor window coverage requirements (and related concepts for entrances) respond to interest from a wide-range of community members in focusing on improving the design of the ground-level frontages of buildings. This is where buildings are most directly experienced by pedestrians and can be important for maintaining the continuity of business districts. Regulations for a higher level of ground floor window coverage (60 percent) is applied to the core commercial areas of centers, as part of the proposed Centers Main Street Overlay, to reinforce the roles of these locations as pedestrian-oriented places that are a focus of commercial and community activity (see Chapter 33.415).

33.130.230 Ground Floor Windows

A. Purpose. In the commercial/mixed use zones, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

B. Ground floor window standard.

1. General standard.

   a. Windows must cover at least 40 percent of the ground level wall area of street-facing facades that are 20 feet or closer to a street lot line or a publicly-accessible plaza. For the purposes of this standard, ground level wall areas include all exterior wall areas from 2 feet to 10 feet above the finished grade. See Figure 130-11.

   b. If the lot has more than one street frontage, then the ground floor window standard in Subparagraph B.1.a. applies to the façade that faces the highest transit street classification. All other ground level street-facing facades that are 20 feet or closer to the street lot line must have windows that cover 25 percent of the ground level wall area. If two or more streets have the same highest transit street classification, then the applicant may choose on which of those street to meet the higher standard. Transit street classifications are identified in the Transportation Element of the Comprehensive Plan.

2. Exemptions:

   a. Houses, attached houses, manufactured homes, and duplexes are exempt from this Section;

   b. Ground floor street-facing walls of dwelling units are exempt from Paragraph B.1., but the walls must meet one of the standards in Subsection D.; and

   c. The walls of structured parking that face a secondary street frontage are exempt from the 25 percent standard in Subparagraph B.1.b. if the façade is set back at least 5 feet and landscaped to the L2 standard.

Ord. 188177, Vol. 2.5, page 13166

Commentary

33.130.230 Ground Floor Windows (continued)

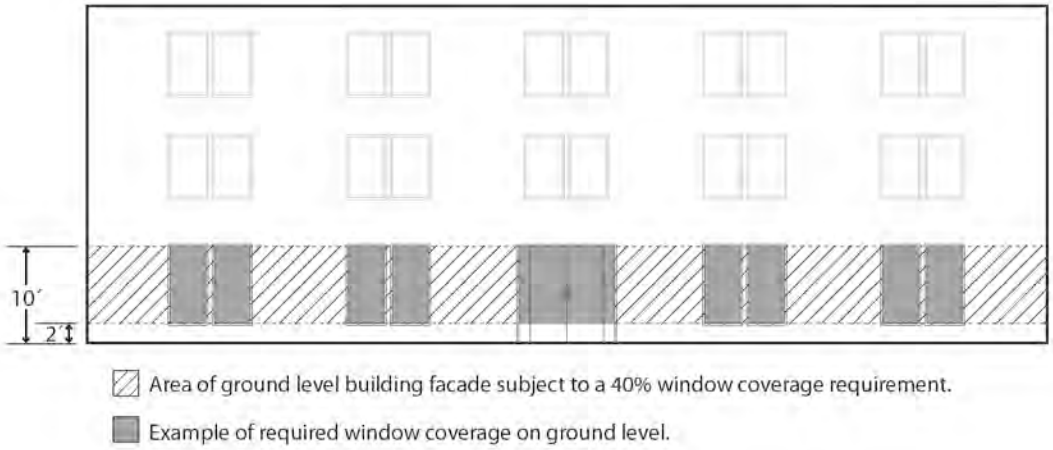
Portions of buildings with ground floor residential units will be required to meet one of three options:

- Design to accommodate future conversion to commercial or other active ground floor uses, with storefront-type windows and barrier-free entrances.
- Ground floor residential units set back from street lot lines.
- Ground floor residential units raised above grade.

This regulatory approach responds to concerns about residential development in centers and corridors when residential units are built at ground level close to sidewalks. Besides loss of commercial opportunities, this creates privacy issues for the residents of ground floor units close to sidewalks. This concept proposes a series of options that projects with ground floor residences could choose to follow, one option of which is for designing the spaces to be adaptable to commercial uses with 40 percent window coverage; and the other two options of which are for more residentially-oriented design, with units either setback from the street or raised above grade. These options will be required for development with ground-floor residential units along any street frontage. Besides ground-floor window coverage requirements, residential development in the commercial/mixed use zones will need to meet requirements (existing) for 15 percent overall window coverage for street-facing facades.

C. Qualifying window features. Required ground floor window areas must be windows that allow views into working areas, lobbies, residential units or residential building common areas; pedestrian entrances; or display windows set into the wall. Windows into storage, parking, garbage and recycling areas, and display cases attached to outside walls, do not qualify.

Figure 130-11
Ground Floor Windows



D. Ground floor window standard for ground floor residential. Ground floor street facing walls of dwelling units that are 20 feet or closer to a street lot line must meet at least one of the following standards:

1. Flexible ground floor design. The ground floor window standard of Subparagraph B.1.a. must be met, and the ground level of the building must be designed and constructed as follows:

   a. The distance from the finished floor to the bottom of the ceiling structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;

   b. The area meeting this standard must be at least 25 feet deep, measured from the street-facing façade; and

   c. Each unit must include a front entrance that is located at the level of the finished grade and can be accessed without steps.

2. Front setback.

   a. The portions of the building with residential dwelling units on the ground-floor must be set back at least 8 feet from the street lot line. The setback must be landscaped to at least the L1 level and/or hard-surfaced for use by pedestrians; and

   b. Windows must cover at least 25 percent of the ground level wall area of the portion of the building with residential dwelling units on the ground-floor.

Commentary

33.130.230 Ground Floor Windows (continued)

See previous commentary on ground floor window requirements for ground floor residential.

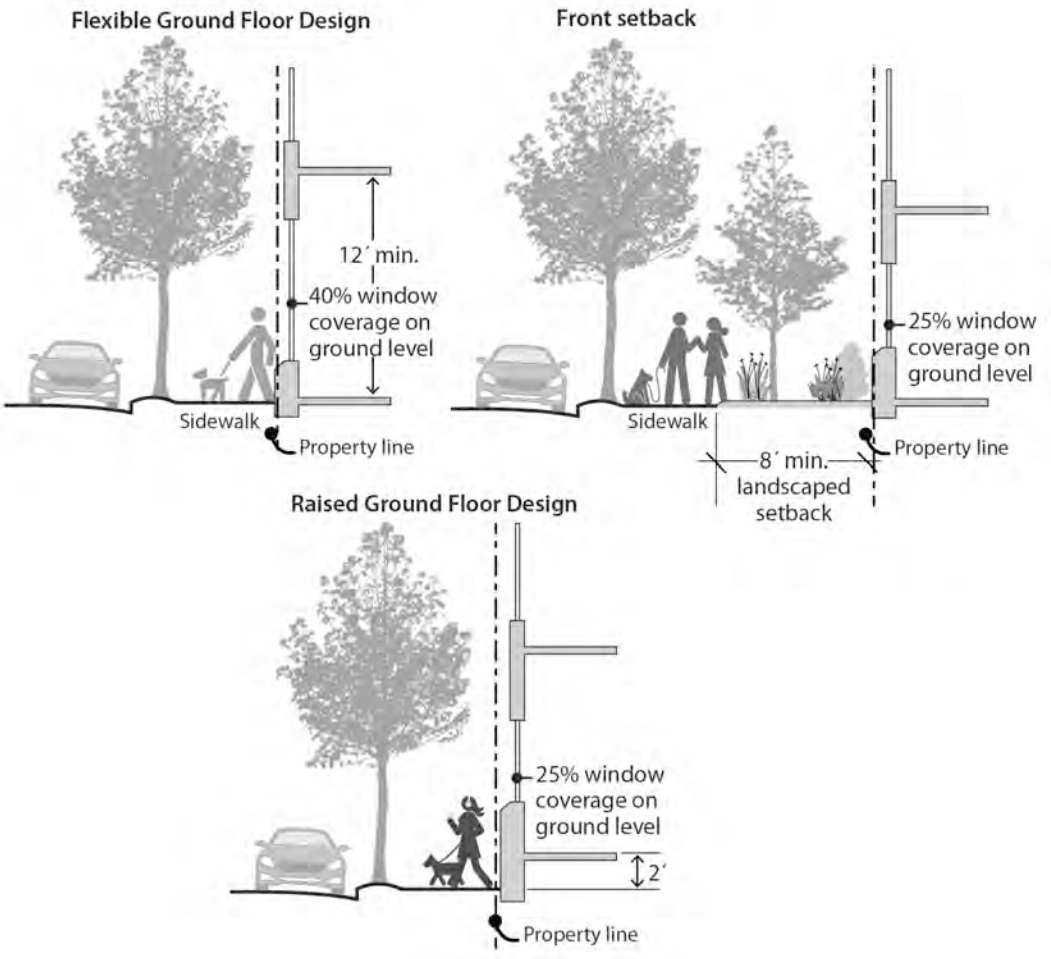
E. Exception for Public Art. This existing subsection has been changed to limit the use of this provision to one half of the ground floor window coverage requirements in order to retain the intent of requiring windows to strengthen connections between buildings and sidewalks on a portion of ground floor frontages.

3. Raised ground floor.

   a. The portion of the building with residential dwelling units on the ground-floor must have the finished floor of each residential unit at least 2 feet above the grade of the closest adjoining sidewalk.

   b. Window must cover at least 25 percent of the ground level wall area of the portion of the building with residential dwelling units on the ground-floor.

Figure 130-12
Ground Floor Window Options for Ground Floor Residential



E. Exception for Public Art. Outside the Central City, public art may be used to meet up to one half of the required window coverage of the ground floor window provision. Covenants for the public art will be required, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the public art. To qualify for this exception, documentation of approval by the Regional Arts and Culture Council must be provided prior to approval of the building permit.

Commentary

33.130.235 Screening

No change.

33.130.235 Screening

A. Purpose. The screening standards address specific unsightly features which detract from the appearance of commercial/mixed use areas.

B. Garbage and recycling collection areas. All exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt. Screening must comply with at least the L3 or F2 standards of Chapter 33.248, Landscaping and Screening.

C. Mechanical equipment. Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation. Screening must comply with at least the L2 or F2 standards of Chapter 33.248, Landscaping and Screening, and be tall enough to screen the equipment. Mechanical equipment placed on roofs must be screened in one of the following ways, if the equipment is within 50 feet of an R zone:

1. A parapet along facades facing the R zone that is as tall as the tallest part of the equipment;
2. A screen around the equipment that is as tall as the tallest part of the equipment; or
3. The equipment is set back from roof edges facing the R zone 3 feet for each foot of height of the equipment.

D. Other screening requirements. The screening requirements for parking, exterior storage, and exterior display areas are stated with the regulations for those types of development.

Commentary

33.130.240 Pedestrian Standards

No substantive changes to sections on this page.

Ord. 188177, Vol. 2.5, page 13173

33.130.240 Pedestrian Standards

A. Purpose. The pedestrian standards encourage a safe, attractive, and usable pedestrian circulation system in all developments. They ensure a direct pedestrian connection between abutting streets and buildings on the site, and between buildings and other activities within the site. In addition, they provide for connections between adjacent sites, where feasible.

B. The standards. The standards of this Section apply to all development except houses, attached houses, and duplexes. An on-site pedestrian circulation system must be provided. The system must meet all standards of this Subsection.

1. Connections. Pedestrian connections are required as specified below:

a. Connection between streets and entrances.

(1) Sites with one street frontage.

- Generally. There must be a connection between one main entrance of each building on the site and the adjacent street. The connection may not be more than 20 feet longer or 120 percent of the straight line distance, whichever is less.
- Household Living. Sites where all of the floor area is in Household Living uses are only required to provide a connection to one main entrance on the site. The connection may not be more than 20 feet longer or 120 percent of the straight line distance, whichever is less.
- Tree preservation. If a tree that is at least 12 inches in diameter is proposed for preservation, and the location of the tree or its root protection zone would prevent the standard of this paragraph from being met, the connection may be up to 200 percent of the straight line distance.

(2) Sites with more than one street frontage. Where the site has more than one street frontage, the following must be met:

- The standard of Subparagraph B.1.a(1) must be met to connect the main entrance of each building on the site to the closest sidewalk or roadway if there are no sidewalks. Sites where all of the floor area is in Household Living uses are only required to provide a connection meeting the standard of Subparagraph B.1.a(1) to one main entrance on the site;
- An additional connection, which does not have to be a straight line connection, is required between each of the other streets and a pedestrian entrance. However, if at least 50 percent of a street facing façade is within 10 feet of the street, no connection is required to that street.

33.130.240 Pedestrian Standards (continued)

Internal connections. Language has been added to this paragraph to allow public sidewalks to be used to meet requirements for internal connections for sidewalk-oriented buildings. This is intended to accommodate buildings located close to sidewalks, such as townhouse or storefront-type type buildings with main entrances close to public sidewalks and insufficient setbacks to provide pedestrian connections that are separate from public sidewalks.

Large site pedestrian connectivity. This new paragraph calls for pedestrian connections no further apart than 330 feet, in alignment with regional pedestrian connectivity standards.

No changes to other paragraphs.

b. Internal connections. The system must connect all main entrances on the site, and provide connections to other areas of the site used by building occupants, including parking areas, bicycle parking, recreational areas, common outdoor areas, and any pedestrian amenities. Pedestrian connections to public sidewalks may substitute for internal connections for main entrances that are within 10 feet of a public sidewalk.

c. Large site pedestrian connectivity. Sites that are 5 acres or more in size must provide pedestrian connections through the site that are no further apart than 330 feet as measured from the centerline of each connection. Pedestrian connections must provide connectivity to all streets that abut the site. Portions of sites that are in the Environmental Protection overlay zone, the Environmental Conservation overlay zone, have existing large buildings that prevent this standard from being met, or have slopes with an average slope of 20 percent or greater are exempt from this standard.

2. Materials.

a. The circulation system must be hard-surfaced, and be at least 6 feet wide.

b. Where the system crosses driveways, parking areas, and loading areas, the system must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement. Elevation changes and speed bumps must be at least 4 inches high.

c. Where the system is parallel and adjacent to an auto travel lane, the system must be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised path is used it must be at least 4 inches high and the ends of the raised portions must be equipped with curb ramps. Bollard spacing must be no further apart than 5 feet on center.

3. Lighting. The on-site pedestrian circulation system must be lighted to a level where the system can be used at night by the employees, residents, and customers.

Commentary

33.130.242 Transit Street Main Entrance

A significant change to this section is expansion of transit street main entrance requirements to multi-dwelling structures, in addition to its current applicability to non-residential uses. New requirements call for one main entrance to a multi-dwelling structure to meet transit street main entrance requirements. It also provides an additional option for multi-dwelling structures to have the required main entrance front a courtyard and be within 50 feet of the transit street (as an alternative to the current requirement for 25 feet). This courtyard option allows a continuation of a common type of Portland courtyard apartment building that features main entrances accessed from courtyards, instead of fronting directly onto public sidewalks.

D. Distance between entrances. This new standard requires a minimum of one entrance for every 200' of building frontage. While more frequent entrances than this would provide more active street frontages (and is currently required of multi-tenant buildings close to sidewalks), this standard is intended to accommodate the very broad range of development types built in the commercial/mixed-use zones. Some development types which can be important contributions to mixed-use corridors do not lend themselves to multiple entrances. These include supermarkets and other large format retail (which could incorporate smaller retail spaces to meet the standard), as well as office buildings and other employment-related development. The requirement for one entrance per 200' will be more than is currently required and will be particularly impactful along the lengthy blocks common along corridors in Eastern and Western parts of Portland and in some inner neighborhoods.

33.130.242 Transit Street Main Entrance

A. Purpose. Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

B. Applicability.

1. Generally. All sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, or residential use in a multi-dwelling structure, must meet the following standards. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets;

2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of 33.130.250.C, Residential Main Entrance, instead of the requirements of this section.

C. Location. For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor, and one main entrance to a multi-dwelling structure must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent transit street grade. The main entrance must:

1. Be within 25 feet of the transit street;

2. Allow pedestrians to both enter and exit the building; and

3. Meet one of the following:

   a. Face the transit street;

   b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-13; or

   c. If it is an entrance to a multi-dwelling structure:

      (1) Face a courtyard that is adjacent to the transit street and that is landscaped to at least the L1 level, or hard-surfaced for use by pedestrians; and

      (2) Be within 50 feet of the transit street.

D. Distance between entrances. For portions of a building with any nonresidential uses within the maximum building setback, a minimum of one entrance is required for every 200 feet of building length.

33.130.242 Transit Street Main Entrance (continued)

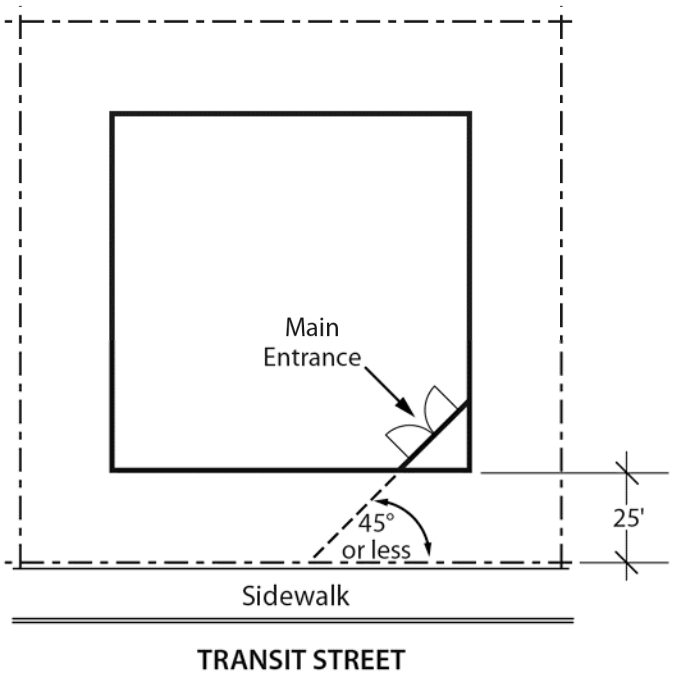
E. Unlocked during regular business hours. Language is added to indicate that this requirement only applies to nonresidential uses.

Figure 130-13 (former 130-6)
No change.

Ord. 188177, Vol. 2.5, page 13179

E. Unlocked during regular business hours. Each main entrance to nonresidential uses that meets the standards of Subsection C and D must be unlocked during regular business hours.

Figure 130-13
Transit Street Main Entrance



Commentary

33.130.245 Exterior Display, Storage, and Work Activities

This section is being changed to expanded allowances for the exterior display of goods in commercial/mixed use zones. Exterior display of goods is currently limited in most commercial/mixed used zones. Most zones allow only display of plants and produce, while the CG allows exterior display of goods only if set behind landscaping. Flexibility for exterior display of merchandise can help contribute to vibrant pedestrian environments and support the vitality of businesses. Exterior merchandising such as vendor stalls and kiosks can also provide low-cost business opportunities, which can be particularly helpful for enabling lower-income people to establish retail businesses (much as food carts have reduced barriers for establishing food-related businesses). This concept primarily concerns exterior display on private property and any exterior display would need to preserve required clear areas on sidewalks for pedestrian passage. Along with expansion of allowances for the exterior display of goods, this section now includes requirements for five-foot deep landscaped screening along lot lines adjacent to residential zones.



Exterior display of merchandise (historic example).

The exterior work activities subsection is being amended to prohibit auto-oriented exterior work activities within 50-feet of lot lines abutting or across a local service street from a residential zone. This is derived from Buffer (b) Overlay provisions that apply in mapped areas adjacent to residentially-zoned areas, but would apply this prohibition whenever commercial/mixed use zoning is adjacent to residential zoning. Staff anticipates that this amendment, together with requirements in this and other Chapter 33-130 sections (such as requirements for screening landscaping and prohibition of drive-through facilities adjacent to residential zoning [see 33.130.260]), will replace the Buffer Overlay where it is mapped in the commercial/mixed use zones.

No substantial changes to other subsections, other than minor text edits in paragraph E (Other exterior activities), for which reference to plant nurseries has been deleted in conjunction with adding "propagation and sale of plants" to paragraph D.

33.130.245 Exterior Display, Storage, and Work Activities

A. Purpose. The standards of this section are intended to assure that exterior display, storage, and work activities:

- Will be consistent with the desired character of the zone;
- Will not be a detriment to the overall appearance of a commercial/mixed use area;
- Will not have adverse impacts on adjacent properties, especially those zoned residential; and
- Will not have an adverse impact on the environment.

B. Exterior display.

1. CM1, CM2, CM3, and CX zones. Exterior display of goods is allowed except for the display of motor vehicles, motor vehicle parts and supplies, building materials, and uses in the Industrial categories.

2. CE zone. Exterior display of goods is allowed except for uses in the Industrial categories. Exterior display areas for motor vehicles and trailers must be set back at least 5 feet from street lot lines and be landscaped to at least the L1 standard.

3. Exterior display landscape screening abutting R zones. Exterior display areas must be set back at least 5 feet from lot lines abutting R zones and be landscaped to at least the L3 standard.

C. Exterior storage.

1. Exterior storage is not allowed in the CM1, CM2, CM3, and CX zones.

2. Exterior storage is allowed in the CE zone if the storage area complies with the standards of this paragraph. Exterior storage is limited to 20 percent of the site area for all uses except lumber yards and other building material stores. All exterior storage areas must be set back 5 feet from nonstreet lot lines and 10 feet from street lot lines, with the setback area landscaped to at least the L3 standard.

D. Exterior work activities. Exterior work activities are prohibited in the commercial/mixed use zones except for the propagation and sale of plants, sales of motor vehicle fuels, and car washes, which are allowed. Exterior work activities related to sales of motor vehicle fuels and car washes are prohibited within 50 feet of a lot line that abuts a residential zone or a lot line that is across a local service street from a residential zone.

E. Other exterior activities. The following exterior activities are allowed in the commercial/mixed use zones: outdoor eating areas, entertainment and recreation activities that are commonly performed outside, and outdoor markets and vendor stalls.

F. Paving. All exterior display and storage areas, except for plant nurseries, must be paved.

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development

No substantive changes to sections on this page, except that the order of the section paragraphs have been changed for clarity.

Ord. 188177, Vol. 2.5, page 13183

33.130.250 General Requirements for Residential and Mixed-Use Developments

A. Generally. Except as specified in this section, all development—residential, mixed-use, and nonresidential—must meet the other development standards for the zone such as height, setbacks, and building coverage.

B. Street-facing facades.

1. Purpose. This standard:

- Together with the main entrance and garage standards, ensures that there is a visual connection between the living area of the residence and the street;
- Enhances public safety by allowing people to survey their neighborhood from inside their residences; and
- Provides a more pleasant pedestrian environment by preventing large expanses of blank facades along streets.

2. Where this standard applies. The standard of this subsection applies to the street-facing facades of buildings in commercial/mixed use zones where any of the floor area is in Residential uses. Where a proposal is for an alteration or addition to existing development, the applicant may choose to apply the standard either to the portion being altered or added, or to the entire street-facing facade. Development on flag lots or on lots that slope up or down from the street with an average slope of 20 percent or more are exempt from this standard.

3. The standard. At least 15 percent of the area of each façade that faces a street lot line must be windows or main entrance doors. Windows used to meet this standard must allow views from the building to the street. Glass block does not meet this standard. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. To count toward meeting this standard a door must be at the main entrance and facing the street lot line.

4. For structures subject to ground floor window requirements, windows used to meet ground floor window requirements may also be used to meet the requirements of this subsection.

C. Residential main entrance.

1. Purpose. These standards:

- Together with the window and garage standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
- Enhance public safety for residents and visitors and provide opportunities for community interaction;
- Ensure that the pedestrian entrance is visible or clearly identifiable from the street by its orientation or articulation; and
- Ensure that pedestrians can easily find the main entrance, and so establish how to enter the residence;

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No substantive changes to sections on this page, except that the order of the section paragraphs have been changed for clarity.

Ord. 188177, Vol. 2.5, page 13185

- Ensure a connection to the public realm for development of lots fronting both private and public streets by making the pedestrian entrance visible or clearly identifiable from the public street.

2. Where these standards apply.

   a. The standards of this subsection apply to houses, attached houses, manufactured homes, and duplexes in the commercial/mixed use zones.

   b. Where a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added.

   c. On sites with frontage on both a private street and a public street, the standards apply to the site frontage on the public street. On all other sites with more than one street lot line, the applicant may choose on which frontage to meet the standards.

   d. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.

3. Location. At least one main entrance for each structure must:

   a. Be within 8 feet of the longest street-facing wall of the structure; and

   b. Either:

      (1) Face the street, See Figure 130-14;

      (2) Be at an angle of up to 45 degrees from the street; or

      (3) Open onto a porch. See Figure 130-15. The porch must:

      - Be at least 25 square feet in area;
      - Have at least one entrance facing the street; and
      - Have a roof that is:
        - No more than 12 feet above the floor of the porch; and
        - At least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with lattice or other open material if no more than 70 percent of the area of the material is open.

4. Duplexes on corner lots. Where a duplex is on a corner lot, the requirements of Paragraph C.3, above, must be met for both dwelling units. Both main entrances may face the same street.

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No changes to figures on this page.

Ord. 188177, Vol. 2.5, page 13187

Figure 130-14
Main Entrance Facing the Street

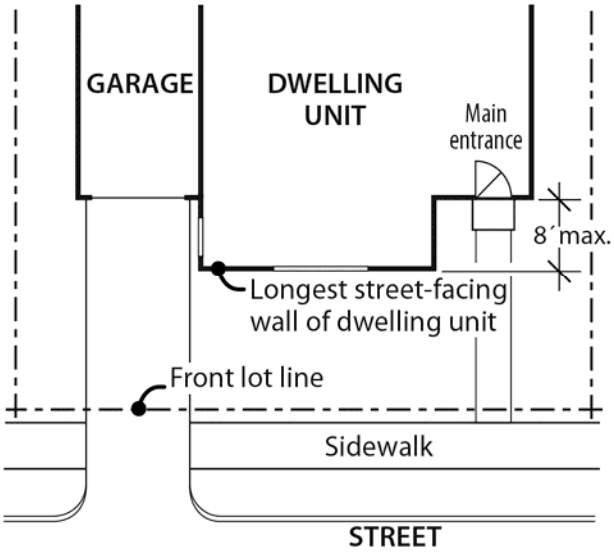
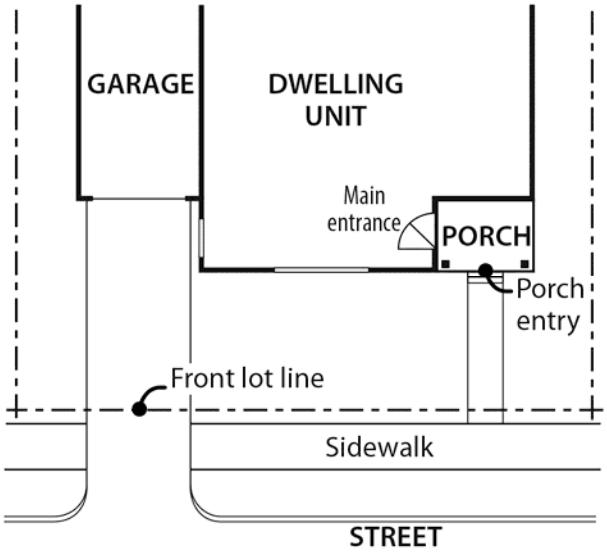


Figure 130-15
Main Entrance Opening Onto a Porch

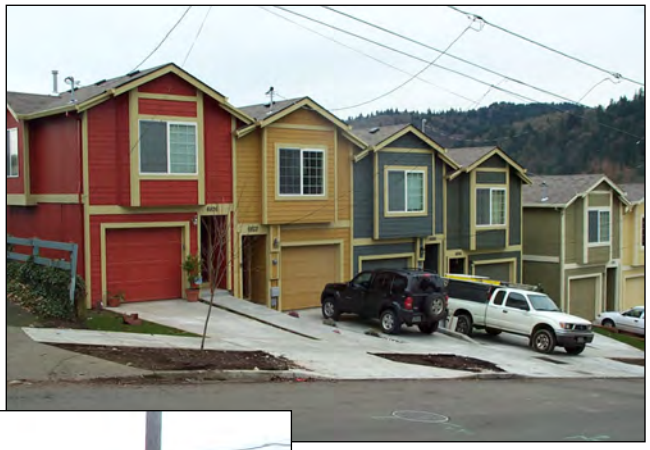


33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

D.3. Length of street-facing garage wall. This subparagraph is being changed to eliminate the exemption that currently allows narrow lots (less than 24 feet wide – such as for rowhouses and narrow-lot detached houses) to have street-facing garages. The new code language is based regulations that currently apply in the single-dwelling zones. The new regulations promote pedestrian-friendly street frontages and fewer front driveways, reflecting policies for fostering a strong pedestrian orientation in areas with commercial/mixed use zoning, such as centers and corridors.

No changes to other subparagraphs on this page.

Code amendments would prevent front garages from being the predominant ground-level features of narrow detached or attached houses (as in example to right) to minimize disruptions to the pedestrian environment. Parking garages can be to the rear (as below), or in front if occupying no more than 50 percent of facades.





D. Garages.

1. Purpose. These standards:

   - Together with the window and main entrance standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
   - Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;
   - Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;
   - Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk;
   - Enhance public safety by preventing garages from blocking views of the street from inside the residence;
   - Prevent cars from overhanging the street or sidewalk; and
   - Provide for adequate visibility for a driver backing out of a garage.

2. Where these standards apply. The requirements of Paragraphs D.3, D.4 and D.5, below, apply to houses, manufactured homes, and duplexes. The requirements of Paragraphs D.4 and D.5, below, also apply to garages that are accessory to attached houses. When a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.

3. Length of street-facing garage wall.

   a. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. See Figure 130-16. For duplexes, this standard applies to the total length of the street-facing façades. For all other lots and structures, the standards apply to the street-facing façade of each unit.

   b. Where the street-facing façade is less than 22 feet long, an attached garage facing the street is not allowed as part of that façade.

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No changes to this page, except that paragraph F has been moved from near the front of the section.

Ord. 188177, Vol. 2.5, page 13191

4. Street lot line setbacks.

   a. Generally. A garage wall that faces a street may be no closer to the street lot line than the longest street-facing wall of the dwelling unit. See Figure 130-17.

   b. Exception. A street-facing garage wall may be up to 6 feet in front of the longest street-facing wall of the dwelling unit, if:

      (1) The street-facing garage wall is 40 percent or less of the length of the building facade; and

      (2) There is a porch at the main entrance. The garage wall may not be closer to the street lot line than the front of the porch. See Figure 130-18. The porch must meet the following:

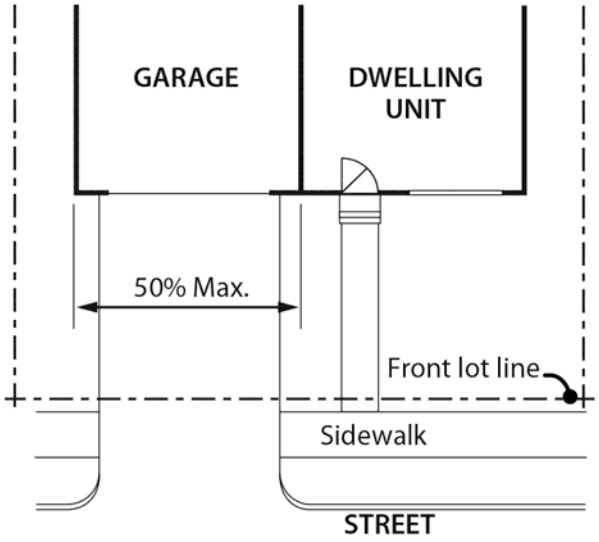
         - The porch must be at least 48 square feet in area and have minimum dimensions of 6 feet by 6 feet;
         - The porch must have a solid roof; and
         - The roof may not be more than 12 feet above the floor of the porch.

   c. Exemption. Where a lot has more than one street lot line, and there is an existing dwelling unit on the lot, this standard must be met only on the street-facing facade on which the main entrance is located.

5. Garage entrance setback. The garage entrance must be either 5 feet or closer to the street property line, or 18 feet or farther from the street property line. If the garage entrance is located within 5 feet of the front property line, it may be no closer to the street lot line than the longest street-facing wall of the dwelling unit.

E. Permit-Ready houses. Chapter 33.278 contains provisions for Permit-Ready houses on narrow lots.

Figure 130-16
Length of Street Facing Garage Wall



Ord. 188177, Vol. 2.5, page 13192

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No change to the figures on this page.

Ord. 188177, Vol. 2.5, page 13193

Figure 130-17
Street Lot Line Setback

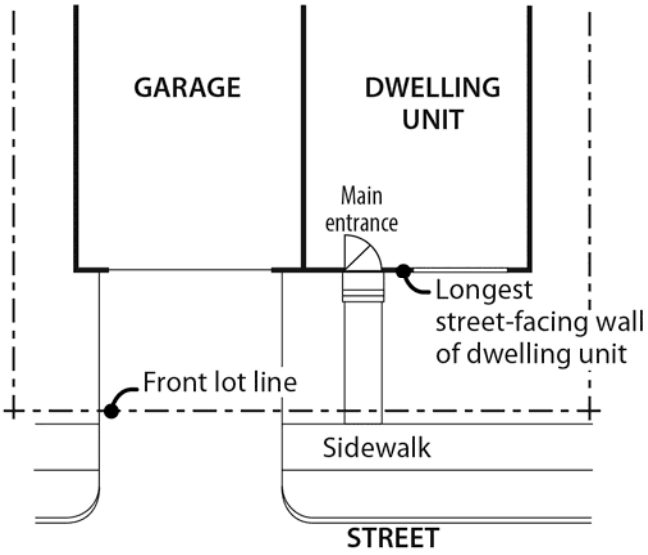
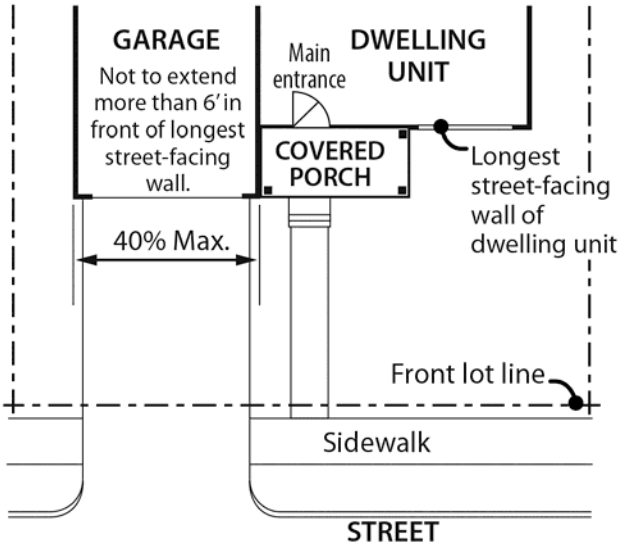


Figure 130-18
Garage Front Setback Exception



Ord. 188177, Vol. 2.5, page 13194

33.130.255 Trucks and Equipment

No change.

Ord. 188177, Vol. 2.5, page 13195

33.130.255 Trucks and Equipment

A. Purpose. The parking and storage of trucks and equipment is regulated to ensure that it will be consistent with the desired character of the commercial/mixed use zones and to limit adverse effects on adjacent residential lands.

B. Truck and equipment parking standards. The standards for truck and equipment parking apply to business vehicles that are parked regularly at a site. The regulations do not apply to pick-up and delivery activities, to the use of vehicles during construction, or to services at the site which occur on an intermittent and short term basis. The truck categories are defined in Chapter 33.910.

1. Light trucks. The parking of passenger vehicles, light trucks, and similar equipment is allowed in all C zone areas that comply with the development standards for parking areas.

2. Medium trucks. The parking of pickup trucks in the medium truck category is allowed in all C zones. The parking of all other medium trucks and similar equipment is allowed only in the CE and CM3 zone. Truck parking areas must comply with the development standards for auto parking areas.

3. Heavy trucks. The parking of heavy trucks and similar equipment is not allowed in any commercial zone.

Commentary

33.130.260 Drive-Through Facilities

This section is being changed to provide allow existing drive through facilities in the CM2 and CM3 zones to be rebuilt when located on major streets. New drive through facilities in the CM2 and CM3 zones, as well as in the CM1 would remain prohibited, as is currently the case in the comparable existing zones (CN1, CO1, CO2, CM, CS, and CX). This allowance for the rebuilding of existing drive through facilities is intended to allow for the improvement of existing development, which would otherwise be regulated as non-conforming development, limiting the ability to rebuild or update facilities with this status. Continuing to prohibit new drive through facilities in these zones supports the intent of these zones in fostering development that contributes to creating pedestrian-oriented places.

In the CM2 and CM3, when drive through facilities are rebuilt, they must meet the standards of Chapter 33.130 and Chapter 33.224. In the CM3 zone, drive-through facilities can only be rebuilt as part of urban-scale development (minimum FAR of 1:1) to respond to the intended urban scale of this zone. Currently, redevelopment would mean the loss of non-conforming drive-through facilities, which can be a disincentive to redevelopment in some situations. This regulatory approach is based on a current regulation in the Hollywood Plan District.

The CE zone will continue existing CG-zone allowances for drive-through facilities, except that such facilities will be prohibited within 50-feet of lot lines abutting or across a local service street from a residential zone. This prohibition would serve together with other Chapter 33.130 regulations as a replacement to Buffer (b) Overlay provisions that apply in some mapped areas adjacent to residentially-zoned areas. These new regulatory approaches will apply consistently whenever commercial/mixed use zoning is adjacent to residential zoning. Other new regulations providing a transition between commercial/mixed use zoning and residential zoning are requirements for:

- Height step downs (33.130.210.C.2),
- Landscaped setbacks (33.130.215.B.2.b),
- Required transition approaches across local service streets (33.130.215.B.1b), and
- Limitations on exterior display and work activities (33.130.245).

In conjunction with these amendments, staff anticipates that the Buffer Overlay will be removed from the commercial/mixed use zones.

33.130.265 Detached Accessory Structures

No change to the existing regulations on this page.

33.130.260 Drive-Through Facilities

Drive-through facilities are allowed in the zones which are intended for auto accommodating development. Existing facilities in other commercial/mixed use zones may be rebuilt when certain conditions are met or when they are part of a redevelopment that includes a significant amount of new floor area. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities.

A. CM1, CM2, CM3, and CX zones. Drive-through facilities are prohibited in the CM1, CM2, CM3, and CX zones. In the CM2 and CM3 zones, a nonconforming drive-through facility can be demolished and rebuilt when all of the following are met:

1. The nonconforming drive-through facility operations have not been interrupted for more than a 2 year period;
2. The site is adjacent to a Major City Traffic Street or District Collector as designated by the Transportation Element of the Comprehensive Plan; and
3. In the CM3 zone, the rebuilt drive-through will be part of a development on the site that has a minimum FAR of 1 to 1.

B. CE zone. Drive-through facilities are allowed in the CE zone, except as follows:

1. Drive-through facilities are prohibited within 50 feet of a lot line that abuts a residential zone; and
2. Drive-through facilities are prohibited within 50 feet of a lot line that is across a local service street from a residential zone.

33.130.265 Detached Accessory Structures

A. Purpose. These standards are intended to maintain separation and privacy to abutting residential zoned lots from nonresidential development.

B. General standards.

1. The regulations of this section apply only to detached accessory structures on sites with non-residential uses. For sites where all of the floor area is in residential use, detached accessory structures are subject to the standards of Section 33.120.280. Detached garages are also subject to the standards of 33.130.250, General Requirements for Residential and Mixed Use Developments.
2. The height and building coverage standards of the base zone apply to detached accessory structures.

Commentary

33.130.265 Detached Accessory Structures (continued)

The primary change to this section is removal of covered decks and recreation structures from the paragraph indicating that covered structures are subject to the setbacks for buildings. This responds to the fact that no setback is required for buildings up to 15 feet tall (see 33.130.215.B.2.b), but this exemption is only allowed for buildings that are fully enclosed. Covered detached decks (or similar unenclosed covered structures) will not be allowed within required setbacks, which in the commercial/mixed use zones apply primarily adjacent to residential zones to provide for landscaped screening as a buffer. This treats covered detached decks the same way as covered decks that are attached to buildings, which are not allowed within required setbacks. Uncovered decks (both attached and detached) are allowed within setbacks because their lesser visual impact, but not within 5 feet of a lot line abutting most residential zones to allow for some landscaped screening.

33.130.270 Fences

No change.

C. Setbacks.

1. Uncovered accessory structures. Uncovered accessory structures such as flag poles, lamp posts, signs, antennas and dishes, mechanical equipment, uncovered decks, play structures, and tennis courts are allowed in a required setback, but can be no closer than 5 feet to a lot line abutting an RF through RH zoned lot.

2. Covered structures.

   a. Covered structures such as storage buildings, greenhouses, and work sheds are subject to the setbacks for buildings.

   b. Water cisterns that are 6 feet or less in height are allowed in side and rear setbacks, including setbacks for abutting a residential zone.

   c. See Section 33.130.250, General Requirements for Residential and Mixed-Use Developments, for additional requirements for garages that are accessory to residential development.

33.130.270 Fences

A. Purpose. The fence regulations promote the positive benefits of fences without negatively impacting the community or endangering public or vehicle safety. Fences near streets are kept low in order to allow visibility into and out of the site and to ensure visibility for motorists. Fences in any required side or rear setback are limited in height so as to not conflict with the purpose for the setback.

B. Types of fences. The standards apply to walls, fences, and screens of all types whether open, solid, wood, metal, wire, masonry, or other material.

C. Location and heights.

1. Fences abutting street lot lines and pedestrian connections. Within 10 feet of a street lot line or lot line that abuts a pedestrian connection, fences that meet the following standards are allowed:

   a. Fences that are more than 50 percent sight-obscuring may be up to 3-1/2 feet high.

   b. Fences that are 50 percent or less sight-obscuring may be up to 8 feet high.

2. Fences abutting other lot lines. Fences up to 8 feet high are allowed in required building setbacks along all other lot lines.

3. Fences in all other locations. The height for fences in locations other than described in Paragraphs C.1 and C.2 is the same as the regular height limits of the zone.

D. Reference to other regulations. Electrified fences are regulated under Title 26, Electrical Regulations. The use of barbed wire is regulated under Title 24, Building Regulations.

Commentary

33.130.275 Demolitions

No change.

33.130.285 Nonconforming Development

No change.

33.130.290 Parking, Loading, and Transportation Demand Management

Changed to include references to the new Transportation Demand Management (TDM) requirements proposed in 33.266. Development in Commercial Mixed Use zones that includes more than 10 residential units will be subject to TDM requirements.

33.130.292 Street and Pedestrian Connections

This new sections provides a reference to Title 17 requirements for street and pedestrian/bicycle connections, which are administered by the Bureau of Transportation. Staff anticipates that a future project will strengthen Title 17 requirements for street connectivity and conformance with adopted street plans, which is of particular concern in centers in areas such as East Portland that lack good street and pedestrian connectivity.

33.130.295 Signs

No change.

33.130.305 Superblock Requirements

No substantive change.

33.130.310 Recycling Areas

No change.

33.130.275 Demolitions

A. Generally. Demolition on a site that requires a demolition permit is subject to the tree preservation and protection requirements of Title 11, Trees. See Chapter 11.50, Trees in Development Situations.

B. **Historic resources.** Demolition of historic resources is regulated by Chapter 33.445, Historic Resource Overlay Zone.

C. CX zone landscaping. In the CX zone, sites must be landscaped within 6 months of the demolition of buildings unless there is an approved development for the site. Approved development means a project approved through design review. The landscaping must meet at least the L1 standard of Chapter 33.248, Landscaping and Screening, except that no shrubs or trees are required.

33.130.285 Nonconforming Development

Existing development that does not conform to the development standards of this chapter may be subject to the regulations of Chapter 33.258, Nonconforming Situations.

33.130.290 Parking, Loading, and Transportation Demand Management

The standards pertaining to the minimum required and maximum allowed number of auto parking spaces, minimum required number of bicycle parking spaces, parking lot placement, parking lot setbacks and landscaping, and requirements for transportation demand management are stated in Chapter 33.266, Parking, Loading, and Transportation Demand Management.

33.130.292 Street and Pedestrian Connections

Requirements for street and pedestrian/bicycle connections are regulated by the Bureau of Transportation. See Section 17.88.040, Through Streets, of the Portland City Code.

33.130.295 Signs

The sign regulations are stated in Title 32, Signs and Related Regulations.

33.130.305 Superblock Requirements

Development in the CM2, CM3, CE, and CX zones which are on land that includes vacated rights-of-way may be subject to the superblock standards of Chapter 33.293, Superblocks.

33.130.310 Recycling Areas

Requirements for recycling areas are regulated by the Bureau of Planning and Sustainability. See Section 17.102.270, Businesses and Multifamily Complexes Required to Recycle, of the Portland City Code.

Map 130-1

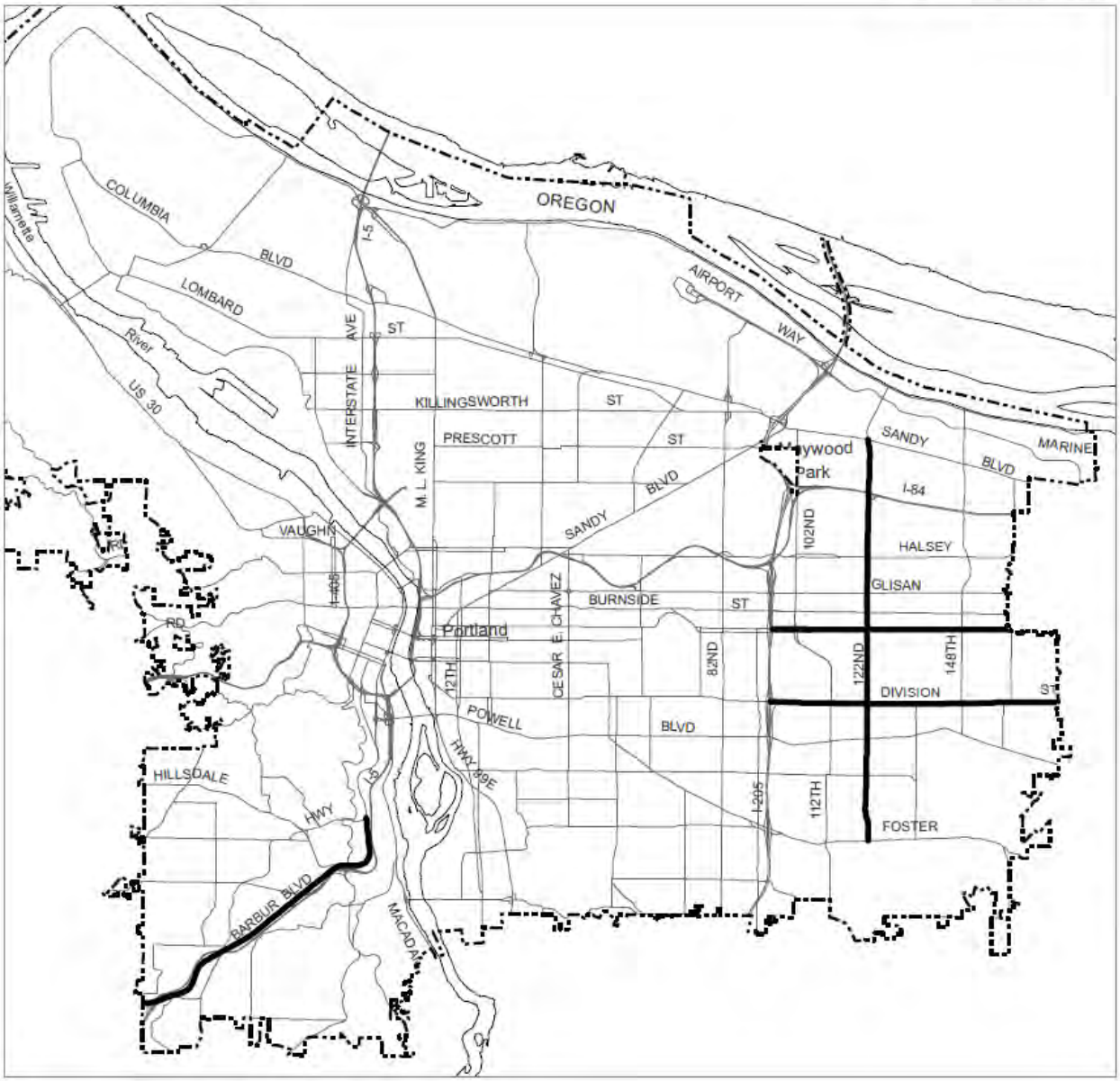
This map shows Civic Corridors where adjacent properties have a requirement for minimum 10-foot setbacks from street lot lines (see 33.130.215.B.1). This street setback requirement is applied to Civic Corridors in the Eastern and Western pattern areas (see Map 130-2).

Civic Corridors with Required Setbacks

DRAFT

Map 130-1

Map Revised Xxxx xx, xxxx



City Boundary

Civic Corridors where minimum 10-foot setbacks are required from street lot lines

NORTH

0 9,000 18,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 13204

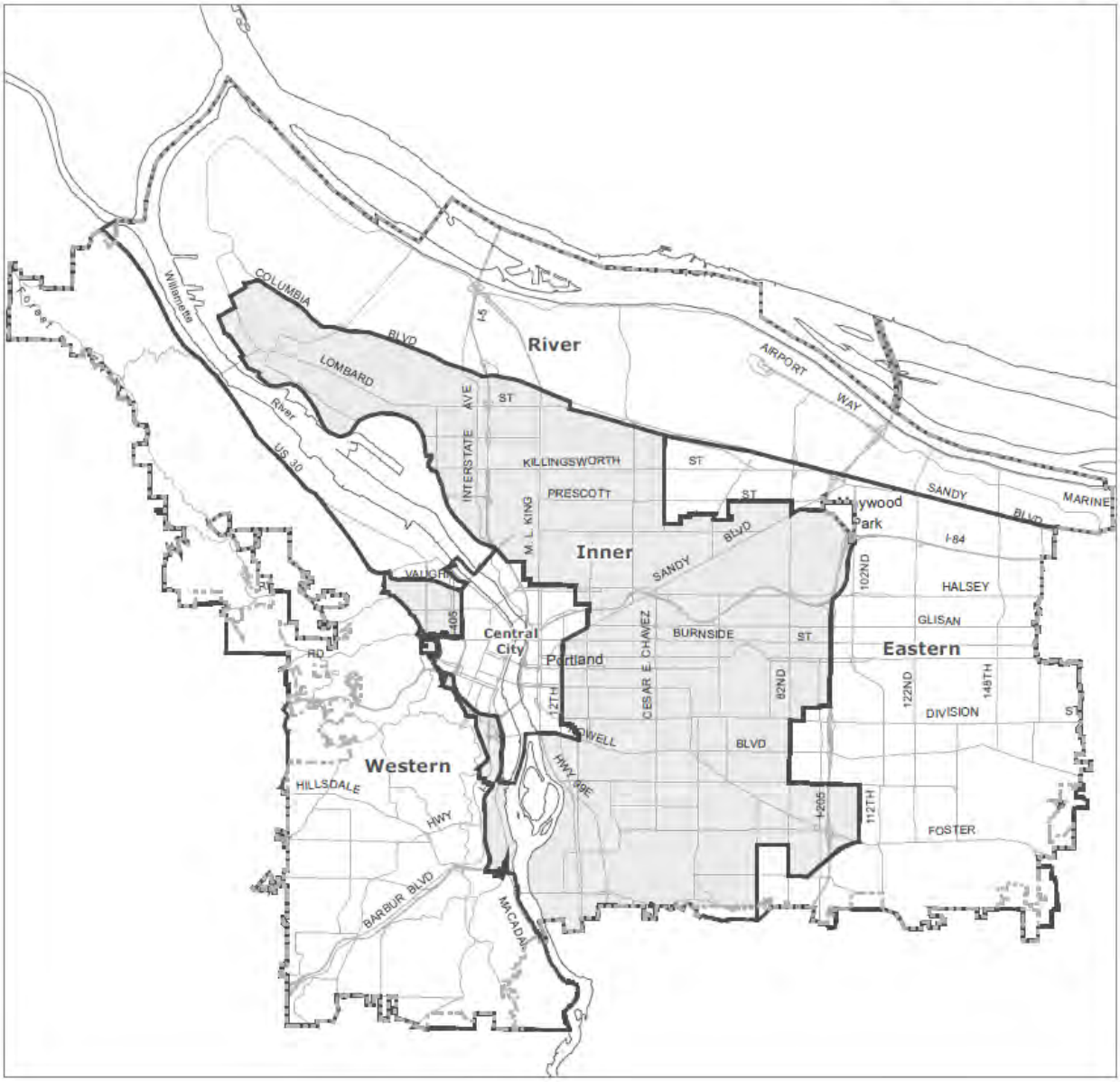
Map 130-2

This map shows the location of the Inner, Eastern, Western, and River pattern areas. Building coverage and landscaped area requirements will vary based on pattern area (see Table 130-2). See the Urban Form Background Report for more on the neighborhood pattern areas, including information and mapping related to the lot and block patterns and other built and natural characteristics that distinguish the pattern areas.

Ord. 188177, Vol. 2.5, page 13205

Pattern Areas DRAFT Map 130-2

Map Revised Xxxx xx, xxxx



City Boundary

Pattern Area Boundaries

NORTH

0 9,000 18,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 13206

Commentary

Ord. 188177, Vol. 2.5, page 13207

33.266 Parking, Loading, and Transportation Demand Management

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Commentary

33.266 PARKING, LOADING, AND TRANSPORTATION DEMAND MANAGEMENT

Chapter 33.266 is amended to reference the new Commercial/Mixed Use zones in the regulations and delete references to most existing Commercial zones. The chapter is further amended to include requirements for Transportation Demand Management.

Sections:
The changes add the new Transportation Demand Management requirements to the list of sections.

33.266.010 Introduction
The changes add text to include the new requirements for Transportation Demand Management plans.

CHAPTER 33.266 PARKING, ~~AND~~ LOADING, AND TRANSPORTATION DEMAND MANAGEMENT

266

Sections:

33.266.010 Introduction

Motor Vehicle Parking

33.266.100 General Regulations
33.266.110 Minimum Required Parking Spaces
33.266.115 Maximum Allowed Parking Spaces
33.266.120 Development Standards for Houses and Duplexes
33.266.130 Development Standards for All Other Development
33.266.140 Stacked Parking Areas
33.266.150 Vehicles in Residential Zones

Bicycle Parking

33.266.200 Purpose
33.266.210 Required Bicycle Parking
33.266.220 Bicycle Parking Standards

Loading

33.266.310 Loading Standards

Transportation and Parking Demand Management

33.266.410 Transportation and Parking Demand Management
33.266.420 Transportation Impact Review in the Campus Institutional Zones

33.266.010 Introduction

This chapter establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, ~~and~~ standards for on-site loading areas, and requirements for transportation and parking demand management. Other titles of the City Code may regulate other aspects of parking and loading.

Commentary

33.266.100 General Regulations

No change.

Ord. 188177, Vol. 2.5, page 13211

Motor Vehicle Parking

33.266.100 General Regulations

A. Where the regulations apply. The regulations of this chapter apply to all parking areas in all zones, whether required by this code or put in for the convenience of property owners or users. Parking areas include those accessory to a use, part of a Commercial Parking use, or for a park and ride facility in the Community Services use category.

B. Occupancy. All required parking areas must be completed and landscaped prior to occupancy of any structure except as provided in Chapter 33.248, Landscaping and Screening.

C. Calculations of amounts of required and allowed parking.

1. The number of parking spaces is computed based on the primary uses on the site except as stated in Paragraph C.3., below. When there are two or more separate primary uses on a site, the required or allowed parking for the site is the sum of the required or allowed parking for the individual primary uses. For joint use parking, see Paragraph 33.266.110.B., below.
2. When more than 20 percent of the net building area on a site is in an accessory use, the required or allowed parking is calculated separately for the accessory use. An example would be a 40,000 square foot building with a 30,000 square foot warehouse and a 10,000 square foot accessory office area. The required or allowed parking would be computed separately for the office and warehouse uses.
3. If the maximum number of spaces allowed is less than or equal to the minimum number required, then the maximum number is automatically increased to one more than the minimum.
4. If the maximum number of spaces allowed is less than one, then the maximum number is automatically increased to one.

D. Use of required parking spaces. Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. See 33.266.110.B. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

Commentary

33.266.100.E Proximity of parking to use

This change is made to allow additional flexibility for the location of any required parking spaces.

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E. Proximity of parking to use. Required parking spaces ~~for residential uses must be located on the site of the use or within a shared court parking tract owned in common by all the owners of the properties that will use the tract. On-street parking within a private street tract other than a shared court does not count towards this requirement. Required parking spaces for nonresidential uses~~ must be located on the site of the use or in parking areas whose closest point is within 500 feet of the site.

F. Stacked parking. Stacked or valet parking is allowed if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation. The requirements for minimum or maximum spaces and all parking area development standards continue to apply for stacked parking. See also 33.266.140.

G. Bureau of Transportation review. The Bureau of Transportation reviews the layout of parking areas for compliance with the curb cut and access restrictions of Section 17.28.110, Driveways – Permits and Conditions.

Commentary

33.266.110. B Minimum number of required parking spaces.
This section is being rewritten to be clearer about when parking is not required, and under what circumstances parking is required. The section identifies two basic groups of sites: 1) those close to transit, and 2) those far from transit.

33.266.110.B.1 This section addresses sites close to transit. Close to transit is defined as sites located 1500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak-hour service. For these sites parking is not required, except for developments with over 30 residential units. This regulation is the same as the current regulation for sites that are well-served by transit.

33.266.110.B.2 This section addresses sites far from transit. Far from transit is defined as sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak-hour service. For these sites, parking is generally required as stated in Table 266-1 and at levels stated in Table 266-2. This is consistent with the current approach to parking. An exception is made to the parking requirements for development on small sites 7500 square feet or less in size in the CM1, CM2, CM3 and CE zones. These sites would be exempt from parking requirements, except for developments with over 30 residential units. See Table 266-1 and related commentary for additional information on this exception.

These new provisions provide clarity about the locations and types of sites where parking is required or exempted.

33.266.110 Minimum Required Parking Spaces

A. Purpose. The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. Multi-dwelling development that includes a large number of units may require some parking to support existing and future uses in the area and serve residents and guests, especially those with disabilities. Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts as much as possible. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.

B. Minimum number of required parking spaces ~~required~~.

1. Minimum for sites located close to transit. For sites located 1500 feet or less from a transit station, or 500 feet or less than from a transit street with 20-minute peak hour service the following minimum parking requirements apply. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds:

   a. Household Living uses. The minimum number of required parking spaces for sites with Household Living uses is:

      (1) Where there are up to 30 dwelling units on the site, no parking is required;

      (2) Where there are 31 to 40 dwelling units on the site, the minimum number of required parking spaces is 0.20 spaces per dwelling unit;

      (3) Where there are 41 to 50 dwelling units on the site, the minimum number of required parking spaces is 0.25 spaces per dwelling unit; and

      (4) Where there are 51 or more dwelling units on the site, the minimum number of required parking spaces is 0.33 spaces per dwelling unit.

   b. All other uses. No parking is required for all other uses.

2. Minimum for sites located far from transit. For sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak hour service the minimum number of parking spaces required is stated in Table 266-1.

Commentary

33.266.110.B Minimum number of required parking spaces - continued.
Continued

33.266.110.C Required Carpool parking spaces.
Minor edit of this section.

~~1. The minimum number of parking spaces for all zones is stated in Table 266-1. Table 266-2 states the required number of spaces for use categories. The standards of Tables 266-1 and 266-2 apply unless specifically superseded by other portions of the City Code.~~

~~2~~3. Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses and housing types to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required parking spaces is allowed if the following documentation is submitted in writing to BDS as part of a building or zoning permit application or land use review:

a. The names and addresses of the uses and of the owners or tenants that are sharing the parking;

b. The location and number of parking spaces that are being shared;

c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and

d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.

C. Required ~~C~~carpool parking spaces. For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:

1. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.

2. The spaces must~~will~~ be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.

3. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.

Commentary

33.266.110.D Minimum for sites well served by transit.
This section is being replaced by the rewrite of this section and the provisions in sections 33.266.110.B.1 and B.2.

33.266.110.E
Renumbered to 266.110.D. No substantive change.

~~**D. Minimum for sites well served by transit.** For sites located less than 1500 feet from a transit station or less than 500 feet from a transit street with 20-minute peak hour service, the minimum parking requirement standards of this subsection apply. Applicants meeting these standards must provide a map identifying the site and TriMet schedules for all transit routes within 500 feet of the site. The minimum number of parking spaces is:~~

~~1. Household Living uses. The minimum number of parking spaces required for sites with Household Living uses is:~~

~~a. Where there are up to 30 units on the site, no parking is required;~~

~~b. Where there are 31 to 40 units on the site, the minimum number of parking spaces required is 0.20 spaces per unit;~~

~~c. Where there are 41 to 50 units on the site, the minimum number of parking spaces required is 0.25 spaces per unit; and~~

~~d. Where there are 51 or more units on the site, the minimum number of parking spaces required is 0.33 spaces per unit.~~

~~2. All other uses. No parking is required for all other uses.~~

D~~E~~. Exceptions to the minimum number of parking spaces.

1. The minimum number of required parking spaces may not be reduced by more than 50 percent through the exceptions of this ~~s~~Subsection. The 50 percent limit applies cumulatively to all exceptions in this subsection.

2. Exceptions for sites where trees are preserved. Minimum parking may be reduced by one parking space for each tree 12 inches in diameter and larger that is preserved. A maximum of 2 parking spaces or 10 percent of the total required may be reduced, whichever is greater. However, required parking may not be reduced below 4 parking spaces under this provision.

3. Bicycle parking may substitute for up to 25 percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.

4. ~~Substitution of transit-supportive plazas for required parking.~~ A transit-supportive plaza may substitute for up to 10 percent of the required parking on ~~S~~sites where at least 20 parking spaces are required, and where at least one street lot line abuts a transit street~~ may substitute transit-supportive plazas for required parking, as follows~~. Existing parking areas may be converted to take advantage of these provisions. The plaza must meet the following regulations. Adjustments to the regulations of this paragraph are prohibited:~~.~~

~~a. Transit-supportive plazas may be substituted for up to 10 percent of the required parking spaces on the site;~~

a~~b~~. The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop;

b~~c~~. The plaza must be at least 300 square feet in area and be shaped so that a 10~~'~~ foot x 10~~'~~ foot square will fit entirely in the plaza;

Commentary

33.266.110.E.7

These changes are requested by PBOT. This provision clarifies when a bike sharing station may substitute for required parking. The only bike-sharing system eligible to qualify for this parking reduction is operated by a firm sanctioned by the City of Portland. A development using this provision must provide an on-site docking station that is part of the system operated or sanctioned by the City of Portland.

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c. The plaza must be open to the public. The owner must record a public access easement that allows public access to the plaza; and

d. The plaza must include all of the following elements:

~~(1) A plaza open to the public. The owner must record a public access easement that allows public access to the plaza;~~

(~~2~~1) A bench or other sitting area with at least 5 linear feet of seating;

(~~3~~2) A shelter or other weather protection that~~. The shelter must~~ covers at least 20 square feet. If the plaza is adjacent to the bus stop, TriMet must approve the shelter; and

(~~4~~3) Landscaping. At least 10 percent, but not more than 25 percent of the transit-supportive plaza must be landscaped to the L1 standard of Chapter 33.248, Landscaping and Screening. This landscaping is in addition to any other landscaping or screening required for parking areas by the Zoning Code.

5. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

6. ~~Substitution of car sharing spaces for required parking.~~Car-sharing parking spaces may substitute ~~Substitution of car sharing spaces~~ for required parking ~~is allowed~~ if all of the following are met:

a. For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by two spaces, up to a maximum of 25 percent of the required parking spaces;

b. The car-sharing parking spaces must be shown on the building plans; and

c. A copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.

7. ~~Substitution of bike sharing facility for required parking. Substitution of a bike sharing facility~~ City of Portland bike-sharing stations may substitute for required parking ~~is allowed~~ if all of the following are met:

a. A City of Portland bike-sharing station providing 15 docks and ~~eight~~10 shared bicycles reduces the motor vehicle parking requirement by ~~three~~3 spaces. The provision of each addition of ~~four~~4 docks and ~~two~~2 shared bicycles reduces the motor vehicle parking requirement by an additional space, up to a maximum of 25 percent of the required parking spaces;

b. The bike-sharing ~~facility~~station must be adjacent to, and visible from the street, and must be publicly accessible;

c. The bike-sharing ~~facility~~station must be shown on the building plans; and

Commentary

33.266.110.E.8

Economic modeling indicated that required parking may have a negative effect on the provision of affordable housing through the incentive/bonus for public benefits. This provision exempts affordable housing units built on-site using the affordable housing bonus or planned development bonus from the required parking calculations. For example, if a development is allowed additional floor area that results in 16 additional units, and based on the bonus requirements 4 of the units must be affordable, then the parking requirements are based on 12 units. Affordable housing units built within the base floor area allowance would still be subject to standard parking calculations and requirements.

d. ~~Bike sharing agreement.~~

~~(1) The property owner must have a bike sharing agreement with a bike sharing company;~~

~~(2) The bike sharing agreement must be approved by the Portland Bureau of Transportation; and~~

~~(3)~~ A copy of the signed agreement between the property owner and the ~~bike sharing company, accompanied by a letter of approval from the~~ Portland Bureau of Transportation~~,~~ must be submitted before the building permit is approved.

8. Parking is not required for affordable dwelling units built under the provisions of Subsection 33.130.212.C., Affordable housing bonus, or Subsection 33.130.212.G., Planned Development bonus.

Commentary

Table 266-1
Changes to this table reflect changes to the new Commercial Mixed Use zoning designations and indicate the applicable parking standards.

As noted previously in commentary for 33.266.110.B.2, for sites far from transit parking is required in the CM1, CM2, CM3 and CE zones as required in Table 266-1 at the levels stated in Table 266-2.

However, an exception is made to the parking requirements for development on small sites or with a limited amount of floor area. Sites 7,500 square feet in size are proposed to be exempt from parking requirements, except for developments with over 30 residential units. The rationale for this is that parking can be difficult to provide on small sites with commercial uses; many sites of this size are zones CS, CM, CN1 or EX and are currently developed without parking and would become non-conforming if parking were required. Currently, the zoning code exempts parking in zones such as CN1, CS, CM, CX, and EX, which are often applied in urban situations on small sites. The CS, CM and CN1 parking exempt zones will no longer exist in the new zoning framework. The exemption covers many of the situations where parking would have been exempted by these zones.

Table 266-1
Minimum Required and Maximum Allowed Parking Spaces By Zone [1], [2]

Zone	Requirement
OS, RF - RH, IR, ~~CN2, CO2, CG,~~ EG, I	Minimum is Standard A in Table 266-2. Maximum is Standard B in Table 266-2.
CM1, CM2, CM3, CE	Minimum for sites that are 7,500 square feet or less in size: No minimum except for Household Living, which has the following minimums: 0 for 1 to 30 units; 0.20 per unit for 31-40 units; 0.25 per unit for 41-50 units; and 0.33 per unit for 51+ units. Minimum for all other sites is Standard A in Table 266-2 Maximum is Standard B in Table 266-2.
EX	No ~~M~~minimum ~~– None,~~ except for~~:~~ Household Living~~,~~~~:~~ which has the following minimums: ~~of~~ 0 for 1 to 3 units~~,~~; 1 per 2 units for four+ units~~,~~; and SROs are exempt. Maximum is Standard A in Table 266-2, except: 1) Retail, personal service, repair-oriented - Maximum is 1 per 200 sq. ft. of net building area. 2) Restaurants and bars - Maximum is 1 per 75 sq. ft. of net building area. 3) General office – Maximum is 1 per 400 sq. ft. of net building area. 4) Medical/Dental office – Maximum is 1 per 330 sq. ft. of net building area.
~~CN1~~	~~Minimum – None.~~ ~~Maximum of 1 space per 2,500 sq. ft. of site area.~~
~~CM, CS,~~ RX, CX~~, CO1~~	No ~~M~~minimum ~~– None,~~ except for ~~:~~Household Living~~,~~~~:~~ which has the following minimums: ~~of~~ 0 for 1 to 30 units~~,~~; 0.2 per unit for 31-40 units~~,~~; 0.25 per unit for 41-50 units~~,~~; and 0.33 per unit for 51+ units. Maximum is Standard B in Table 266-2.

[1] Regulations in a plan district or overlay zone may supersede the standards of this table.
[2] Uses subject to a Conditional Use or Impact Mitigation Plan review may establish different parking minimum and maximum requirements through the review.

Commentary

Table 266-2

A maximum parking ratio standard for Household living uses is proposed for sites in the Commercial Mixed Use zones that are located close to transit. The purpose of the maximum is to prevent oversupply of surface parking for housing in mixed use areas and to establish an upper limit on the amount of parking that may be provided as Accessory Parking or Commercial Parking in new provisions of 33.130. Staff proposes to exempt houses, attached houses and duplexes from the maximum parking ratio so that garages and parking in driveways in front of garages is not eliminated as a possibility for those housing types.

The actual parking ratios for recent multi-dwelling developments in mixed use zones generally ranges from zero (for small projects in areas well served by transit) to roughly one space per unit, although there are exceptions where parking is provided at higher ratios (the average is 0.5:1). The 1.35 per unit ratio is similar to the maximums currently allowed in the Central City. Sites that are far from transit or in single dwelling or duplex uses would be exempt from this maximum.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)			
Use Categories	**Specific Uses**	**Standard A**	**Standard B**
Residential Categories			
Household Living		1 per unit, except SROs exempt and in RH, where it is 0 for 1 to 3 units and 1 per 2 units for four + units	None, except 1.35 per unit on sites that are both in a commercial/mixed use zone and close to transit as described in 33.266.110.B.1. Houses, attached houses and duplexes are exempt.
Group Living		1 per 4 residents	None
Commercial Categories			
Retail Sales And Service	Retail, personal service, repair oriented	1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
	Restaurants and bars	1 per 250 sq. ft. of net building area	1 per 63 sq. ft. of net building area
	Health clubs, gyms, lodges, meeting rooms, and similar. Continuous entertainment such as arcades and bowling alleys	1 per 330 sq. ft. of net building area	1 per 185 sq. ft. of net building area
	Temporary lodging	1 per rentable room; for associated uses such as restaurants, see above	1.5 per rentable room; for associated uses such as restaurants, see above
	Theaters	1 per 4 seats or 1 per 6 feet of bench area	1 per 2.7 seats or 1 per 4 feet of bench area
Office	General office	1 per 500 sq. ft. of net building area	1 per 294 sq. ft. of net building area
	Medical/Dental office	1 per 500 sq. ft. of net building area	1 per 204 sq. ft. of net building area
Quick Vehicle Servicing		1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
Vehicle Repair		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Commercial Parking		None	None
Self-Service Storage		1 per resident manager's facility, plus 3 per leasing office, plus 1 per 100 leasable storage spaces in multi-story buildings.	2 per resident manager's facility, plus 5 per leasing office, plus 1 per 67 leasable storage spaces in multi-story buildings.
Commercial Outdoor Recreation		20 per acre of site	30 per acre of site
Major Event Entertainment		1 per 8 seats	1 per 5 seats

Table 266-2 continued
There are no changes to this part of Table 266-2.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)			
Use Categories	**Specific Uses**	**Standard A**	**Standard B**
Industrial Categories			
Manufacturing And Production		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Warehouse And Freight Movement		1 per 750 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 3,500 sq. ft. of net building area thereafter [1]	1 per 500 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 2,500 sq. ft. of net building area thereafter
Wholesale Sales, Industrial Service, Railroad Yards		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Waste-Related		See note [2]	See note [2]
Institutional Categories			
Basic Utilities		None	None
Community Service		1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
Parks And Open Areas		Per CU review for active areas	Per CU review for active areas
Schools	Grade, elementary, middle, junior high	1 per classroom	1.5 per classroom
	High school	7 per classroom	10.5 per classroom
Medical Centers		1 per 500 sq. ft. of net building area	1 per 204 sq. ft. of net building area
Colleges		1 per 600 sq. ft. of net building area exclusive of dormitories, plus 1 per 4 dorm rooms	1 per 400 sq. ft. of net building area exclusive of dormitories, plus 1 per 2.6 dorm rooms
Religious Institutions		1 per 100 sq. ft. of main assembly area	1 per 67 sq. ft. of main assembly area
Daycare		1 per 500 sq. ft. of net building area	1 per 330 sq. ft. of net building area

Table 266-2 continued
There are no changes to this part of Table 266-2.

33.266.115 Maximum Allowed Parking Spaces
No change to code text.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)			
Other Categories			
Agriculture		None	None
Aviation		See note [2]	See note [2]
Detention Facilities		See note [2]	See note [2]
Mining		See note [2]	See note [2]
Radio Frequency Transmission Facilities	Personal wireless service and other non-broadcast facilities	None	None
	Radio or television broadcast facilities	2 per site	None
Rail Lines & Utility Corridors		None	None

Notes:
[1] For uses in an EG or I zone, if the site size is 5,000 sq. ft. or less, no more than 4 spaces are required. Where the site size is between 5,001 and 10,000 sq. ft., no more than 7 spaces are required.
[2] Uses subject to a Conditional Use or Impact Mitigation Plan review may establish parking minimum and maximum requirements through the review.

33.266.115 Maximum Allowed Parking Spaces

A. Purpose. Limiting the number of spaces allowed promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for better pedestrian movement, and protects air and water quality.

The maximum ratios in this section vary with the use the parking is accessory to and with the location of the use. These maximums will accommodate most auto trips to a site based on typical peak parking demand for each use. Areas that are zoned for more intense development or are easily reached by alternative modes of transportation have lower maximums than areas where less intense development is anticipated or where transit service is less frequent. In particular, higher maximums are appropriate in areas that are more than a 1/4 mile walk from a frequently served bus stop or more than a 1/2 mile walk from a frequently served Transit Station.

B. Maximum number of parking spaces allowed. Regulations in a plan district or overlay zone may supersede the regulations in this ~~s~~Subsection.

1. Surface parking. Where more than 25 percent of the parking accessory to a use is on surface parking lots, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:

   a. Generally. The maximum number of parking spaces allowed is stated in Tables 266-1 and 266-2, except as specified in ~~s~~Subparagraph B.1.b.~~, below~~;

33.266.115 Maximum Allowed Parking Spaces - continued
No change to code text.

33.266.120 Development Standards for Houses and Duplexes
The text of this section is omitted for brevity because there are no changes to the text of the code.

33.266.130 Development Standards for All Other Uses
There are no changes to code text on this page. Changes in this section are to 33.266.130.C.3.b.

b. Exception for sites not well served by transit. For sites located more than 1/4 mile from a bus stop with 20-minute peak-hour service and more than 1/2 mile from a Transit Station with 20-minute peak-hour service, the maximum number of parking spaces allowed is 125 percent of the amount stated in Tables 266-1 and 266-2. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds.~~Applicants requesting this exception must provide a map identifying the site and all bus stops and Transit Stations within 1/2 mile of the site and TriMet schedules for all transit routes within 1/2 mile of the site.~~

2. Structured parking. Where 75 percent or more of the parking accessory to a use is in structured parking, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:

   a. Generally. There is no maximum number of parking spaces, except as provided in ~~s~~Subparagraph B.2.b~~., below~~;

   b. Parking accessory to Medical Centers and Colleges. The maximum parking allowed that is accessory to Medical Centers and Colleges is stated in Tables 266-1 and 266-2.

3. Exception in the EG and I zones. In the EG and I zones, there is no maximum number of accessory parking spaces for either structured or surface parking where both Subparagraphs B.3.a. and b. are met, and either Subparagraph B.3.c. or d. is met:

   a. The site is at least eight acres in area;

   b. The site is located more than 1/2 mile from a transit stop or station with 20-minute peak-hour light rail or streetcar service; and

   c. At least 700 of the accessory parking spaces are in a structure; or

   d. The structured parking is in a structure with at least three floors, and parking is on at least three floors of the structure.

33.266.120 Development Standards for Houses and Duplexes

[No changes]

33.266.130 Development Standards for All Other Uses

The purpose statement is revised to clarify that the standards for location and limits on vehicle areas not only affect the amount of street frontage used for vehicle areas, but also have an influence on the locations of buildings along a street.

33.266.130 Development Standards for All Other Uses

A. Purpose. The development standards promote vehicle areas ~~which~~that are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones.

Together with the transit street building setback standards in the base zone chapters, the vehicle area location regulations~~restrictions~~ for sites on transit streets and in Pedestrian Districts:

- Provide a pedestrian access that is protected from auto traffic; ~~and~~
- Create an environment that is inviting to pedestrians and transit users;
- Create a strong relationship between buildings and the sidewalk; and
- Create a sense of enclosure on transit and pedestrian street frontages.

The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.

B. Where these standards apply. The standards of this section apply to all vehicle areas whether required or excess parking, except for residential parking areas subject to the standards of 33.266.120.

Commentary

33.266.130.C.3.b Frontage limitation

This change makes reference to the new array of commercial mixed use zones. No substantive change has been made to the regulation.

C. On-site locations of vehicle areas.

1. Location of vehicle areas. The allowed on-site location of all vehicle areas is stated in Table 266-3.

2. Building setbacks for structures that contain vehicle areas.

   a. Structures that contain vehicle areas are subject to the building setbacks of the base zone, where exiting in a forward motion is provided.

   b. Structured parking that does not allow exiting in a forward motion in R Zones is subject to the garage entrance setback standard of the base zone.

   c. Structured parking that does not allow exiting in a forward motion in C, E, or I Zones must be set back 18 feet from the street lot line.

3. Frontage limitation.

   a. The standard of this subparagraph applies outside the Central City plan district in the R3, R2 and R1 zones. No more than 50 percent of the frontage on a street may be used for vehicle areas. On sites with more than one street frontage, this standard applies to the street with the highest transit designation. If two streets have the same highest transit classification, the applicant may choose on which street to meet the standard. Sites where there is less than 100 square feet of net building area are exempt from this standard.

   b. The standard of this paragraph applies outside the Central City plan district in the RH, RX, IR, CM1, CM2, CM3, CE, ~~CN, CO, CG,~~ CX, EG1, and EX zones. Where vehicle areas are adjacent to a transit street or a street in a Pedestrian District, no more than 50 percent of the frontage on the transit street or street in a Pedestrian District may be used for vehicle areas. Sites where there is less than 100 square feet of net building area are exempt from this standard.

Table 266-3

The table is amended to reflect applicability to the new array of zones.

In the CM1, CM2, and CM3 zones on sites less than two acres, parking is not allowed between a building and a street. This is the same standard as in the current CX and EX zone, and is somewhat less stringent than the current standard in the existing CS and CM zones, where parking between a building and a street is completely prohibited. The intent is generally to not allow parking in front of buildings. However, the change in language that eliminates the prohibition provides an opportunity to consider special situations through the Adjustment review process if they arise. For sites in the CE zone, and larger sites in the CM1, CM2, and CM3 zones, the parking location standard is the same as the current CG and CN zones. The intent is to provide a greater degree of flexibility for parking locations in zones that are intended to be more auto-accommodating (CE), and on large sites where there is a higher likelihood of multiple buildings on-site. Sites with multiple buildings may have greater difficulty with more restrictive parking locations.

D. Improvements.

1. Paving. In order to control dust and mud, all vehicle areas must be paved. However, some portions of individual parking spaces may be landscaped per the standards of Paragraph F.4, below.
2. Striping. All parking areas, except for stacked parking, must be striped in conformance with the parking dimension standards of Subsection F. below.
3. Protective curbs around landscaping. All perimeter and interior landscaped areas must have protective curbs along the edges. Curbs separating landscaped areas from parking areas may allow stormwater runoff to pass through them. Tire stops, bollards, or other protective barriers may be used at the front ends of parking spaces. Curbs may be perforated or have gaps or breaks. Trees must have adequate protection from car doors as well as car bumpers.

Table 266-3
Location of Vehicle Areas [1]

Zone	General Standard	Exception for Through Lots and Sites with Three Frontages	Exception for Full-Block Sites
OS, RF-R5, R2.5, EG2, I	No restrictions.		
R3, R2, R1, RH, IR, CE, ~~CN, CO, CG,~~ EG1, sites in CM1, CM2, and CM3 that are more than 2 acres in total area	Vehicle areas not allowed between the portion of the building that complies with the maximum street setback and the transit street or streets in a Pedestrian District.	May have vehicle areas between the portion of the building that complies with the maximum street setback and one Local Service Transit Street.	May have vehicle areas between the portion of the building that complies with the maximum street setback and two Local Service Transit Streets.
~~CM, CS~~	~~Prohibited between a building and any street. [2]~~	~~May have vehicle areas between the building and one Local Service Transit Street.~~	~~May have vehicle areas between the building and two Local Service Transit Streets.~~
RX, CX, EX, sites in CM1, CM2, and CM3 that are 2 acres or less in total area	Not allowed between a building and any street.	May have vehicle areas between the building and one Local Service Transit Street.	May have vehicle areas between the building and two Local Service Transit Streets.

Notes:
[1] Driveways that provide a straight-line connection between the street and a parking area inside a building are not subject to these regulations.
~~[2] Existing Development: Where the vehicle area exists, and an existing building is being expanded, the location of vehicle area between the building and any street is not allowed, rather than prohibited.~~

Commentary

33.266.130.E-G Development Standards for All Other Uses

33.266.140 Stacked Parking Areas

33.266.150 Vehicles in Residential Zones

Bicycle Parking

33.266.200 Purpose

33.266.210 Required Bicycle Parking

33.266.220 Bicycle Parking Standards

Loading

33.266.310 Loading Standards

No changes are proposed for the code sections on this page. The code has been removed from this draft for brevity.

E. Stormwater management. [No changes]

F. Parking area layouts. [No changes]

G. Parking area setbacks and landscaping. [No changes]

33.266.140 Stacked Parking Areas
[No changes]

33.266.150 Vehicles in Residential Zones
[No changes]

Bicycle Parking

33.266.200 Purpose
[No changes]

33.266.210 Required Bicycle Parking
[No changes]

33.266.220 Bicycle Parking Standards
[No changes]

Loading

33.266.310 Loading Standards
[No changes]

Commentary

33.266.410 Purpose
The purpose statement describes the need and rationale for the Transportation and Parking Demand Management (TDM) requirements. TDM plans are intended to increase walking, bicycling, transit, working at home, and other actions to reduce traffic and parking impacts by single-occupant vehicles. TDM can also reduce the need for vehicle ownership and corollary parking demand.

33.266.410.B Transportation and parking demand management in the commercial/mixed use zones
These regulations explain the thresholds and procedure for a TDM plan for development in the Commercial/Mixed Use Zones. A TDM plan will be required of developments that include more than 10 residential units. The TDM requirements will allow an applicant/building manager to adopt a pre-approved "off the shelf" TDM plan. As an alternative, an applicant may choose to develop a custom TDM plan through a Transportation Impact Review (see 33.852).

Pre-approved plans and procedures will be adopted prior to the effective date of these regulations. More information about TDM can be found in Section VII of this Proposed Draft Report and the Section 14 of the Proposed Amendments to the Transportation System Plan. In general, pre-approved TDM plans are expected to consist of the following components:

- Education and Information: Education and information about walking, bicycling, and transit non-auto transportation options will be made available to building tenants and employees and displayed in building common areas.

- Multimodal Incentives: Building operators may be required to offer an incentive for transit, bicycling, and walking to tenants and employees; these could include low cost transit passes, car share memberships, bike/walk incentives, or other benefits that can shift travel behavior.

- Reporting: Building operators will be required to provide performance monitoring reports to determine how well strategies are working.

Transportation and Parking Demand Management

33.266.410 Transportation and Parking Demand Management

A. Purpose. Transportation and parking demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system, and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, financial incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective TDM also incorporates management of parking demand. Transportation and parking demand management strategies help reduce traffic congestion, reduce the amount of money that must be spent to expand transportation system capacity, improve air quality, and ensure road capacity is available for those who need it most.

B. Transportation and parking demand management in the commercial/mixed use zones. In the commercial/mixed use zones, a TDM plan is required when new development or an alteration to existing development results in more than 10 dwelling units on a site. To meet this standard, the applicant must choose one of the following:

1. Go through the Transportation Impact review process set out in chapter 33.852; or

2. Meet the objective standards of Title 17.106 as verified by the Portland Bureau of Transportation.

33.266.420 Transportation Impact Review in the Campus Institutional Zones

[Placeholder for requirements in Campus Institutional zones]

Commentary

Ord. 188177, Vol. 2.5, page 13245

33.270 Planned Development

These are amendments to an existing code chapter—33.638, Planned Development. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

This chapter and Chapter 33.855 (Planned Development Review) are being moved from the 600s portion of the Zoning Code, which primarily regulates land divisions, to reflect the expanded use of planned development provisions for development proposals that do not involve land divisions. It includes planned development requirements for the Planned Development Bonus (see Chapter 33.130), which allows additional building height and floor area for projects that provide public benefits (affordable housing, publicly-accessible open space, and energy efficient buildings), when approved through a planned development review.

Commentary

This chapter and Chapter 33.855 (Planned Development Review) are being moved from the 600s portion of the Zoning Code, which primarily regulates land divisions, to reflect the expanded use of planned development provisions for development proposals that do not involve land divisions. It includes new regulations related to the Planned Development bonus, included in the Floor Area and Height Bonus Options in Chapter 33.130 (see 33.130.212.E).

This chapter works in conjunction with Chapter 33.855. This chapter states the regulatory parameters for planned developments (including the requirements for planned developments in the commercial/mixed use zones and additional allowed uses for planned developments other zones), while Chapter 33.855 states the planned development review procedures, supplemental application requirements, and review criteria.

Many of the amendments to this chapter, including changes to the Purpose section, relate to the Planned Development bonus in Chapter 33.130, which is available on large sites (2 or more acres) in some of the commercial/mixed use zones and responds to community input received during Mixed Use Zones Project events. Many community members were open to allowing development on large sites to be larger in scale than what is usually allowed in most areas with commercial/mixed use zoning, especially if there was enough space for a transition in scale to lower-density areas and proposals were subject to design review. It also responds to community interest in linking the provision of additional development potential to the provision of public benefits, especially affordable housing. The Planned Development bonus allows for additional FAR and height in exchange for the provision of affordable housing, public open space, low carbon buildings, and a public review process (for information on the review process and approval criteria, see the commentary and code for Chapter 33.855, Planned Development Review).

Also, in modeling of MUZ development prototypes, it was clear that levels of floor area allowed through commercial/mixed use zone bonuses are difficult to fully utilize on large sites due to circulation, parking, and other requirements that take up site area, in combination with the allowed height limits. The Planned Development bonus provides additional height allowances on large sites in commercial/mixed use zones to more fully utilize bonus floor area, when key bonus provisions that provide public benefits are met and the overall plan is approved through a public review process.

33.270~~638~~ Planned Development

270~~638~~

Sections:

33.270~~638~~.010 Purpose
33.270~~638~~.020 Relationship to Other Regulations
33.270~~638~~.100 Additional Allowed Uses and Development in Single Dwelling Zones
33.270~~638~~.110 Limitations on Residential Uses and Development
33.270.200 Additional Requirements for Planned Developments in Commercial/Mixed Use Zones

33.270~~638~~.010 Purpose

The Planned Development regulations provide an opportunity for innovative and creative development~~, while assuring that the development will complement existing neighborhood character~~. Planned Development provides a master planning mechanism for allowing additional housing types and uses, the transfer of density and floor area to different portions of a site, and across internal zoning boundaries, and bonus floor area and increased height on large sites in commercial/mixed use zones. In this case, the flexibility is allowed when the development includes features that provide public benefits.

These regulations allow flexibility, and in some cases increased intensity of development, beyond that allowed by other chapters of this Title, if the proposed development is well-designed and can be successfully integrated into the neighborhood and provides public benefits. Overall, a Planned Development is intended to promote:

- High quality design that is integrated into the broader urban fabric, and complements existing character within the site and adjacent to the site;
- Development that is pedestrian-oriented, with a strong orientation towards transit and multimodal transportation alternatives;
- Building bulk, height, and orientation that ensures that light and air is accessible within the public realm, and that public view corridors are protected;
- A safe and vibrant public realm, with buildings and uses that are oriented to activate key public gathering spaces, be they public open space, transit stations, or the Willamette River;
- Open space areas that include gathering spaces and passive and/or active recreation opportunities;
- Affordable housing; and
- Energy efficiency development.

33.270~~638~~.020 Relationship to Other Regulations

A. Flexibility. Approval of a Planned Development allows certain kinds of flexibility for development in residential ~~development~~zones and commercial/mixed use zones. Some of the flexibility allowed by Planned Developments may also be allowed under other provisions of this Title. Where such situations exist, the applicant may choose which provision to apply.

Ord. 188177, Vol. 2.5, page 13248

Commentary

33.270.100 Additional Allowed Uses and Development

On sites over two acres in size in some commercial/mixed use zones, additional FAR and additional height allowed by 33.130.212, Floor Area and Bonus Options, may be requested in the Planned Development process. Planned Developments seeking this height and FAR bonus must complete a planned Development review (33.855) to be conducted by the Portland Design Commission. The new code language in paragraph "I" adds this allowance to the listing of other types of development that can currently be requested through Planned Development Review.

Ord. 188177, Vol. 2.5, page 13249

B. Density and FAR. Minimum residential density and minimum FAR requirements must be met in a Planned Development. Adjustments to minimum density or minimum FAR are prohibited. Where the density requirement is expressed as a number of lots, it can be met in the Planned Development by providing the same number of dwelling units. Maximum density requirements in Single-Dwelling zones are specified in 33.610.100 and 33.611.100. Maximum FAR requirements are specified in 33.130.205 and 33.510.200.

C. Land Divisions. A Planned Development may be the only land use review requested for a site, or may be part of a proposal for a Land Division. Certain site conditions or aspects of a proposal require a Land Division, including situations where a tract is required (such as when there is floodway on the site), or where rights-of-way are requested or required.

33.270~~638~~.100 Additional Allowed Uses and Development

In addition to the housing types and uses allowed by other chapters of this Title, the following uses and development may be requested through Planned Development Review. More than one of these elements may be requested:

A. Attached houses. Attached houses may be requested in the RF through R5 zones;

B. Duplexes. Duplexes may be requested in the RF through R2.5 zones;

C. Attached duplexes. Attached duplexes may be requested in the RF through R2.5 zones;

D. Multi-dwelling structures. Multi-dwelling structures may be requested in the RF through R2.5 zones;

E. Multi-dwelling development. Proposals to allow multi-dwelling development on a lot may be requested in RF through R2.5 zones;

F. Modification of site-related development standards. Modification of site-related development standards may be requested through a Planned Development.

G. Alternative residential dimensions. Proposals for lots that do not meet the minimum lot area, minimum lot depth, or minimum front lot line standards may be requested in RF through R2.5 zones. Proposals for lots that do not meet the minimum lot size dimensions may be requested in the RH through R3 zones.

H. Commercial uses. Commercial uses that are allowed in the CM1~~CN1~~ zone may be requested in the RF through R1 zones;

I. Additional height and FAR. For sites in the CM2, CM3 and CE zones that are greater than 2 acres in size, additional height and FAR may be requested through a Planned Development as specified in 33.130.212, Floor Area and Height Bonus Options, and Table 130-3;

~~I~~J. Transfer of development within a site. Transfer of development rights across zoning lines within the site may be proposed as follows:

1. RF through R1 zones. If the site is located in more than one zone, and all the zones are RF through R1, the total number of units allowed on the site is calculated by adding up the number of units allowed by each zone. The dwelling units may be placed without regard to zone boundaries.

Commentary

33.270.110 Limitations on Residential Uses and Development

The amended code language reflects changes made through the Employment Zoning Project that make residential uses a prohibited use in the EG1 and EG2 zones, and no longer eligible for approval through a Conditional Use Review.

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2. RH and RX zones. If the site is located in more than one zone, and the zones are RH and RX, the total amount of floor area allowed on the site is calculated by adding up the amount of floor area allowed by each zone. The floor area may be placed without regard to zone boundaries.

3. C, E, and I zones. If the site is located in more than one zone, and all the zones are C, E, and I zones, the total amount of floor area allowed on the site is calculated by adding up the amount of floor area allowed by each zone. The floor area may be placed without regard to zone boundaries.

4. All zones. If the site is located in more than one zone, and at least one of the zones is RF through R1, and at least one of the zones is RH, RX, C, or EX, then the total number of dwelling units allowed on the site is calculated as follows:

   a. The number of units allowed on the RF through R1 portion of the site is calculated in terms of dwelling units;

   b. The number of units allowed on the other portion of the site is calculated in terms of floor area; The floor area calculation is converted to dwelling units at the rate of 1 dwelling unit per 1,000 square feet of floor area;

   c. The two dwelling unit numbers are added together, and may be placed without regard to zone boundaries.

~~J~~**K. Transfer of development between sites.** Sites that are eligible to transfer development rights to another site are designated in other chapters of this Title. Where such transfers occur, both the sending and receiving sites must be part of a Planned Development.

33.270~~638~~.110 Limitations on Residential Uses and Development

The following limitations apply to Planned Developments proposed in EG or I Zones:

A. Industrial zones. Residential uses and development are prohibited in industrial zones. Using floor area transferred from industrial zones for residential uses is prohibited in all zones.

B. EG1 and EG2 zones. ~~If a residential use is allowed in an EG1 or EG2 zone through a Conditional Use Review, then residential uses proposed for an EG1 or EG2 zone as a Planned Development must also go through a Conditional Use Review.~~Residential uses and development are prohibited in EG1 and EG2 zones. Using floor area transferred from EG1 or EG2 zones for residential uses is prohibited in all zones.

Commentary

33.270.200 Additional Requirements for Planned Developments in the Commercial/Mixed Use Zones

The Planned Development bonus allows for additional FAR and height in exchange for the provision of affordable housing, public open space, low carbon buildings, and a public review process (for information on the review process and approval criteria, see the commentary and code for Chapter 33.855, Planned Development Review). The public open space component of this bonus provides a potential mechanism for creating public gathering places in centers, helping to implement new Comprehensive Plan policy objectives for centers.

Affordable Housing. The requirement for at least 25 percent of the additional floor area to be developed as affordable housing (affordable to households earning no more than 80 percent of area median family income) is based on the affordable housing bonus in Chapter 33.130 (see 33.130.212.C). For projects not fully utilizing the additional floor area allowed through this Planned Development provision (when the base zone FAR maximum is not exceeded by at least 40%), the affordable housing requirement applies to 10 percent of the total floor area of the project. This is intended to ensure that projects are not awarded the additional building height of this provision with only a minimal affordable housing component (the 10 percent figure approximates the overall affordable housing component that would result from projects more fully utilizing the additional floor area bonus, where this additional increment of floor area would need to meet the 25 percent affordability requirement). Additional detail regarding bonus option requirements will be part of administrative rules, which will include details regarding items such as the term of required affordability, administrative and reporting requirements, any tenanting requirements, and enforcement. See Section V (Implementation Tools) for more information on administrative rules for the affordable housing bonus and next steps that will be necessary before it can be implemented.

Energy Efficient Buildings. This requirement helps implement new Comprehensive Plan policies calling for energy-efficient, low carbon development, and helps forward the objectives of Portland's Climate Action Plan. The details of this requirement and its administration will be part of administrative rules that will be created and administered by the Bureau of Planning and Sustainability. A preliminary concept is that a range of options for meeting this requirement would be provided, such as certifying at the gold level under the US Green Building Council's Leadership in Energy and Environmental Design (LEED) standards, certifying at the gold level under Earth Advantage's standards, or designing buildings to achieve net zero energy performance.

Ord. 188177, Vol. 2.5, page 13253

33.270.200 Additional Requirements for Planned Developments in the Commercial/Mixed Use Zones

Planned Developments in the CM2, CM3, and CE zones must met all of the following requirements:

A. Affordable housing. At least 25 percent of the additional floor area allowed by Subsection 33.270.100.I must be developed as housing affordable to those earning no more than 80 percent of the area median family income. If the total proposed floor area does not exceed the base zone maximum by at least 40 percent, then 10 percent of the total floor area on site (base and bonus) must be developed as housing affordable to those earning no more than 80 percent of the area median family income. To ensure that this requirement is met, the following apply:

1. The applicant must provide a letter from the Portland Housing Bureau certifying that the development will meet the standard of Paragraph A., and any administrative requirements;

2. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that the dwelling units built as required by Paragraph A. will remain affordable to households meeting income restrictions for 60 years, and that the property owner will meet the reporting requirements of the Portland Housing Bureau or qualified administrator.

B. Plaza or park. At least 15 percent of the total Planned Development site area must be developed as a publicly accessible plaza or park. The proposed plaza or park must meet the following standards:

1. The plaza or park must be:

   a. Located outside on the site;

   b. Located adjacent to a public street; and

   c. Open and accessible to the public from 7am to 9pm. The property owner must record an easement for the plaza or park that provides for unrestricted public access from 7am to 9pm;

2. The plaza must have a minimum dimension of 50 feet by 50 feet;

3. Open space used to meet required residential outdoor area standards cannot be used to meet this requirement;

4. Building walls abutting the plaza or park must meet the ground floor window standard in 33.130.230.B.1.a, and there must be at least one building entrance facing the plaza or park; and

5. The property owner must execute a covenant with the City ensuring the preservation, maintenance, and continued operation of the plaza or park. The covenant must comply with the requirements of Section 33.700.060.

C. Energy efficient buildings. All buildings, except for accessory structures, within the Planned Development site, must meet the energy efficiency requirements of the Bureau of Planning and Sustainability.

Commentary

Ord. 188177, Vol. 2.5, page 13255

33.415 Centers Main Street Overlay Zone

The Centers Main Street overlay zone is a new Chapter. The purpose of the overlay is to enhance the active pedestrian main street qualities of key streets within Comprehensive Plan designated centers. The overlay would be applied to a limited set of properties along a roadway within a center, and may not cover the full extent of many developed main streets (for example, this would be applied to the core commercial portion of a street like Alberta, not the full length). The tool is designed to be applied throughout the city in areas where these more specific pedestrian-oriented qualities, active uses, and minimum levels of development are desired. The existing main street overlays (33.455; 33.460) are being recast as Plan Districts (see 33.520; 33.545; 33.575) because the locations and streets where those regulations are applied typically have more unique features or desired regulatory approaches. An issue requiring future reconciliation is how this Centers Main Street overlay would interact/apply in other plan district areas.

A map of the specific areas where the overlay is proposed is included in this section and in Section VII, Zoning Map Amendments.

This is a new chapter. For readability, ~~strikethrough~~ and <u>underline</u> is not used.

Commentary

33.415.010 Purpose

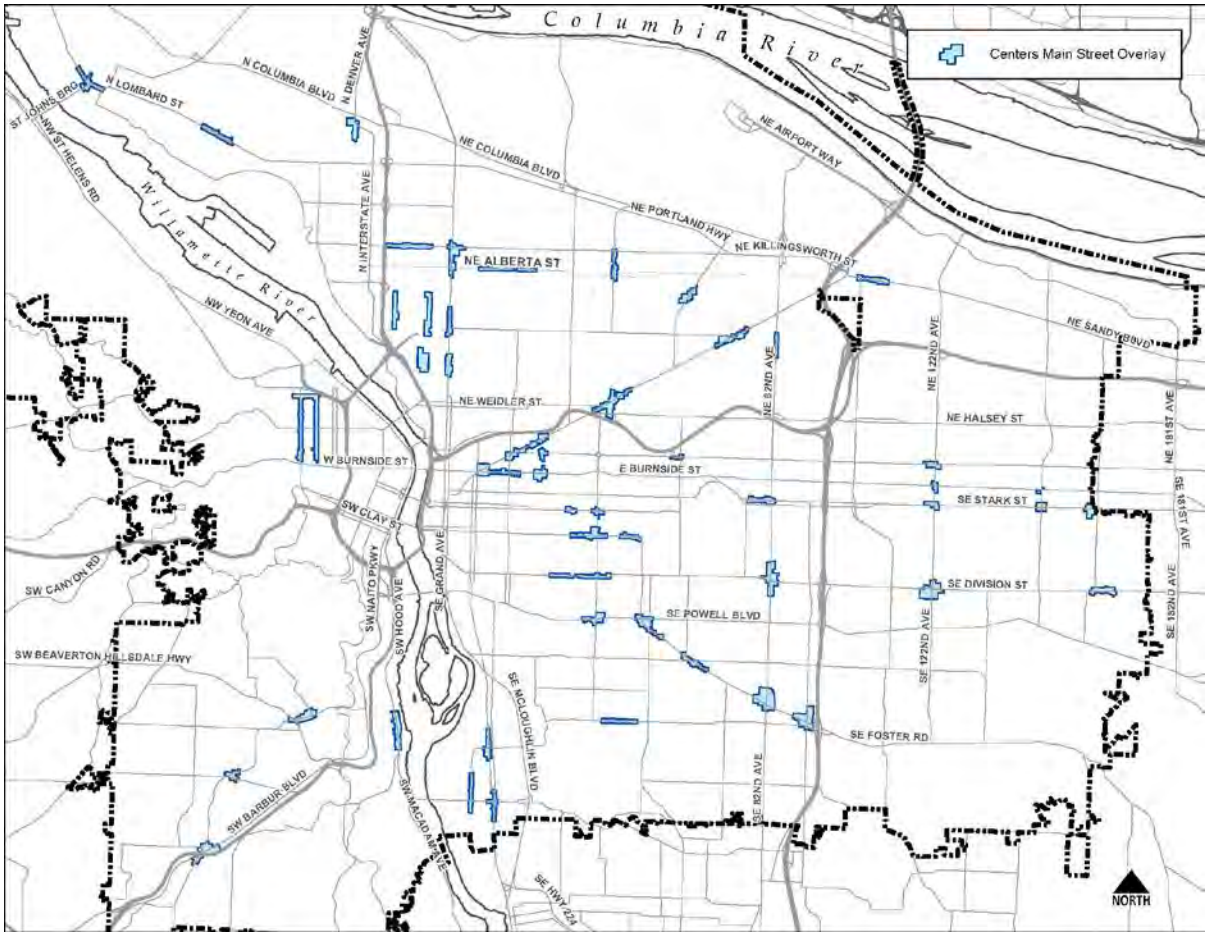
The Centers Main Street overlay zone is intended to encourage a mix of commercial, residential and employment opportunities on the key main streets within Comprehensive Plan identified town and neighborhood centers, and in other locations where pedestrian-oriented qualities, active uses, and minimum levels of development are desired. It will be mapped along specific sections of key streets within town and neighborhood centers identified in the Comprehensive Plan.

33.415.020 Short Name and Map Symbol

The Centers Main Street Overlay Zone is shown on the Official Zoning Maps with an "m" map symbol.

33.415.030 Where These Regulations Apply

The regulations of this chapter apply to sites in the Centers Main Street overlay zone. A citywide map of this overlay zones is below.



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33.415 Centers Main Street Overlay Zone

415

Sections:

General
- 33.415.010 Purpose
- 33.415.020 Short Name and Map Symbol
- 33.415.030 Where These Regulations Apply

Use Regulations
- 33.415.100 Prohibited Uses
- 33.415.200 Required Ground Floor Active Use

Development Regulations
- 33.415.300 Prohibited Development
- 33.415.310 Minimum Floor Area Ratio
- 33.415.320 Maximum Building Setbacks
- 33.415.330 Location of Vehicle Areas
- 33.415.340 Ground Floor Windows
- 33.415.350 Entrances
- 33.415.400 Building Height in the CM2 and CM3 Zones
- 33.415.410 Development Standards in the CM1 Zone

General

33.415.010 Purpose

The Centers Main Street overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

33.415.020 Short Name and Map Symbol

The Centers Main Street overlay zone is shown on the Zoning Map with an "m" map symbol.

33.415.030 Where These Regulations Apply

The regulations of this chapter apply to sites in the Centers Main Street overlay zone.

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Commentary

33.415.100 Prohibited Uses

The listed uses are prohibited because they are non-active uses or are detrimental to creating an active, pedestrian oriented main street area.

33.415.200 Required Use

Key uses are now required as part of the ground floor of developments. The list of uses is designed to create an active main street area in these key areas. In some cases, particular functions of larger, multi-function uses are specified.

33.415.300 Prohibited Development

The listed types of development are prohibited because they are detrimental to creating an active, pedestrian oriented main street area or are inappropriate in terms of intensity.

Use Regulations

33.415.100 Prohibited Uses
The following uses are prohibited within 100 feet of a transit street:

- **A.** Quick Vehicle Servicing; and
- **B.** Self-Service Storage.

33.415.200 Required Ground Floor Active Use
Within 100 feet of a transit street, at least 25 percent of the ground level floor area must be in one of the following active uses. Only uses allowed in the base zone may be chosen:

- **A.** Retail Sales and Service;
- **B.** Office;
- **C.** Industrial Service;
- **D.** Manufacturing and Production;
- **E.** Community Service;
- **F.** Daycare;
- **G.** Religious Institutions;
- **H.** Schools;
- **I.** Colleges. If a College use is provided to meet this regulation, the floor area must be in one or more of the following functions: lobby; library; food service; theatre; meeting area; or
- **J.** Medical Centers. If a Medical Center use is provided to meet this regulation, the floor area must be in one or more of the following functions: lobby; waiting room; food service; out-patient clinic**.**

Development Regulations

33.415.300 Prohibited Development
The following development is prohibited within 100 feet of a transit street:

- **A.** Drive-through facilities; and
- **B.** Houses, attached houses, and duplexes.

Ord. 188177, Vol. 2.5, page 13260

Commentary

33.415.310 Minimum Floor Area Ratio

A minimum floor area is required to provide a minimum level of intensity of development in these key main street storefront type areas. Minimum FAR is used because the new base zones do not require minimum density, and the minimum building coverage requirements of the current CS/CM zones (50% of site), which are broadly applied, are being eliminated in the new CM1, CM2, and CM3 base zones. Sites in the Inner Pattern Area shown on Map 415-1 have a minimum FAR of 0.5:1 to approximate the CM/CS zone lot coverage standard that resulted in a 0.5:1 minimum FAR. The required FAR is reduced in Eastern and Western Pattern Areas to reflect their less dense development pattern.

33.415.320 Maximum Building Setbacks

This regulation is intended to provide a greater amount of building wall near the sidewalk/lot line than the base zone, without a required "build to" line. The regulation is applied to sites in Inner Pattern areas to reflect the existing urban development pattern of relatively small blocks and lots with high percentages of building coverage.

33.415.330 Location of Vehicle Areas

The intent is to create a high-quality, pedestrian friendly environment particularly along transit street frontages. This regulation does this by limiting the on-site location of vehicle and parking areas. Development that is using the alternative setback for large retailers is exempt from this standard, as the alternative setback standard provision is intended to allow more flexibility in site design and setbacks for large-scale retail uses.

Ord. 188177, Vol. 2.5, page 13261

33.415.310 Minimum Floor Area Ratio

A. In the Inner Pattern Area the minimum floor area ratio (FAR) for all new development is 0.5 to 1. Pattern areas are shown on Map 415-1.

B. In the Eastern and Western Pattern Area the minimum floor area ratio (FAR) for all new development is 0.25 to 1. Pattern areas are shown on Map 415-1.

33.415.320 Maximum Building Setback

In the Inner Pattern Area, at least 70 percent of the length of the ground level street-facing façade of the building must meet the maximum building setback standard of the base zone. If the site has three or more block frontages, this standard only applies to two frontages. In the case of sites with three or more block frontages, the two frontages subject to this standard are those with the highest transit street classifications. If multiple streets have the same highest transit street classification, the applicant may choose on which streets to meet the standard. Pattern areas are shown on Map 415-1

33.415.330 Location of Vehicle Areas

A. **Purpose.** The vehicle area regulations help minimize conflicts between vehicles and pedestrians on transit streets, and create a pleasant, pedestrian-oriented environment by limiting the areas where parking and vehicular activity may be located on site**.**

B. **Location of vehicle area.** The following limitations apply on transit streets. Pattern areas are shown on Map 415-1:

1. In the Inner Pattern area, no more than 30 percent of any transit street frontage may be used for vehicle areas; and

2. In the Eastern and Western Pattern areas, no more than 50 percent of any transit street frontage may be used for vehicle areas.

C. **Exemption.** Sites that meet all of the requirements of 33.130.215.E, Alternative maximum building setback for large retailers, are exempt from this standard.

Commentary

33.415.340 Ground Floor Windows

In order to create a high quality pedestrian oriented main street experience, a greater degree of ground floor window coverage (60%) is required than in the base zones (40%).

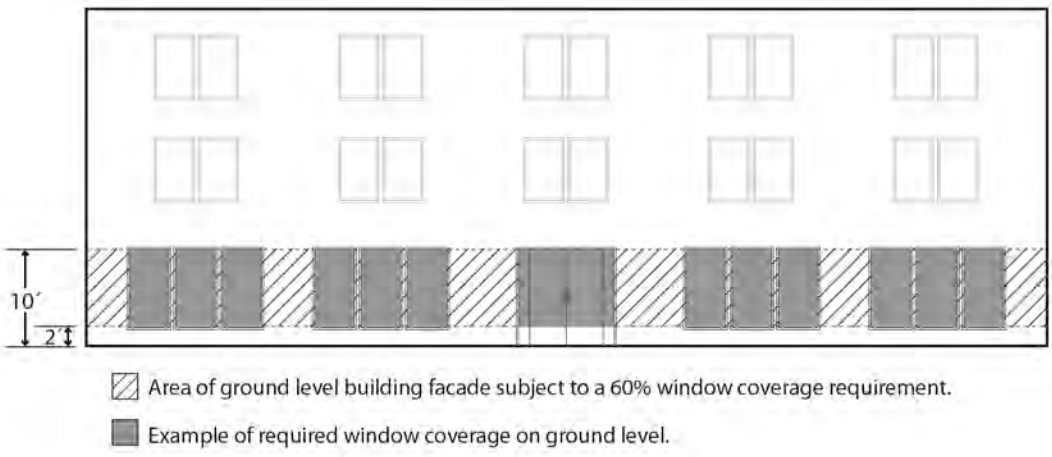
33.415.350 Entrances

The proposed changes to the base zone (33.130) will require a minimum entrance frequency of 1 per 200 feet of frontage. Centers are intended to be more active pedestrian spaces, and a greater degree of entrance frequency is intended to support that goal. A minimum of 1 entry per 100 feet of frontage is required on transit streets in the Centers Main Street overlay area in order to help create a more active pedestrian environment.

Ord. 188177, Vol. 2.5, page 13263

33.415.340 Ground Floor Windows

The ground floor window standards of the base zones apply to all sites in the Centers Main Street overlay zone, except that for sites with frontage on a transit street the amount of ground level wall area of the street-facing façade that must be covered by windows is 60 percent rather than 40 percent. See Figure 415-1.



33.415.350 Entrances

A. Purpose. Building entrances provide convenient pedestrian access between the use and public sidewalks and transit facilities. They help promote an environment that supports retail facilities and pedestrian activity.

B. Entrance frequency. On transit streets, at least one entrance is required for every 100 feet of building length for buildings with any non-residential use located within the maximum street setback.

C. Entrance Design. Required entrances must be designed to meet the requirements of 33.130.242 Transit Street Main Entrance.

Commentary

33.415.400 Building Height in the CM2 and CM3 Zones

Allowances for an additional 3 feet of building height are intended to help accommodate ground-level commercial spaces with high ceilings, which are important for providing quality spaces for many types of retail and community uses. This allowance responds to concerns raised that current height limits are too constraining, resulting in sub-optimal commercial spaces in mixed use developments. By improving the ability to accommodate ground-floor commercial spaces, this allowance also responds to community interest in having ground-floor commercial uses as part of development in centers and corridors. The height allowance is provided for CM2 and CM3 zones, where multi-story mixed use development is anticipated.

33.415.410 Development Standards in the CM1 Zone

This provision is designed to address special situations within the Centers Main Street overlay zone that have a collection of existing, older low-rise storefront commercial type buildings. The regulations are intended to support existing development in these areas and allow compatible new development by encouraging a built-up, pedestrian oriented character with buildings of one to three stories.

33.415.400 Building Height in the CM2 and CM3 Zones

A. Purpose. Active ground floor uses such as retail, office, community services and institutions add to the vibrancy of an area. These uses often have high ceiling heights associated with them. This standard allows additional building height to accommodate such uses in multi-story mixed use developments.

B. Building Height. In the CM2 and CM3 zones, building height may be increased by 3 feet when the ground floor of a building meets the following:

1. The distance from the finished floor to the bottom of the structure above must be at least 15 feet. The bottom of the structure above includes supporting beams; and

2. At least 25 percent of the ground-floor area of the building must be in one of more of the following uses:

   a. Retail Sales and Service;

   b. Office;

   c. Community Service;

   d. Daycare;

   e. Schools;

   f. Colleges; or

   g. Medical Centers.

33.415.410 Development Standards in the CM1 Zone

A. Purpose. Some locations in the Centers Main Street overlay zone are zoned CM1 and contain areas of continuous, older low-rise commercial storefront buildings that typically feature a concentration of retail uses, no landscaping, and are one to three stories in height. These additional regulations work in conjunction with regulations in the base zone, and the other standards of this section to support and protect the low-rise storefront scale and development features of these areas.

B. Where these regulations apply. The regulations in this Section apply to sites zoned CM1.

C. Retail Sales And Service and Office use limitations. Each individual Retail Sales And Service or Office use is limited to 40,000 square feet of net building area.

D. Maximum floor area ratio. The maximum floor area ratio is 2 to 1. Bonuses may be used if allowed by the base zone.

E. Maximum building coverage. The maximum building coverage allowed is 100 percent.

F. Landscaping. No landscaping is required.

Commentary

Map 415-1
This map show the locations of different "Pattern Areas" within Portland. Specific development regulations relate to the different areas.

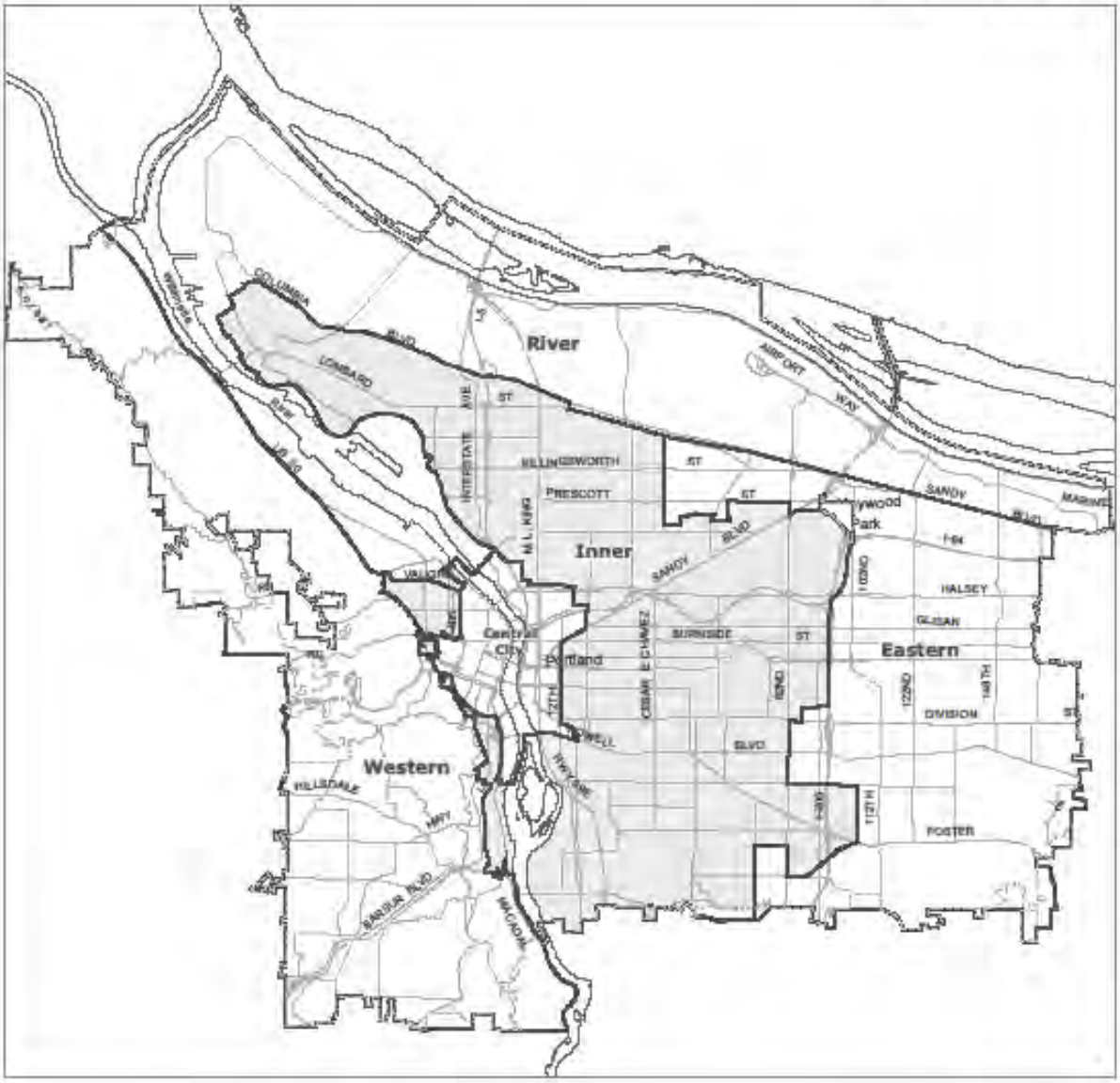
Ord. 188177, Vol. 2.5, page 13267

Pattern Areas

DRAFT

Map 415-1

Map Revised Xxxx xx, xxxx



City Boundary

Pattern Area Boundaries

NORTH

0 9,000 18,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 13268

Ord. 188177, Vol. 2.5, page 13269

33.508 Cascade Station/Portland International Center Plan District

Ord. 188177, Vol. 2.5, page 13270

Commentary

33.508 Cascade Station/Portland International Center Plan District

33.508.220 Maximum Development/Transportation Capacity

A Transportation Impact Review (TIR) is allowed as an alternative to selecting a pre-determined TDM plan. The requirements for a TIR (33.852) are modeled on 33.508 and these regulations are being relocated from this code section to new code section 33 852. These standards are referenced in a number of code sections including 33.266.420.

Ord. 188177, Vol. 2.5, page 13271

CHAPTER 33.508 Cascade Station/Portland International Center Plan District

508

33.508.220 Maximum Development/Transportation Capacity

A. Purpose. [No change.]

B. Limitations on the amount of development allowed. [No change.]

C. Cascade Station/Portland International Center Transportation Impact ~~Analysis~~ Review. An applicant may propose development that exceeds the allocation limits of Table 508-1 through a land use review that is based on a Transportation Impact Analysis (TIA). This approach allows an applicant more flexibility but is more complex to use. In addition to the application requirements of Section 33.730.060, the applicant must prepare a TIA that includes the elements and analysis listed in 33.852.105~~this subsection~~. The TIA may be used to exceed the maximum allocation limits in Table 508-1 or to establish lower trip generation rates. The TIA may not be used to exceed the total trips in Table 508-1.

~~1. Description of recommended development;~~

~~2. Delineation of the study area, and rationale for the delineation;~~

~~3. Description of existing uses and conditions in the study area;~~

~~a. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;~~

~~b. Any approved TIA must be reflected in the BDS tracking report;~~

~~4. Traffic forecasts and distribution;~~

~~5. Primary traffic access routes to and from the study area;~~

~~6. Recommended mitigation measures, including transportation system management, transportation demand management, and needed roadway improvements on or for local roads and State highways; and~~

~~7. Evaluation of:~~

~~a. Impacts on street function, capacity and level of service;~~

~~b. Impacts on on-street parking;~~

~~c. Access requirements;~~

~~d. Impacts on transit operations and movements;~~

~~e. Impacts on pedestrian and bicycle routes and safety; and~~

~~f. Impacts on the immediate airport area and adjacent neighborhoods.~~

Commentary

Ord. 188177, Vol. 2.5, page 13273

33.520 Division Street Plan District

This is a new chapter. For readability, ~~strikethrough~~ and underline is not used.

Ord. 188177, Vol. 2.5, page 13274

Commentary

33.520 Division Street Plan District

The Main Streets Corridor overlay zone (33.460) has provisions specific to Division Street. That overlay zone and the related Main Streets Node overlay zone (33.455) are being repealed. A new Centers Main Street overlay zone is proposed (33.415). Many of the overlay zone provisions of 33.460 relevant to Division are met through new base zone standards (33.130), through the new overlay (33.415) or through application of the design overlay zone. In some cases, existing overlay zone standards are no longer applicable or desired and are proposed to be removed. Provisions that are not covered by other code sections and continue to be relevant to Division Street are being recast in this plan district.

33.520 Division Street Plan District

520

Sections:

General
33.520.010 Purpose
33. 520.020 Where These Regulations Apply
Development Standards
33.520.100 Reinforce the Corner
33.520.110 Exterior Finish Material
Map 520-1 Division Street Plan District

General

33.520.010 Purpose

The Division Street plan district promotes development that fosters a pedestrian- and transit-oriented main street. The plan district provisions ensure that development:

- Activates Division Street corners and enhances the pedestrian environment; and
- Is constructed with high quality materials in combinations that are visually interesting.

33.520.020 Where These Regulations Apply. The regulations of this chapter apply to the Division Street plan district. The boundaries of the plan district are shown on Map 520-1 at the end of this chapter, and on the Official Zoning Maps**.**

Development Standards

33.520.100 Reinforce the Corner

A. Where the standards apply. The following standards apply to sites where any of the floor area on the site is in a nonresidential use, and where a site abuts both Division Street and an intersecting street:

B. Main entrance standard. For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor must meet the following. The ground floor is the lowest floor of the building that is within four feet of the adjacent street grade. The main entrance must:

1. Be within 5 feet of the façade facing Division Street; and

Ord. 188177, Vol. 2.5, page 13276

Commentary

Ord. 188177, Vol. 2.5, page 13277

2. Either:

   a. Face Division Street; or

   b. Be at an angle of up to 45 degrees from Division Street, measured from the street property line.

C. Surface parking areas are not allowed within 40 feet of the corner.

33.520.110 Exterior Finish Materials

A. Where the standards applies. The exterior finish materials standard applies in multi-dwelling residential zones.

B. Exterior finish materials standard. Plain concrete block, plain concrete, corrugated metal, plywood, and sheet pressboard may not be used as exterior finish material on any façade except as secondary finishes if they cover no more than 10 percent of each facade.

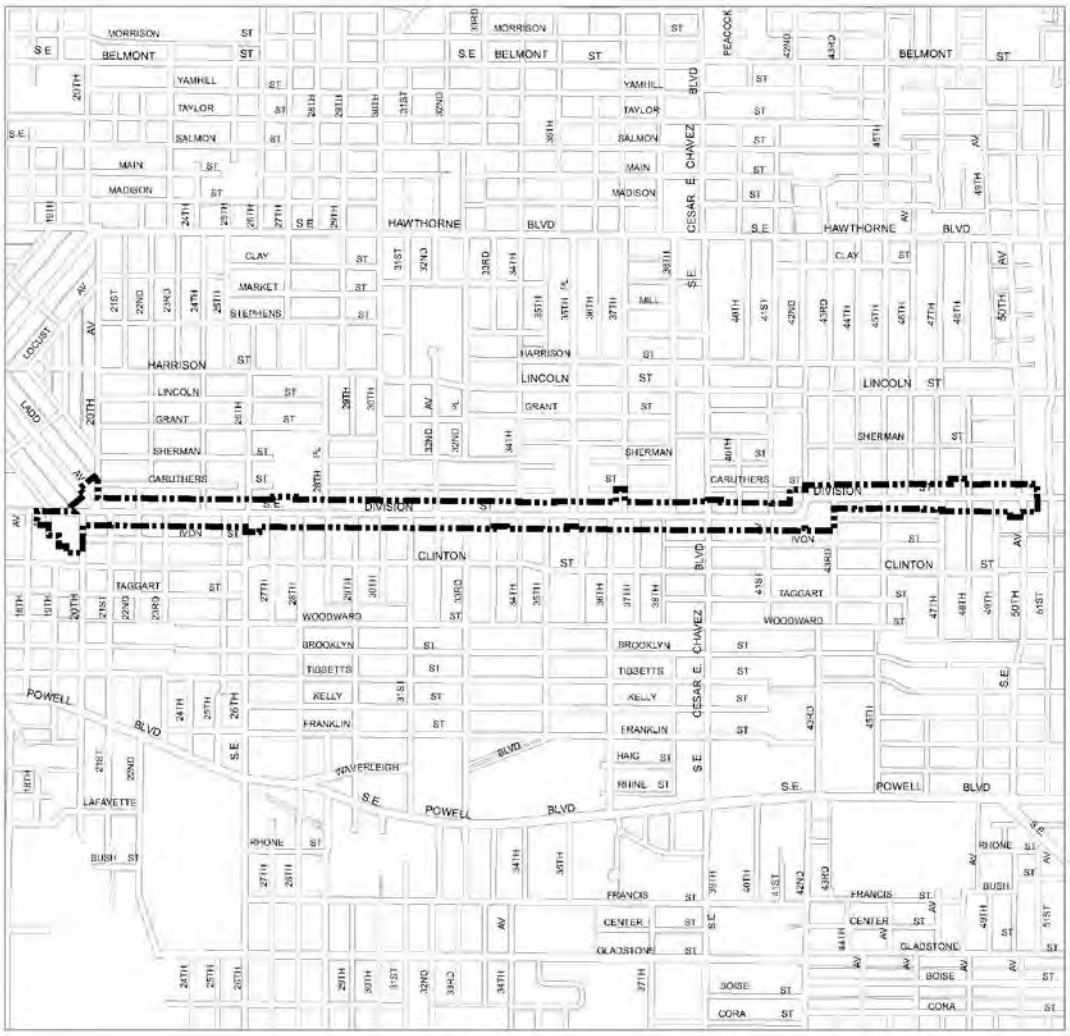
Commentary

Ord. 188177, Vol. 2.5, page 13279

Draft Division Street Plan District

Map 520-1

Map Revised Xxxxx X, 2015



Plan District boundary

NORTH

0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 13280

Commentary

Ord. 188177, Vol. 2.5, page 13281

33.545 Lombard Street Plan District

This is a new chapter. For readability, ~~strikethrough~~ and underline is not used.

Ord. 188177, Vol. 2.5, page 13282

Commentary

33.545 Lombard Street Plan District

The Main Streets Corridor overlay zone (33.460) and Main Streets Node overlay zone (33.455) have provisions specific to Lombard Street. These overlay zones are being repealed. A new Centers Main Street overlay zone is proposed (33.415). Many of the overlay zone provisions of 33.460 and 33.455 relevant to Lombard Street are now met through new base zone standards (33.130), or through the new Centers Main Street overlay zone (33.415). In some cases, existing overlay zone standards are no longer applicable and are proposed to be removed. Provisions that are not covered by other code sections and continue to be relevant to Lombard Street are being recast in this plan district.

Ord. 188177, Vol. 2.5, page 13283

33.545 Lombard Street Plan District

545

Sections:

General
33.545.010 Purpose
33.545.020 Where These Regulations Apply
Development Standards
33.545.100 Standards for Community Corner
33.545.110 Additional Regulations in the CM1 Zone
33.545.120 Additional Standards in the R1 Zone
Map 545-1 Lombard Street Plan District

General

33.545.010 Purpose

The Lombard Street Plan District implements the Lombard Street nodes and corridors elements of the St Johns/Lombard Plan by promoting development that fosters a pedestrian- and transit-oriented main street in key places, and supports enhanced design for multi-dwelling residential developments.

33.545.020 Where These Regulations Apply. The regulations of this chapter apply to the Lombard Street plan district. The boundaries of the plan district are shown on Map 545-1 at the end of this chapter, and on the Official Zoning Maps.

Development Standards

33.545.100 Standards for Community Corners

A. Purpose. These standards create active use areas and community gathering places along major streets intersecting with North Lombard. These standards ensure that development at key intersections along North Lombard is oriented to enhance the pedestrian environment.

B. Where the standards apply. The following standards apply to Subdistrict B shown on Map 545-1.

C. Standards.

1. The ground level street-facing facades of primary structures must be within 10 feet of both street lot lines.

2. Surface parking areas are not allowed within 40 feet of the corner.

Ord. 188177, Vol. 2.5, page 13284

Commentary

Ord. 188177, Vol. 2.5, page 13285

33.545.110 Additional Regulations in the CM1 Zone

A. Purpose. These regulations encourage residential mixed use development and housing, in addition to small scale commercial development along sections of North Lombard Street to foster a transit-oriented main street environment. Size of uses are specified to promote commercial uses along the main street that serve a local market area, while limiting their potential impacts on residential uses.

B. Where these regulations apply. The following regulations apply to sites in Subdistrict A shown on Map 545-1 that are zoned CM1.

C. Retail Sales And Service and Office uses. Each individual Retail Sales And Service and Office use is limited to 10,000 square feet of floor area.

D. Bonus height for housing. Proposals that providing housing receive bonus height. The maximum building height when a proposal includes housing is 45 feet.

E. Non-residential floor area. The maximum FAR allowed for a non-residential use is 1:1. Adjustments are prohibited.

Ord. 188177, Vol. 2.5, page 13286

Commentary

Ord. 188177, Vol. 2.5, page 13287

33.545.120 Additional Standards in the R1 Zone

A. Purpose. These standards ensure that development of sites with the potential for medium density development along or adjacent to the main street:

- contributes positively to established neighborhoods and the area's character;
- creates a strong physical and visual connection between the living area and the street, and the main entrance and the street; and
- improves the transition between development in the commercial and single-dwelling zone areas.

B. Where these standards apply. The following standards apply to duplexes, attached houses, and multi-dwelling structures on sites in Subdistrict A shown on Map 545-1 that are zoned R1.

C. Standards. Adjustments may be requested to these standards; they may not be modified through design review.

1. Large building elevations divided into smaller areas. The front elevation of large structures must be divided into smaller areas or planes. When the front elevation of a structure is more than 750 square feet in area, the elevation must be divided into distinct planes of 500 square feet or less. For the purpose of this standard, areas of wall that are entirely separated from other wall areas by a projection, such as the porch or a roof over a porch, are also individual building wall planes. This division can be done by:
   a. A porch, a dormer that is at least 4 feet wide, or a balcony that is at least 2 feet deep and is accessible from an interior room;
   b. A bay window that extends at least 2 feet; or
   c. Recessing a section of the facade by at least 2 feet; the recessed section must be at least 6 feet long.
2. Location of main entrance. The main entrance of each primary structure must face the street lot line. The following are exceptions to this standard:
   a. On corner lots the main entrance may face either of the streets or be oriented to the corner.
   b. For buildings that have more than one main entrance, only one entrance must meet this requirement.
   c. Entrances that face a shared landscaped courtyard, landscaped to at least the L1 General Landscaping standard, are exempt from this requirement.

Commentary

Ord. 188177, Vol. 2.5, page 13289

3. Attached garages. When parking is provided in a garage attached to the primary structure and garage doors face a street the following standards must be met:

   a. The garage must not be more than 40 percent of the length of the building frontage or 12 feet long, whichever is greater;

   b. The front of the garage can be no closer to front lot line than the front facade of the house;

   c. Garage doors that are part of the street-facing elevations of a primary structure may be no more than 75 square feet in area; and

   d. There may be no more than one garage door per 16 feet of building frontage.

4. Exterior finish materials**.** The standards of this subsection must be met on all building facades.

   a. Plain concrete block, plain concrete, corrugated metal, plywood, composite materials manufactured from wood or other products, and sheet pressboard may not be used as exterior finish material except as secondary finishes if they cover no more than 10 percent of each facade.

   b. Composite boards manufactured from wood or other products, such as hardboard or hard plank, may be used when the board product is less than 6 inches wide.

5. Corner lots with alley access. If the site is a corner lot that is adjacent to an alley, access for motor vehicles must be from the alley.

6. On lots less than 10,000 square feet in the R1 zone, the minimum density is 1 unit per 2,250 square feet of site area. This standard does not apply on corner lots.

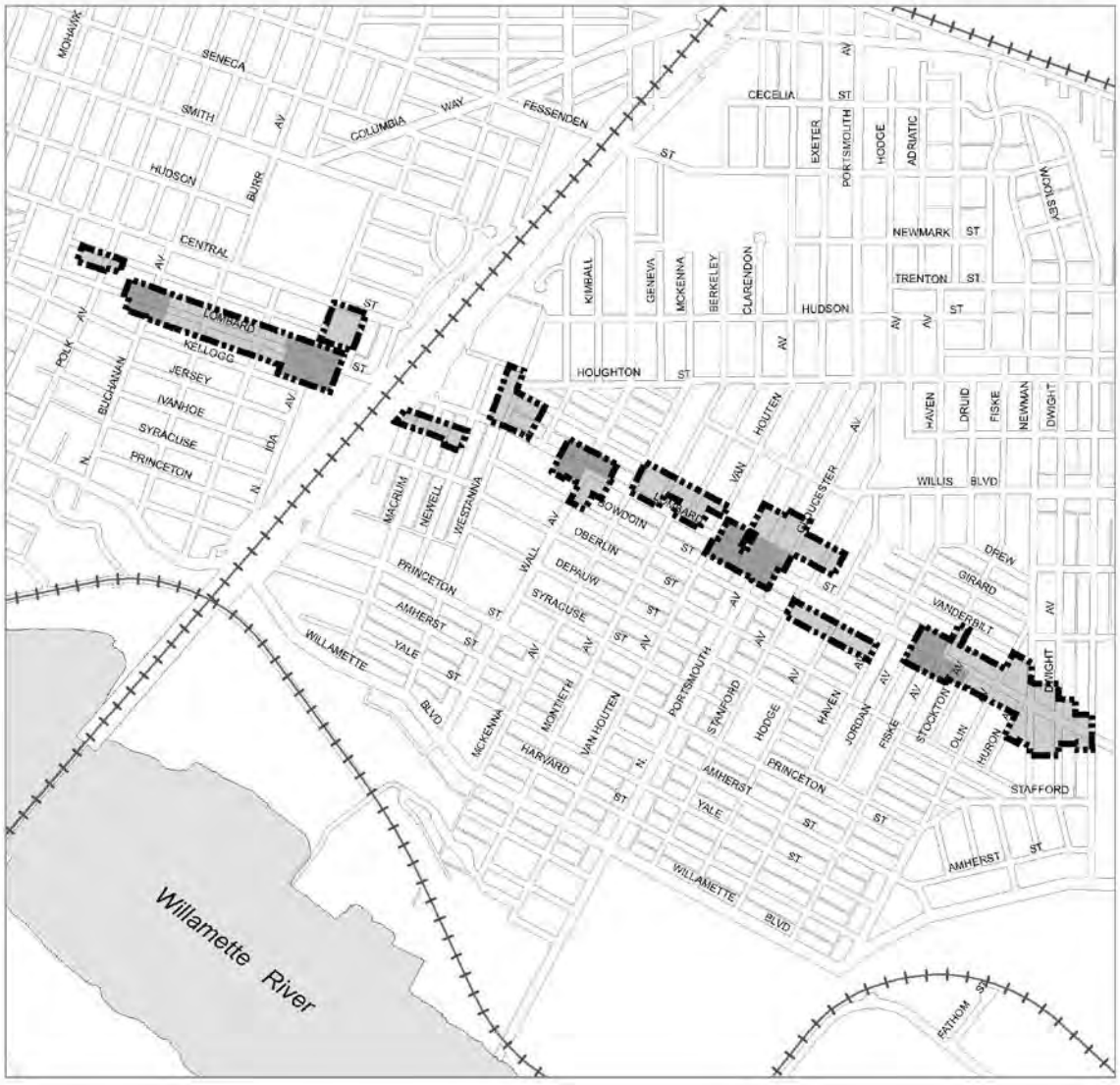
Commentary

Ord. 188177, Vol. 2.5, page 13291

Draft Lombard Street Plan District and Subdistricts

Map 545-1

Map Revised Xxxxx X, 2015



Ord. 188177, Vol. 2.5, page 13292

Commentary

Ord. 188177, Vol. 2.5, page 13293

33.575 Sandy Boulevard Plan District

This is a new chapter. For readability, ~~strikethrough~~ and underline is not used.

Commentary

33.575 Sandy Boulevard Plan District

The Main Streets Corridor overlay zone (33.460) and Main Streets Node overlay zone (33.455) have provisions specific to Sandy Boulevard. These overlay zones are being repealed. A new Centers Main Street overlay zone is proposed (33.415). Many of the overlay zone provisions of 33.460 and 33.455 relevant Sandy Boulevard are now met through new base zone standards (33.130), or through the new Centers Main Street overlay zone (33.415). In some cases, existing overlay zone standards are no longer applicable and are proposed to be removed. Provisions that are not covered by other code sections and continue to be relevant Sandy Boulevard are being recast in this plan district.

33.575 Sandy Boulevard Plan District

575

Sections:

General
33.575.010 Purpose
33.575.020 Where These Regulations Apply
Development Standards
33.575.100 Transition Between Residential and Commercial Zones
33.575.110 Building Facades Facing Sandy Boulevard
Map 575-1 Sandy Boulevard Plan District

General

33.575.010 Purpose

The Sandy Boulevard Plan District implements the Sandy Boulevard elements of the Hollywood and Sandy Plan through special height transitions and unique setback treatments.

33.575.020 Where These Regulations Apply. The regulations of this chapter apply to the Sandy Boulevard plan district. The boundaries of the plan district are shown on Map 575-1 at the end of this chapter, and on the Official Zoning Maps**.**

Development Standards

33.575.100 Transition Between Residential and Commercial Zones

A. Purpose. These regulations ensure a landscaping treatment along commercial lot lines that face, but are across the street from a single-dwelling residential zone. In addition, the regulations prevent large blank walls above the ground floor from facing residential sites from across a street and ensure that building heights reduce to relate to adjoining single-dwelling zones.

B. Where these regulations apply. These regulations apply to sites on Map 575-1

C. Height limits for sites abutting or across the street from a RF-R1 zones. Sites in commercial zones abutting or across the street from RF through R1 zones have special height limits that create a transition to the residential zone. The height limits are as follows:

1. Sites abutting RF - R1 zones. Sites abutting RF through R1 zones have height limits that decrease in two steps near the residential zone. See Figure 575-1. These height limits are:

   a. On the portion of a site within 25 feet of a site zoned RF through R1, the maximum building height is the same as the abutting residential zone.

   b. On the portion of a site that is more than 25 feet but within 50 feet of a site zoned RF through R1, the maximum building height is 45 feet.

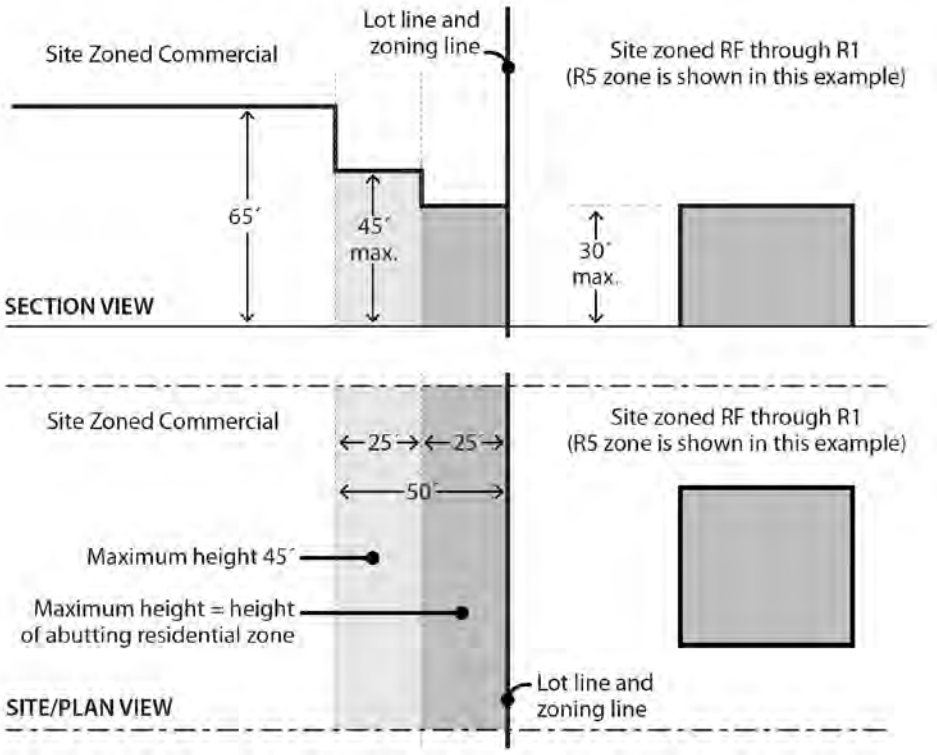
Ord. 188177, Vol. 2.5, page 13296

Commentary

Ord. 188177, Vol. 2.5, page 13297

2. Sites across a street from RF - R1 zones. Sites across a street from RF through R1 zones have height limits that decrease near the residential zone. On the portion of the site within 15 feet of the lot line across the street from a site zoned RF though R1, the maximum building height is the same as the residential zone. See Figure 575-2.

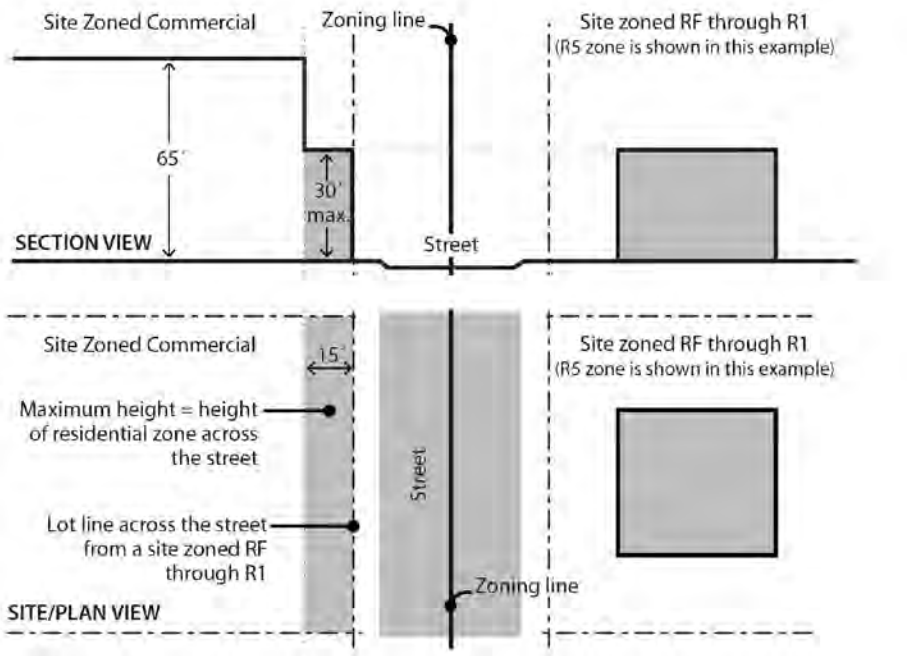
Figure 575-1
Height limits on sites abutting RF - R1 zones



Ord. 188177, Vol. 2.5, page 13298

Commentary

Figure 575-2
Height limits on sites across a street from zones RF - R1 zones



Commentary

Ord. 188177, Vol. 2.5, page 13301

33.575.110 Building Facades Facing Sandy Boulevard

A. Purpose. These regulations ensure that new development reinforces the unique diagonal geometry of sites adjacent to Sandy Boulevard.

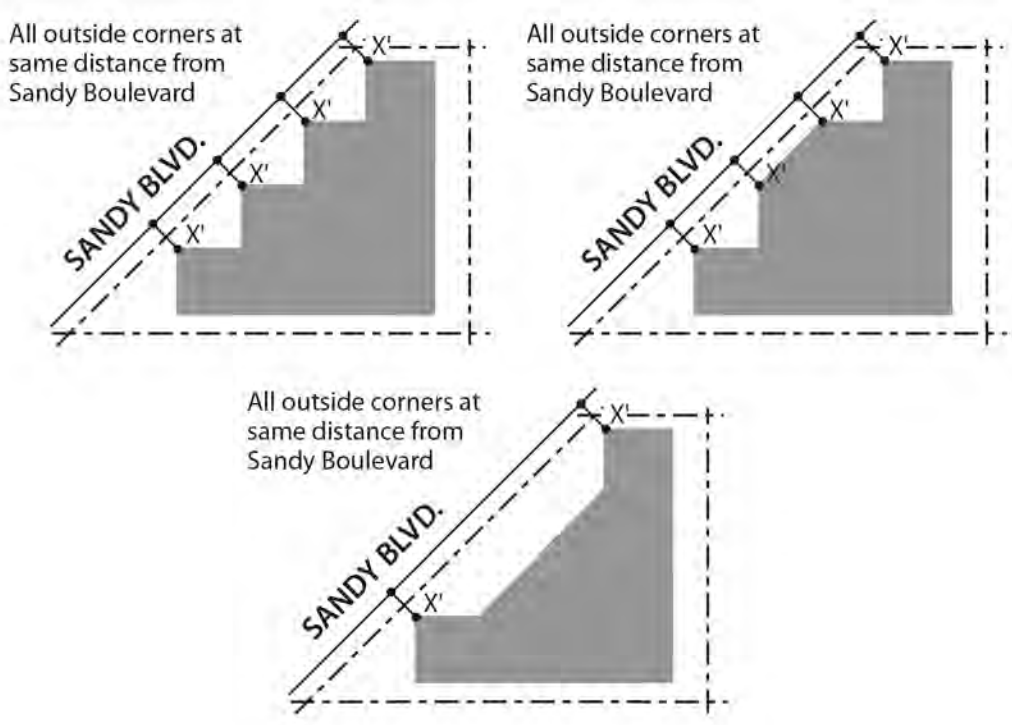
B. Where these regulations apply. These regulations apply to sites on Map 575-1 with frontage along Sandy Boulevard.

C. Building facades facing Sandy Boulevard. The exterior walls of the building that can be seen from the Sandy Boulevard lot line must be either:

1. Parallel to Sandy Boulevard; or

2. In a series of stepped facades at an angle to Sandy Boulevard in which all outside building corners are the same distance from Sandy Boulevard, as shown in Figure 575-3.

Figure 575-3
Examples of building facades facing Sandy Boulevard



Ord. 188177, Vol. 2.5, page 13302

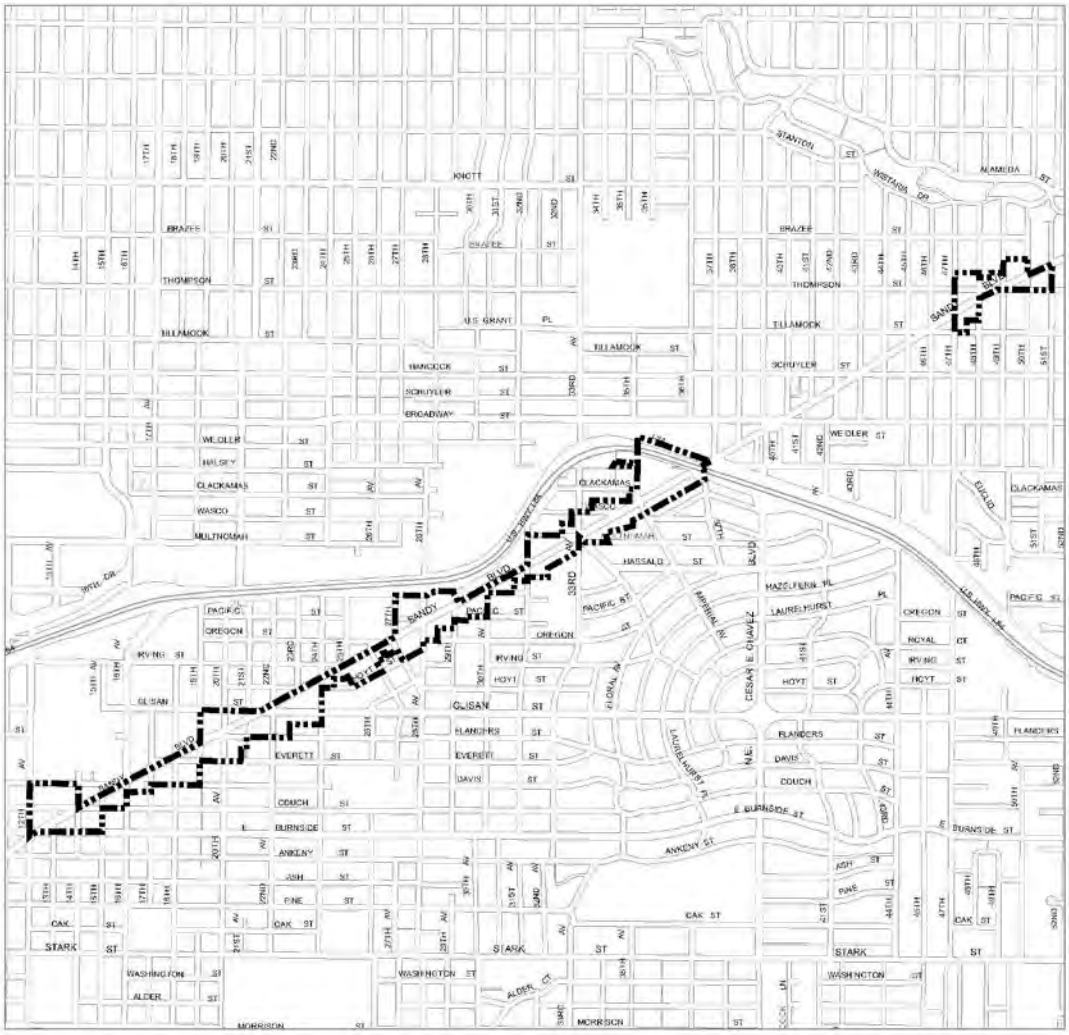
Commentary

Ord. 188177, Vol. 2.5, page 13303

Draft Sandy Boulevard Plan District and Subdistricts

Map 575-1

Map Revised Xxxxx X, 2015



Plan District boundary

NORTH

0 1,200 2,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 13304

Commentary

Ord. 188177, Vol. 2.5, page 13305

33.700 Administration and Enforcement

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Ord. 188177, Vol. 2.5, page 13306

Commentary

33.700.110.B.1 Prior Conditions of Land Use Approvals
Updating to include reference to Commercial/Mixed Use zones.

Ord. 188177, Vol. 2.5, page 13307

33.700.110 Prior Conditions of Land Use Approvals

This section addresses situations where a use, development, or land division was approved with conditions as part of a land use review under zoning or land division regulations that no longer apply to the site. Over time, there are instances when uses or development previously approved with conditions are subject to new zoning or land division regulations. This may result from a change of the content of zoning or land division regulations or from legislative zone changes including annexation rezonings.

A. Conditions of approval prior to 1981. Conditions of approval for a land use review applied for prior to 1981 no longer apply to a site, except for conditions on all types of land divisions, Planned Unit Developments (PUD), or any other quasi-judicial review approved in association with a land division or PUD.

B. Conditions of approval after 1981. The regulations stated below apply to all prior conditions of approval for all types of land divisions, Planned Unit Developments (PUD), and any other quasi-judicial review approved in association with a land division or PUD, and for land use reviews applied for after January 1, 1981, unless the conditions of approval or the ordinance adopting the conditions provide for their continuance.

1. Zone changes. If a site is subject to conditions as the result of a zone change, the conditions continue to apply if the site is rezoned to a comparable zone as part of an annexation rezoning or as part of a legislative remapping. The conditions of the original zone change do not apply if the site is rezoned to a noncomparable zone. Comparable zone changes are single-dwelling to single-dwelling, multi-dwelling to multi-dwelling, commercial to commercial or commercial/mixed use, employment to employment, and industrial or manufacturing to industrial zones. Also, changes from a City M3 or Multnomah County LM, M3, or M4 zone to a C, E, or I zone retain all conditions of approval on the site. Other zone changes are considered noncomparable.

2. Conditional uses.

   a. An allowed conditional use. If a use was an approved conditional use under the prior regulations or had a Community Service overlay zone, and is a conditional use under the new regulations pertaining to the site, any conditions of approval continue to apply.

   b. Use allowed by right. If the use is now allowed by right, the conditions of approval no longer apply.

   c. Use no longer allowed. If the use was a conditional use without an expiration date and is no longer allowed, it becomes a nonconforming use under the new regulations, and must continue to meet the conditions as well as the nonconforming use regulations. If the use was a conditional use with an expiration date and is no longer allowed, it is subject to the same regulations as revocable permits, as stated in Paragraph 120.C.1 below.

Commentary

Ord. 188177, Vol. 2.5, page 13309

3. Variances and adjustments. If the variance or adjustment was for development that is now allowed by right, and the development on the site conforms with the current regulations, then the prior conditions of approval no longer apply.

4. Other land use actions. If the use or development was approved with conditions under a review which is no longer in effect on the site (such as site review, design review, significant environmental concern review), the conditions no longer apply.

Commentary

Ord. 188177, Vol. 2.5, page 13311

33.730 Quasi-Judicial Procedures

Ord. 188177, Vol. 2.5, page 13312

33.730 Quasi-Judicial Procedures

33.730.130 Expiration of an Approval

This section also references 33.852 where a ten year duration is assigned to Transportation Impact Reviews. Such a time limit is necessary to account for changes in the surrounding transportation network even if no changes occur on an institutional campus itself.

Ord. 188177, Vol. 2.5, page 13313

CHAPTER 33.730 Quasi-Judicial Procedures

730

33.730.130 Expiration of an Approval

A. Expiration of unused land use approvals issued prior to 1979. [No change]

B. When approved decisions expire.

1. Land use approvals, except as otherwise specified in this section, expire if:

   a. Generally.

      (1) Within 3 years of the date of the final decision a City permit has not been issued for approved development; or

      (2) Within 3 years of the date of the final decision the approved activity has not commenced.

   b. Exception. Final decisions that became effective between May 27, 2006 and December 31, 2008 or between May 16, 2009 and June 30, 2011 expire if a City permit has not been issued for approved development or the approved activity has not commenced by June 30, 2014.

2. Zoning map and Comprehensive Plan map amendments do not expire.

3. Conditional Use Master Plans, ~~and~~ Impact Mitigation Plans, and Transportation Impact Reviews expire as specified in Chapters 33.820, ~~and~~ 33.848, and 33.852, or in the plans themselves.

4. – 12. [No change]

C. Deferral of the expiration period. [No change]

D. Expiration of adjustments approved prior to March 16, 2001. [No change]

Commentary

Ord. 188177, Vol. 2.5, page 13315

33.852 Transportation Impact Review

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Ord. 188177, Vol. 2.5, page 13316

Commentary

CHAPTER 33.852 Transportation Impact Review

This new code section establishes the Purpose, Procedure and Approval Criteria for Transportation Impact Review and mitigation efforts. It is applied to both campus institutions and mixed use projects. This chapter works in conjunction with Chapter 33.266 to establish an ongoing process for addressing parking and multi-modal transportation needs for institutions and their surrounding neighborhoods. In the commercial/mixed use zones, for projects with 10 or more dwelling units, Transportation Impact Review is one option for meeting the Transportation and Parking Demand Management Requirements of Chapter 33.266 (see Section 33.266.410). The other option will be to allow an applicant to adopt a pre-approved "off the shelf" Transportation Demand Management Plan, with options that will be determined by the Portland Bureau of Transportation.

Note that Chapter 33.852 replaces existing code section 33.207 Cascade Station/Portland International Center Transportation Impact Analysis Review and expands the circumstances in which a Transportation Impact Review is required.

CHAPTER 33.852~~07~~ ~~CASCADE STATION/PORTLAND INTERNATIONAL CENTER~~ TRANSPORTATION IMPACT ~~ANALYSIS~~ REVIEW

852~~07~~

Sections:

33.852~~07~~.010 Purpose
33.852~~07~~.100 Procedure
33.852.105 Supplemental Application Requirements
33.852~~07~~.110 Approval Criteria
33.852.115 Duration of a Transportation Impact Review

33.852~~07~~.010 Purpose

~~Cascade Station/Portland International Center Transportation Impact Analysis (TIA) Review allows additional flexibility for development in the CS/PIC Plan District, while ensuring that the roadway systems are capable of supporting the recommended development.~~Transportation Impact Review provides a mechanism to evaluate whether the multimodal transportation system is capable of supporting proposed development. This evaluation includes a Transportation Impact Analysis, as well as consideration of recommended mitigation measures such as transportation and parking demand management. The development thresholds that trigger a Transportation Impact Review can be found in other chapters of this Title. Transportation Impact Review is intended to provide surrounding businesses, neighborhoods and the City with information about, and an opportunity to comment on, development that may impact the transportation system. Transportation Impact Review may be completed at various levels of detail. Generally, the more specific the proposal, the less review that will be required as future development is built.

33.852~~07~~.100 Procedure

~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Reviews are processed through a Type II procedure. An amendment to an existing Transportation Impact Review for a site in a commercial/mixed use zone is processed through a Type I procedure.

Ord. 188177, Vol. 2.5, page 13318

Commentary

33.852.105 Supplemental Application Requirements

This section establishes the supplemental application material needed for Transportation Impact Review. The listing identifies the types of information needed to address the approval criteria in Section 33.852.110.

Ord. 188177, Vol. 2.5, page 13319

33.852.105 Supplemental Application Requirements

In addition to the application requirements of Section 33.730.060, a transportation impact analysis is required to determine compliance with the approval criteria. The transportation impact analysis must include:

A. Description of proposed development;

B. Delineation of the study area, and rationale for the delineation;

C. Description of existing uses and conditions in the study area. If the application is for development in the Cascade Station/Portland International Center Plan District, the following are also required:

1. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;

2. Any approved TIA must be reflected in the BDS tracking report;

D. Traffic forecasts and distribution;

E. Primary traffic access routes to and from the study area;

F. Analysis of the proportional responsibility of the proposed development to mitigate forecasted impacts;

G. Recommended mitigation measures including transportation system management and needed transportation improvements; and

H. Transportation and parking demand management plan that has all the elements required by 17.106.020;

I. Evaluation of:

1. Impacts on street function, capacity and level of service;

2. Impacts on on-street parking;

3. Access requirements;

4. Impacts on transit operations and movements;

5. Impacts on pedestrian and bicycle routes and safety; and

6. Impacts on the immediate area and adjacent neighborhoods.

Commentary

33.852.110 Approval Criteria

The approval criteria have been modified to accomplish several objectives:

- Further emphasis on evaluation factors, including availability of other modes, and clarification that the evaluation factors should be looked at on balance. Portions of the transportation system are already failing. In this case, the failure should not preclude additional development in the area, and the burden of fixing the system should not fall on the first development to be evaluated. If a portion of the system is failing and the failure is not caused by the development being proposed, then any additional impacts caused by the proposed development should be mitigated, but the development should not be denied.
- Consideration of how the Parking and Transportation Demand Management (TDM) plan will advance City mode split and auto ownership objectives (the options for objective TDM plans are under development and a specific Title 17 code citation is pending).
- Clarification that mitigation may occur in a variety of forms, including improvements that benefit other modes, or actions that manage demand. For example, if the development will create traffic that impacts a nearby street segment or intersection, causing it to not meet level of service standards; mitigation may include improvements to benefit other modes, or additional Parking and Transportation Demand Management actions to reduce reliance on the automobile. This provides more options for mitigation, and ensures that mitigation can be proportional to the scale of the impact.

Ord. 188177, Vol. 2.5, page 13321

33.852~~07~~.110 Approval Criteria for ~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Reviews

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met. If the applicant has chosen Transportation Impact review over meeting the objective standards of Title 17.XXX as allowed by 33.266.410 and 33.510.260, only approval criterion B applies:

A. The transportation system is capable of supporting the recommended development in addition to the existing uses in the area~~, as shown by the TIA~~. Evaluation factors include street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation, and safety. Evaluation factors should be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated as required by criterion C;

B. ~~A~~Proposed transportation and parking demand management actions are sufficient to achieve the relevant mode share and auto ownership targets established by the Transportation System Plan for the uses and development on the site~~plan is recommended that includes measures to reduce the number of trips made by single-occupant vehicles during the peak p.m. commuting hours~~;

C. Adequate measures to mitigate on- and off-site transportation impacts are proposed~~recommended~~. Measures may include~~, but are not limited to, the following:~~ transportation improvements to on-site circulation, public street dedication and improvement or private street improvements, intersection improvements, transportation and parking demand management actions, street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit ~~stop~~ improvements; and

D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

33.852.115 Duration of a Transportation Impact Review

The Transportation Impact review must include proposed development and possible future development that might be proposed for at least 3 years and up to 10 years. An approved Transportation Impact Review remains in effect until development allowed by the review has been completed or the review is amended or superseded.

Commentary

Ord. 188177, Vol. 2.5, page 13323

33.855 Planned Development Review

These are amendments to an existing code chapter—33.665, Planned Development Review. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

This chapter and Chapter 33.270 (Planned Development) are being moved from the 600s portion of the Zoning Code, which primarily regulates land divisions, to reflect the expanded use of planned development provisions for development proposals that do not involve land divisions. It includes planned development review procedures and criteria for the Planned Development Bonus (see Chapter 33.130), which allows additional building height and floor area for projects that provide public benefits (affordable housing, publicly-accessible open space, and energy efficient buildings), when approved through a planned development review.

Commentary

This chapter and Chapter 33.270 (Planned Development) are being moved from the 600s portion of the Zoning Code, which primarily regulates land divisions, to reflect the expanded use of planned development provisions for development proposals that do not involve land divisions. It includes new regulations related to the Planned Development bonus, included in the Floor Area and Height Bonus Options in Chapter 33.130 (see 33.130.212.E).

This chapter works in conjunction with Chapter 33.270 (Planned Development). The latter states the regulatory parameters for planned developments (including the requirements for planned developments in the commercial/mixed use zones and additional allowed uses for planned developments other zones), while Chapter 33.855 states the planned development review procedures, supplemental application requirements, and review criteria.

Many of the amendments to this chapter relate to the Planned Development bonus in Chapter 33.130, which is available on large sites (2 or more acres) in some of the commercial/mixed use zones and responds to community input received during Mixed Use Zones Project events. Many community members were open to allowing development on large sites to be larger in scale than what is usually allowed in most areas with commercial/mixed use zoning, especially if there was enough space for a transition in scale to lower-density areas and proposals were subject to design review. It also responds to community interest in linking the provision of additional development potential to the provision of public benefits, especially affordable housing. The Planned Development bonus allows for additional FAR and height in exchange for the provision of affordable housing, public open space, low carbon buildings, and a public review process (see Section 33.270.200 for required public benefits).

33.855.200 Review Procedures

Subparagraph B has been added to indicate that the commercial/mixed use zones Planned Development bonus will be reviewed through a Type III procedure, which is a discretionary review procedure that involves a public hearing. The Design Commission will be the designated review body for such proposals, because of the key role of design and scale in the approval criteria (see section 33.855.320). Chapter 33.720 (Assignment of Review Bodies) will be amended at a later date to indicate the role of the Design Commission as the review body.

The other subparagraphs of this section are substantially unchanged, except for a reference in subparagraph A, which allows for Design Review of individual buildings to take place after the Planned Development Review is processed for a site.

33.855~~665~~ Planned Development Review

855~~665~~

Sections:

General
33.855~~665~~.010 Purpose
Review of Planned Development
33.855~~665~~.200 Review Procedures
33.855~~665~~.250 Supplemental Application Requirements
33.855~~665~~.300 Approval Criteria in General
33.855~~665~~.310 Approval Criteria for Planned Developments In All Zones
33.665.320 Additional Approval Criteria for Planned Developments in Commercial/Mixed Use Zones
33.665.325 Additional Approval Criteria for Planned Developments in the Central City Plan District
33.855~~665~~.33~~2~~0 Additional Approval Criteria for Modifications of Development Standards
33.855~~665~~.33~~5~~0 Commercial Uses in Residential Zones
33.855~~665~~.340 Proposals in the RF through R2.5 Zones Without a Land Division
Changes to an Approved Planned Development
33.855~~665~~.500 Types of Changes
33.855~~665~~.510 Review Procedure
33.855~~665~~.520 Approval Criteria

General

33.855~~665~~.010 Purpose

These regulations assign Planned Development Reviews to an appropriate procedure type. The approval criteria ensure that innovative and creative development is encouraged when it is well designed and integrated into the neighborhood.

Review of Planned Development

33.855~~665~~.200 Review Procedures

A. Concurrent reviews ~~required~~. When land use reviews in addition to Planned Development Review are requested or required, all of the reviews must be processed concurrently, except for Design Review for buildings within a Planned Development site which may be processed after the Planned Development Review.

B. Review in a Commercial/Mixed Use zone or in a Design overlay zone. Proposals in a commercial/mixed use zone or the Design overlay zone are processed through a Type III procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact.

Commentary

33.855.250 Supplemental Application Requirements

Subparagraph A is a list of the supplemental application material needed for review of a Planned Development proposal in the commercial/mixed use zones, including proposals seeking to utilize the Planned Development bonus. The listing identifies the types of information needed to address the approval criteria in Section 33.855.320.

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C. All other Planned Development Reviews

1. Review in conjunction with a land division. When a Planned Development is requested in conjunction with a land division, the review will be processed as follows:

   a~~1~~. Type III review. Proposals in the RF through R2.5 zones that include attached duplexes, multi-dwelling structures, or multi-dwelling development are processed through a Type III procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact.

   b~~2~~. Type IIx review. All other proposals are processed through the Type IIx procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact.

2~~C~~. Review not in conjunction with a land division. When a Planned Development is not in conjunction with a land division, the review will be processed as follows:

   a~~1~~. Type III. Planned Developments that include any of the following elements are processed through a Type III procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact:

   (1)~~a.~~ Attached duplexes, multi-dwelling structures, or multi-dwelling development in the RF through R2.5 zones;

   (2)~~b.~~ Eleven or more units;

   (3)~~c.~~ Four or more units where any building location, utility, or service is proposed within a Potential Landslide Hazard Area;

   (4)~~d.~~ Environmental review;

   (5)~~e.~~ Any portion of the site is in an Open Space zone.

   b~~2~~. Type IIx. All other proposals not assigned to a Type III in Subp~~P~~aragraph C.2.a.~~ 1, above,~~ are processed through a Type IIx procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact.

33.855~~665~~.250 Supplemental Application Requirements

In addition to the application requirements of Section 33.730.060.D, the following information is required for a Planned Development application:

A. Supplemental application requirements for Planned Developments in commercial/mixed use zones:

1. The boundaries of the area to be included in the Planned Development. The area must include all contiguous lots that are owned by the same person, partnership, association, or corporation. This also includes lots that are in common ownership but are separated by a shared right-of-way;

2. An urban design and development framework plan showing:

   a. The location of existing and proposed structures;

   b. Proposed land uses including areas with active ground floor uses;

   c. A three dimensional massing diagram that identifies the maximum proposed building envelope for each building site, including maximum proposed building dimensions, height, and floor area allocations;

Commentary

33.855.250 Supplemental Application Requirements (continued)

See previous commentary.

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d. Sections, sectional elevations, and perspectives that illustrate the relationship of existing and proposed development on the site to the urban form of the surrounding neighborhood in terms of building height and massing;

e. The allocation of any required affordable housing if there will be more than one building;

f. The location, design and programming of plazas, parks or open areas; and

g. Relationships and transitions to adjacent properties and the neighborhood;

3. A transportation and circulation plan showing:

a. Proposed pedestrian, bicycle, and vehicle circulation system that meet City of Portland connectivity standards, including locations where the circulation system connects to public right-of-way outside of the site,

b. Transit service lines and stops within and immediately adjacent to the site;

c. Locations of right-of-way to be vacated or dedicated within the site; and

d. Vehicle and bicycle parking and any parking access points;

4. If required, a multi-modal transportation impact study that follows the guidelines of the Portland Bureau of Transportation, and includes assessment of traffic impacts on the streets surrounding the master plan area, and mitigating measures to ensure that the surrounding streets will function consistent with their designations as found in the Comprehensive Plan Transportation Element;

5. Transportation and parking demand management strategies;

6. If the proposed Planned Development involves the transfer of floor area, information about the location of the receiving and sending lots, the ownership of the lots, and amount of floor area to be transferred and retained at each lot must be included;

7. A stormwater management plan;

8. A phasing plan including proposed development phases, probable sequence for proposed developments, estimated dates, and interim uses of property awaiting development; and

9. A Project narrative describing how the proposal meets applicable design guidelines.

B. Supplemental application requirements for all other Planned Developments:

1. Photographs that show the characteristics of surrounding neighborhood; and

2~~B~~. Either B.2.a.~~1~~ or B.2.b.~~, below,~~ must be submitted with the application:

a~~1~~. Proposed building elevations and locations with enough detail to show that all of the approval criteria are met; or

Commentary

33.855.300 Approval Criteria in General
33.855.310 Approval Criteria for Planned Developments in All Zones Except for Commercial/Mixed Use Zones

No substantial changes to the regulations on this page.

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b~~2~~. Proposed standards regulating setbacks, building coverage, landscaping, vehicle areas, materials, and design of structures. The proposed standards must be clear and objective, and specific enough to show how all of the approval criteria are met. Proposed standards may not conflict with the regulations of this Title, except where a modification is requested as part of the Planned Development application. If approved, the standards will apply, in addition to regulations of this Title to all development on the site.

33.855~~665~~.300 Approval Criteria in General

The approval criteria for Planned Developments are stated below. Planned Developments in all zones except commercial/mixed use zones must meet the criteria in Section 33.855~~665~~.310. Planned Developments in commercial/mixed use zones must meet the criteria in Section 33.855.320. Some proposals must also meet additional approval criteria, as follows:

A. Proposals to modify site-related development standards must meet the criteria in Section 33.855~~665~~.33~~2~~0.

B. Proposals for commercial uses in residential zones must meet the criteria in Section 33.855~~665~~.34~~3~~0.

C. Proposals that do not include a land division must meet the criteria in Section 33.855~~665~~.35~~4~~0.

A request for a Planned Development will be approved if the review body finds that the applicant has shown that all of the relevant approval criteria have been met.

33.855~~665~~.310 Approval Criteria for Planned Developments in All Zones Except Commercial/Mixed Use Zones

Configure the site and design development to:

A. Visually integrate both the natural and built features of the site and the natural and built features of the surrounding area. Aspects to be considered include:

1. Orienting the site and development to the public realm, while limiting less active uses of the site such as parking and storage areas along the public realm;
2. Preservation of natural features on the site, such as stands of trees, water features or topographical elements;
3. Inclusion of architectural features that complement positive characteristics of surrounding development, such as similar building scale and style, building materials, setbacks, and landscaping;
4. Mitigation of differences in appearance through means such as setbacks, screening, landscaping, and other design features;
5. Minimizing potential negative effects on surrounding residential uses; and
6. Preservation of any City-designated scenic resources; and

B. Provision of adequate open area on sites zoned RF through R2.5 where proposed development includes attached houses, duplexes, attached duplexes, or multi-dwelling structures. Open area does not include vehicle areas.

Commentary

33.855.320 Approval Criteria for Planned Developments in Commercial/Mixed Use Zones

This section serves as the approval criteria for Planned Development proposals in the commercial/mixed use zones, including proposals seeking to utilize the Planned Development bonus provision of Chapter 33.130. It incorporates consideration of how proposed development scale and massing relate to the surrounding context, including consideration of how the project transitions to the scale of adjacent areas (which will typically be smaller in scale than the proposals seeking to utilize the Planned Development bonus). The criteria also address the arrangement of public open spaces, and of the transportation network and stormwater management facilities that can be expected to be components of development on the large sites (minimum of 2 acres) that will utilize the Planned Development bonus.

The review body for Planned Development bonus proposals in the commercial/mixed use zones will be the Design Commission, which will receive bureau recommendations on the transportation system and stormwater management facilities to inform decisions.

No substantial changes to the other regulations on this page.

33.855.320 Approval Criteria for Planned Developments in Commercial/Mixed Use Zones

A. Urban design and development framework.

1. The proposed overall scheme and site plan provide a framework for development that meets Community Design Guidelines and will result in development that complements the surrounding area;

2. Scale and massing of the development addresses the context of the area, including historic resources, and provides appropriate scale and massing transitions to the adjacent uses and development specifically at the edges of the Master Plan area;

3. Proposed plazas, parks, or open areas are well located to serve the site and public, and are designed to address safety and comfort of users; and

4. The site plan promotes active ground floor uses on key streets to serve the development and surrounding neighborhood; and

B. Transportation system. The transportation and circulation system provides multimodal connections that support the development of the site, limit impacts to adjacent neighborhoods, and meet the connectivity requirements of the City of Portland.

C. Stormwater Management. The master plan meets the requirements of the Stormwater Management Manual or describes a phased approach to meet the requirements.

D. Phasing Plan. The master plan establishes coordinated phasing of development that demonstrates how the site will be developed over time and how any required development elements will be met.

33.855~~665~~.33~~2~~0 Additional Approval Criteria for Modifications of Site-Related Development Standards

The following criteria apply to modifications of site-related development standards, including parking standards. These modifications are done as part of a Planned Development review and do not have to go through the adjustment process. The modification will be approved if the following approval criteria are met:

A. Better meets approval criteria. The resulting development will better meet the approval criteria of Section 33.665.310 for sites in zones other than commercial/mixed use zones, or 33.855.320 for sites in commercial/mixed use zones~~, above~~; and

B. Purpose of the standard. On balance, the proposal will be consistent with the purpose of the standards for which a modification is requested.

33.855~~665~~.34~~3~~0 Additional Approval Criteria for Commercial Uses in Residential Zones.

The approval criteria of this section apply to proposals for commercial uses in Residential Zones. The approval criteria are:

A. The area surrounding the proposed location of the commercial uses is deficient in support commercial opportunities;

B. The proposed commercial development and uses will be primarily for the service and convenience of residents of the neighborhood; and

C. The proposed commercial development and uses must be consistent with the purpose and regulations of the CN1 zone.

Commentary

33.855.350 Proposals in the RF Through R2.5 Zones Without a Land Division

No substantial changes.

Ord. 188177, Vol. 2.5, page 13335

33.855~~665~~.35~~4~~0 Proposals in the RF Through R2.5 Zones Without a Land Division

The approval criteria of this section apply to Planned Developments in the RF through R2.5 zones that do not include a land division. The approval criteria are:

A. Services.

1. The proposed use must be in conformance with the Arterial Streets Classifications and Policies of the Transportation Element of the Comprehensive Plan;
2. The approval criteria of Section 33.654.110, Connectivity and Location of Rights-of-Way, must be met;
3. The standards of Section 33.651.020, Water Service Standards, must be met;
4. The standard of Section 33.652.020, Sanitary Sewer Disposal Service Standard, must be met; and,
5. The application must show that a stormwater management system can be designed that will provide adequate capacity for the expected amount of stormwater.

B. Tree preservation. The proposal must meet the requirements of Chapter 33.630, Tree Preservation.

C. Flood hazard areas.

1. RF through R2.5 zones. In the RF through R2.5 zones, all proposed building locations must be outside of the flood hazard area.
2. R1 through IR, C, E, and I zones. In the R1 through IR, C, E, and I zones, all proposed building locations must be outside of the flood hazard area where possible. Where it is not possible to have all building locations outside of the flood hazard area, all proposed building locations must be configured to reduce the impact of flooding and to provide the greatest protection for development from flooding. Proposed building locations must be clustered on the highest ground and near the highest point of access, and they must be configured in a manner that will minimize obstruction of floodwaters.

D. Landslide hazard areas. Buildings, services and utilities should be located on the safest part of the site so that the risk of a landslide affecting the site, adjacent sites, and sites directly across a street or alley from the site, is reasonably limited.

Determination of whether the proposed layout and design reasonably limits the risk of a landslide will include evaluation of the Landslide Hazard Study and will take into consideration accepted industry standards for factor of safety. Alternative development options including alternative housing types and reduced density may be required in order to limit the risk to a reasonable level.

E. Clearing, grading, and land suitability.

1. Existing contours and drainage patterns of the site must be left intact wherever practicable. Where alteration to existing drainage patterns is proposed, it must not adversely impact adjacent properties by significantly increasing volume of runoff or erosion;
2. Clearing and grading should be sufficient for construction of development shown on the Clearing and Grading Plan;

Commentary

33.855.350 Proposals in the RF Through R2.5 Zones Without a Land Division (continued)

No changes.

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3. Clearing and grading should be limited to areas of the site that are reasonably necessary for construction of development shown on the Clearing and Grading Plan;
4. Topsoil must be preserved on site to the extent practicable for use on the site after grading is complete;
5. Soil stockpiles must be on the site and located in areas designated for clearing and grading, if practicable;
6. The limits of disturbance and tree protection measures shown on the Preliminary Clearing and Grading Plan must be adequate to protect trees shown to be retained on the tree preservation plan; and
7. Where geologic conditions or historic uses of the site indicate that a hazard may exist, the applicant must show that the site is suitable for the proposed development. The applicant may be required to make specific improvements in order to make the site suitable for the intended uses and the provision of services and utilities.

F. Streams, springs, and seeps.

1. If there is a stream, spring, or seep outside of an Environmental Overlay Zone on the site, then the stream, spring, or seep must be preserved in an easement. The edges of the easement must be at least 15 feet from the edges of the stream, spring, or seep. The edges of a seep or spring are determined through a wetland delineation, performed by an environmental scientist, and approved by BDS. If one or more wetland characteristics are absent from the resource, the delineation will be based on the wetland characteristics present. The edges of a stream are defined as the top-of-bank where the edge of the stream, spring, or seep is less than 15 feet from the edge of the site, the easement boundary will be located along the edge of the site.
2. The following development, improvements, and activities are allowed in the easement:
   a. Disturbance associated with discharging stormwater to the stream channel, if BES has determined that the site's storm water cannot discharge to a storm sewer and BDS has determined that on-site infiltration is not an option;
   b. Removal of non-native invasive species with hand held equipment;
   c. Planting of native vegetation listed on the Portland Plant List when planted with hand held equipment;
   d. Erosion control measures allowed by Title 10 of Portland City Code;
   e. Construction of required driveway connections or required connections to services when there is no practicable alternative to locating the driveway or service connections within the easement; and
   f. Maintenance and repair of existing utilities, services, and driveways;
3. Public or private rights of way may cross the seep, spring, or stream easement if the following approval criteria are met:
   a. There is no reasonable alternative location for the right-of-way;

Commentary

33.855.350 Proposals in the RF Through R2.5 Zones Without a Land Division (continued)

Paragraph G (Transportation impacts). The approval criteria for transportation impacts have been modified to accomplish several objectives:

1. Further emphasis on evaluation factors, including availability of other modes, and clarification that the evaluation factors should be looked at on balance. Portions of the transportation system are already failing. In this case, the failure should not preclude additional development in the area, and the burden of fixing the system should not fall on the first development to be evaluated. If a portion of the system is failing and the failure is not caused by the development being proposed, then any additional impacts caused by the proposed development should be mitigated, but the development should not be denied.
2. Consideration of how the Parking and Transportation Demand Management plan will advance City mode split and auto ownership objectives.
3. Clarification that mitigation may occur in a variety of forms, including improvements that benefit other modes, or actions that manage demand. For example, if the development will create traffic that impacts a nearby street segment or intersection, causing it to not meet level of service standards; mitigation may include improvements to benefit other modes, or additional Parking and Transportation Demand Management actions to reduce reliance on the automobile. This provides more options for mitigation, and ensures that mitigation can be proportional to the scale of the impact.

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b. The applicant has demonstrated that it is possible to construct street improvements within the right-of-way that will meet all of the following:

(1) The street improvements will not impede the flow of the stream, spring, or seep;

(2) The street improvements will impact the slope, width, and depth of the stream channel, spring, or seep to the minimum extent practicable; and

(3) The street improvements will not impede fish passage in a stream, spring, or seep has been identified by the Oregon Department of Fish and Wildlife as fish-bearing.

4. Minimum density is waived in order to better meet the standards of paragraphs F.1-F.3, above.

G. Transportation impacts.

1. The transportation system must be capable of ~~safely~~ supporting the proposed development in addition to the existing uses in the area. Evaluation factors include: street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation, and safety. Evaluation factors should be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated as required by criterion G.2; ~~and performance standards; vehicle access and loading; on-street parking impacts; the availability of transit service and facilities and connections to transit; impacts on the immediate and adjacent neighborhoods; and safety for all modes.~~

2. Adequate measures to mitigate on- and off-site transportation impacts are proposed. Measures may include: transportation improvements to on-site circulation, public street dedication and improvement or private street improvements, intersection improvements, transportation and parking demand management actions, street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit stop improvements;

3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed;

4. A Traffic Impact Study may be required by the City Engineer in order to determine if the criterion is met. In addition, mitigation measures approved by the City Engineer may be included in the proposal as a way to meet this criterion.

Commentary

33.855.500 Types of Changes

Amendments to this section introduce a third type of change to a planned development: Administrative Change. This new category accommodates very minor changes that are not substantive, are consistent with conditions of approval and development standards, and which will not require a land use review. Other amendments clarify thresholds related to the different types of changes.

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Changes to an Approved Planned Development

33.855~~665~~.500 Types of Changes

There are ~~two~~three types of changes; major, ~~and~~ minor, and administrative.

A. Major change. A major change is one that will have significant impacts on the development in the PD, or on the site surrounding the PD. Major changes include:

1~~A.~~ An increase in the site area of more than 5 percent;

2. Changes to the building heights or floor area allocations of more than 10 percent;

3~~B~~. In residential zones:

a. An increase in density, including the number of housing units;

b. ~~**C. In residential zones, a**~~A change in the mix of single-dwelling and multi-dwelling structures; and

c.~~**D.** An increase in the amount of land in nonresidential uses;~~

4.~~**E.**~~ A reduction in the amount of open space;

5. In commercial/mixed use zones:

a. Changes to building locations or required plaza or park locations;

b. A decrease in the amount or location of required affordable housing; and

c. Changes to the location of additional height;

6.~~**F.**~~ Deleting or changing the purpose of flood hazard or landslide hazard easements; ~~or~~

7.~~**G.**~~ Changes to the vehicular system which result in a significant change in the amount or location of streets and shared driveways, common parking areas, circulation patterns, and access to the PD~~.~~; or

8. Changes in the amount of parking by more than 20 percent.

B. Minor Change. A minor change is a change that is neither major nor administrative.

C. Administrative Change. An administrative change is a change to an element of a Planned Development that:

1. Is consistent with all conditions of the Planned Development approval and the conditions of any concurrent approval;

2. Meets all development standards not modified by the Planned Development; and

3. Does not change any quantity, dimension or area identified in the approved plans or narrative by more than 5 percent.

Ord. 188177, Vol. 2.5, page 13342

Commentary

33.855.510 Review Procedures

This section is amended to establish the process for administrative changes to approved planned developments. Administrative changes will not require a land use review, and will be used to process minor changes that are consistent with conditions of approval and development standards, and result in only minor changes to development configurations (see 33.855.500.C).

Ord. 188177, Vol. 2.5, page 13343

33.855~~665~~.510 Review Procedures
Requests for changes to an approved PD are processed as follows:

A. Major changes. Major changes are processed as follows:

1. If the original PD application was processed through a Type III procedure then the change is processed through a Type III procedure;
2. If the original PD application was processed through a Type IIx procedure then the change is processed through a Type IIx procedure.

B. Minor changes. Minor changes are processed through a Type IIx procedure.

C. Administrative changes. Administrative changes are allowed without a land use review.

33.855~~665~~.520 Approval Criteria
The approval criteria for changes to a Planned Development are those used for approval of a Development Plan.

Commentary

Ord. 188177, Vol. 2.5, page 13345

33.910 Definitions

Amendments are proposed to the definition of Auto-Accommodating Development; to the definition of Floor Area as it applies to roofed outdoor spaces, such as balconies and porches; and to the related definition for Gross Building Area.

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Chapter 33.910 Definitions

Auto-Accommodating Development

The "Auto-Accommodating Development" definition is being revised to reflect current use of the term in the Zoning Code. The term is primarily used in the Commercial/Mixed Use Zones chapter (33.130), particularly in regards to the Commercial Employment (CE) zone and in reference to zones in which drive-through facilities are allowed. Most areas with Commercial/Mixed Use zoning are located adjacent or close to transit streets or are in centers that are intended to have a pedestrian and transit orientation. Following from this, the Commercial/Mixed Use development standards do not generally allow some of the features described in the definition of auto-accommodating development, such as large areas of blank walls along facades and building main entrances oriented solely to parking areas. Auto-accommodating development with features such as large parking areas and drive-through facilities continue to be allowed in some zones, particularly in the CE zone, but such development is also expected to include some features supportive of pedestrian-oriented street environments, such as ground-floor windows and entrances oriented to transit streets.

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33.910 Definitions

910

Development Types

- **Auto-Accommodating Development.** Development which is designed ~~with an emphasis on~~to accommodate customers who use autos to travel to the site~~, rather than those which have an emphasis on pedestrian customers~~. This type of development usually has more than the minimum required number of parking spaces. ~~The main~~Buildings feature entrance~~s is oriented~~providing convenient access to ~~the~~ parking area~~s~~. In many cases, the building will have parking between ~~the street~~secondary streets and the building. Other typical characteristics are ~~blank walls along much of the facade~~drive-through facilities, more than one driveway, and a low percentage of the site covered by buildings. Auto-accommodating development along transit streets and in pedestrian districts typically include a mix of auto-accommodating and pedestrian-oriented characteristics.
  See also Pedestrian-Oriented Development.
- **Pedestrian-Oriented Development.** Development which is designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. Although parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site.
  See also Auto-Accommodating Development.

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Commentary

Floor Area

This definition is being amended so that unenclosed outdoor spaces, such as porches and balconies, are excluded from floor area calculations when they are enclosed along no more than 75 of their perimeter, which is a change from the previous perimeter enclosure limit of 50 percent. This change accompanies new requirements that residential development in the Commercial/Mixed Use Zones provide residential outdoor space, such as balconies, and new requirements for including residential development in maximum floor area calculations. This increase in allowed outdoor space enclosure is intended to make these new requirements more practical. It also accommodates outdoor spaces, such as balconies, that provide more perimeter enclosure for residents; acknowledging that balconies with minimal perimeter enclosure (such as balconies that extend out from building facades) lack the protection from exposure to the elements that more enclosed balconies provide (such as those recessed into building facades and enclosed on three sides). This change in definition retains the general requirement that outdoor spaces must not be fully enclosed if they are not to count as floor area, so that these spaces are not part of the enclosed mass of buildings and do not contribute to the appearance of building bulk.

Gross Building Area

This definition is being modified to correspond to the change in the Floor Area definition in regards to how outdoor spaces are considered in floor area calculations.

Floor Area. The total area of the portion of a building that is above ground. Floor area is measured for each floor from the exterior faces of a building or structure. Floor area includes the area devoted to structured parking that is above ground level. Floor area does not include the following:

- Areas where the elevation of the floor is 4 feet or more below the lowest elevation of an adjacent right-of way;
- Roof area, including roof top parking;
- Roof top mechanical equipment; and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for ~~50~~ 75 percent or more of their perimeter.

See also Net Building Area, Gross Building Area

Gross Building Area. The total area of all floors of a building, both above and below ground. Gross building area is measured from the exterior faces of a building or structure. Gross building area includes structured parking but does not include the following:

- Roof area;
- Roof top mechanical equipment; and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for ~~50~~ 75 percent or more of their perimeter.

Commentary

Ord. 188177, Vol. 2.5, page 13351

VII. Zoning Map Amendments

Zoning Map amendments are being proposed in centers and along corridors citywide to implement the Mixed Use Zones Project. These are areas outside the Central City where the current Commercial and mixed-use Employment zones are now applied. The zoning map amendments have several proposed elements. The following Proposed Zoning maps are included in this report:

1. Commercial/Mixed Use Base Zones – page 322. This map shows the application of the new Commercial Mixed Use base zones. Double click this map to enlarge, or see Map App for details: www.portlandmaps.com/bps/mapapp.
2. Employment Base Zones – pages 323-325. These maps show areas where the Comprehensive Plan designation is Mixed Use, but an Employment zone is proposed. Most of these areas are currently zoned Central Employment (EX).
3. Centers Main Street Overlay Zones (m) – pages 326-355. These maps show details of where the proposed Centers Main Street Overlay Zone (33.415) would be applied.
4. Design Overlay Zone (d) – page 356. This map shows the areas where the Design Overlay Zone (33.420) is proposed for expansion.

In addition to the proposed overlay zones above, some overlay zones are being removed from the map:

5. Buffer Overlay Zone (33.410) – map shown on page 357
6. Main Street Corridor Overlay Zone (33.460) – not shown, replaced by plan districts
7. Main Street Node Overlay Zone (33.455) – not shown, replaced by plan districts

1. Proposed Commercial Mixed Use Base Zones

The foundations of the proposed Zoning Map are the existing Zoning Map and new Comprehensive Plan map. The Proposed Draft Zoning Map was developed based on this foundation in a three-step process.

Step 1 – Conversion-Based Zoning Map. The first iteration of a Zoning Map was generated by applying a conversion to new zones based on existing zones. Table VI-1: Zone Conversion Table (below) from the *Code Concepts Report* indicates the most appropriate Commercial Mixed Use zone to be applied to a parcel based on the existing Zoning Map and new Comprehensive Plan map designation. A Conversion-table based map was generated based on this approach for further refinement. The Conversion-Based Zoning Map that results from application of this conversion table is shown on page 321.

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Table VI-1: Zone Conversion Table

	Current Zone						
Comp Plan Designation	**CN1/2**	**CO1/2**	**CM**	**CS**	**CG**	**EX**	**CX**
Mixed Use Dispersed	CM1	CM1	CM1	CM1	CM1[#] CE[#]	CM1	n/a
Mixed Use Neighborhood	CM1	CM1[+] CM2[+]	CM2	CM2	CM2[#] CE[#]	CM2	n/a
Mixed Use Civic Corridor	CM1	CM1[+] CM2[+]	CM2	CM2	CM2[#] CE[#]	CM3	CM3
Mixed Use Urban Center	CM1	CM1[+] CM2[+]	CM2	CM2	CM2[#] CE[#]	CM3	CM3

\+ CM1 proposed for CO1 zones; CM2 proposed for CO2 zones
\# CM zones proposed for Centers; CE zones proposed for Corridors.

Step 2 – Discussion Draft Zoning Map. The second iteration of the zoning map – the Discussion Draft Zoning Map – was developed by city staff by reviewing the conversion-based zoning map and making strategic adjustments that address specific situations and criteria. The adjustments were made to the zoning map in some areas to address the following situations:

- Better reflect the Urban Design Framework, based on the site's location, amenities and availability of services.
- Match the surrounding zoning, in order to create a more uniform pattern.
- Attain development at a scale appropriate to surrounding development, informed by community input and Comprehensive Plan policies.
- Reflect a more pedestrian-oriented development pattern.
- Better reflect the original employment-based intent of the existing zoning.
- Retain current zoning until infrastructure is in place to support higher intensity of development.
- Retain current residential zone to acknowledge existing residences.
- Retain the current residential zone so that conditions attached to a Conditional Use or Nonconforming Use Review continue to be in effect.
- Retain the current industrial zone to acknowledge existing industry.
- Recognize a nonconforming situation or split zoned site.

Step 3 – Proposed Draft Zoning Map. The Proposed Zoning Map is the final step in development of the zoning map to date. Comments received on the *Discussion Draft* zoning map and code were reviewed by city staff; further adjustments and changes were made to the *Discussion Draft* zoning map and zoning code based on these comments, and further internal review of issues. Adjustments were made to the zoning map in some areas to address the following situations:

- Respond to development scale issues, and areas of special character, based on public feedback on the Discussion Draft and public testimony on the Recommended Comprehensive Plan. This resulted in identification of Low-rise Commercial Storefront areas located in core areas of several neighborhood centers. In addition, other areas of the zoning map were reviewed to reconcile zoning with availability of transit, proximity to low-density residential areas, proximity

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to industrial areas, and other issues. Zoning in these areas generally changed from CM2 to CM1 in response to these issues.

- Respond to the Retail Task Force issues regarding 1) the need to accommodate large format retailers with parking arrangements suitable for these developments; 2) drive-thru facilities in parts of Portland that are not developed in a transit-oriented manner and are not well-served by transit; and 3) the need for more flexibility to accommodate retrofitting and make improvements to uses and development that would have become non-conforming in the Discussion Draft. This resulted in changes to base zoning in areas primarily located in eastern and western parts of Portland and liberalization of regulations regarding upgrades to existing auto-accommodating uses. Zoning generally changed from CM1 and CM2 to CE in response to these issues on selected site. Adjustments were also made to the Centers Main Street Overlay Zone maps.

- Respond to operational issues, such as truck movement and storage, associated with employment-oriented uses, and the presence of large existing or anticipated office developments. This resulted in changes to the base zoning for sites that have ongoing employment type uses, particularly where nonconforming situations combined with market forces may hasten a change in development patterns. Zoning generally changed from CM3 to EG1 or EG2 in response to these issues on selected sites. These changes are shown on maps on the pages following the Mixed Use Zones Project Proposed Zoning Map.

The Mixed Use Zone Project Proposed Draft Zoning Map is shown on page 322

The proposed Zoning Map amendments may also be viewed on the Portland MapApp:
www.portlandmaps.com/bps/mapapp

The Map App only shows where changes are proposed. If existing zoning (residential, employment, etc.) is retained, these properties are not shown.

A summary of the number of property and acreage changes from existing zoning to new zones is shown graphically in Figures VII-1 and VII-2.

2. Centers Main Street Overlay Zone

Detailed maps showing application of the Centers Main Street Overlay Zone (33.415) are included following the citywide Commercial Mixed Use base zoning maps. The mapping for the Centers Main Street Overlay areas focused on the core commercial corridors of designated centers that have existing or planned concentrations of retail/commercial uses, or correspond to plan district areas with requirements for active ground floor uses. Corridor segments within the overlay were generally mapped to be no longer than a half mile in order to be strategic about application of the overlay and to correspond to a walkable distance. This overlay zone also encompasses areas of "Low-rise Commercial Storefront" areas that are proposed to be zoned CM1, with additional development regulations in the overlay zone that address retail size, floor area allowances, setbacks, lot coverage, and landscaping regulations.

3. Design Overlay Zone Map

The areas subject to expansion of the Design Overlay Zone (33.420) are shown on the map on page 356. Expansion of the Design Overlay zone is proposed for sites that have a Mixed Use - Urban Center Comprehensive Plan designation.

4. Buffer Overlay Zone

The Buffer Overlay Zone (33.410) is being removed from areas shown on the map on page 357. The Buffer Overlay Zone contains setbacks and other regulations to address compatibility between commercial and residential zones. The new Commercial Mixed Use base zones incorporate similar regulations which obviate the need for the overlay zone.

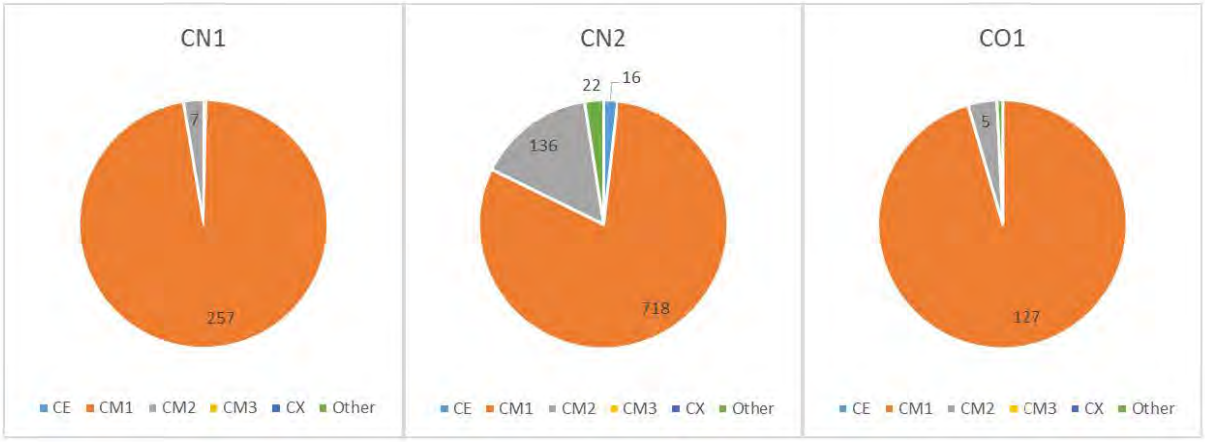
5. Main Street Node and Main Street Corridor Overlay Zones

The areas subject to the Main Street Node (33.455) and Main Street Corridor (33.460) overlay zones are being replaced with plan districts as shown in Section VI of this report. These overlay zone designations will be removed from the zoning maps, but these overlay maps are not shown in this report.

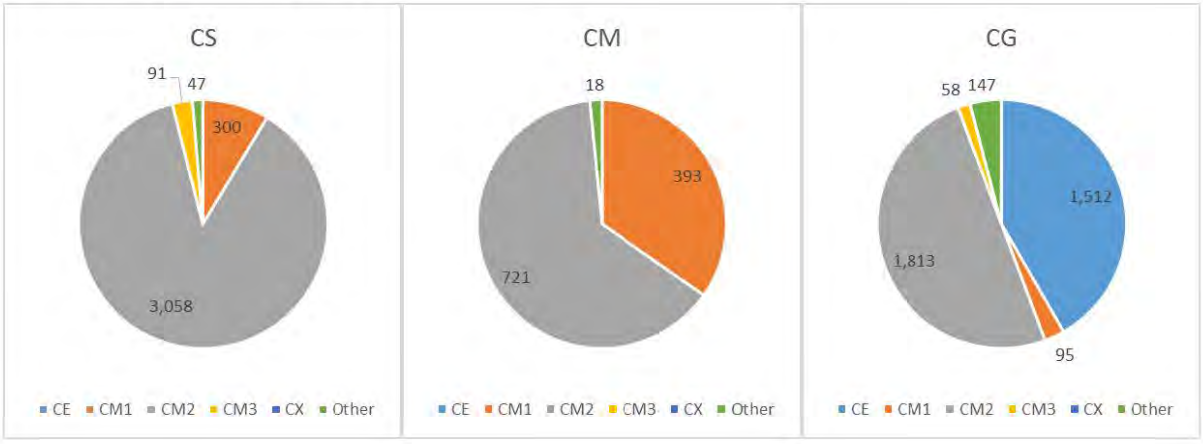
Figure VII-1: Commercial/Mixed Use Rezoning Summary

Number of properties assigned to each new zone, by old zones. Other = non Commercial/Mixed Use (EG1, EG2, R1, etc.)

Small scale commercial zones



Medium scale commercial zones



Medium and large scale commercial zones

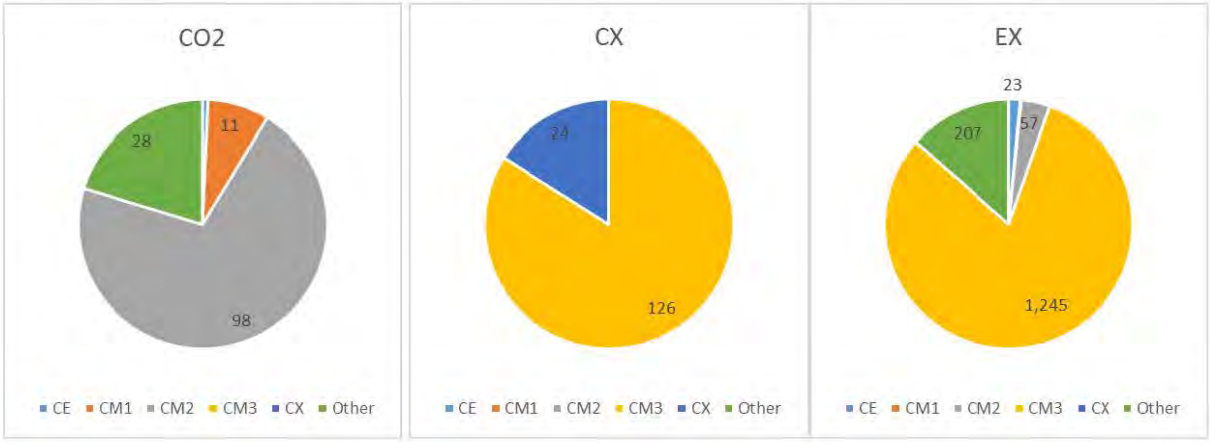
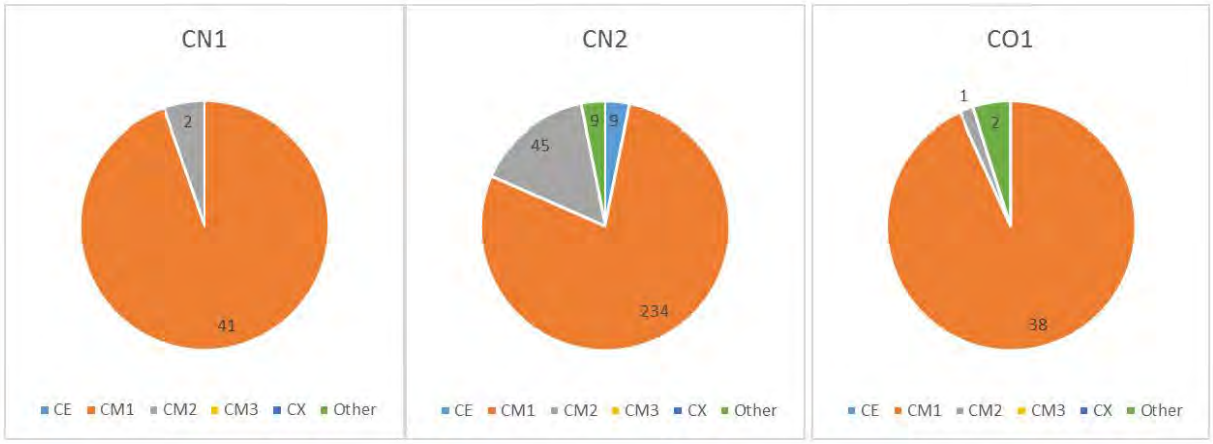


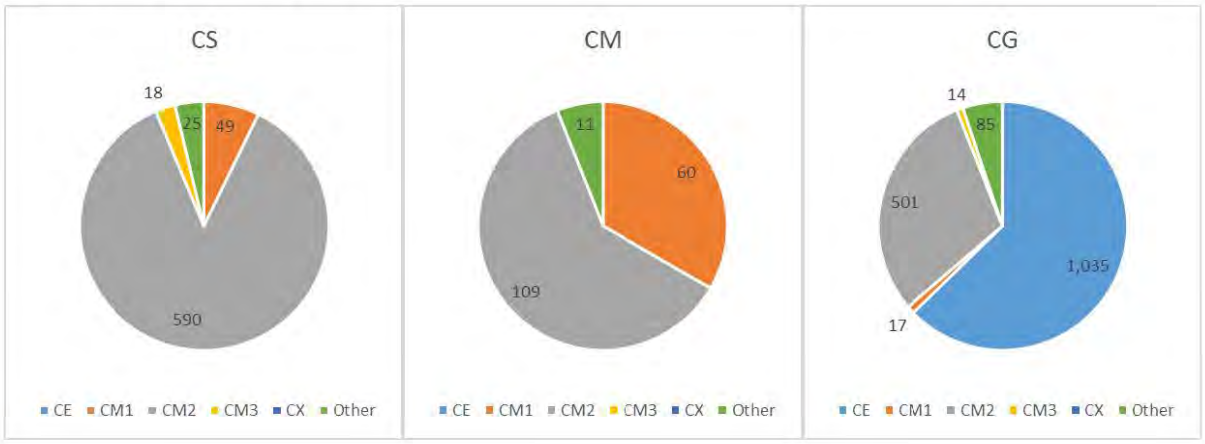
Figure VII-2: Commercial/Mixed Use Rezoning Summary

Number of acres assigned to each new zone, by old zones. Other = non Commercial/Mixed Use (EG1, EG2, R1, etc.)

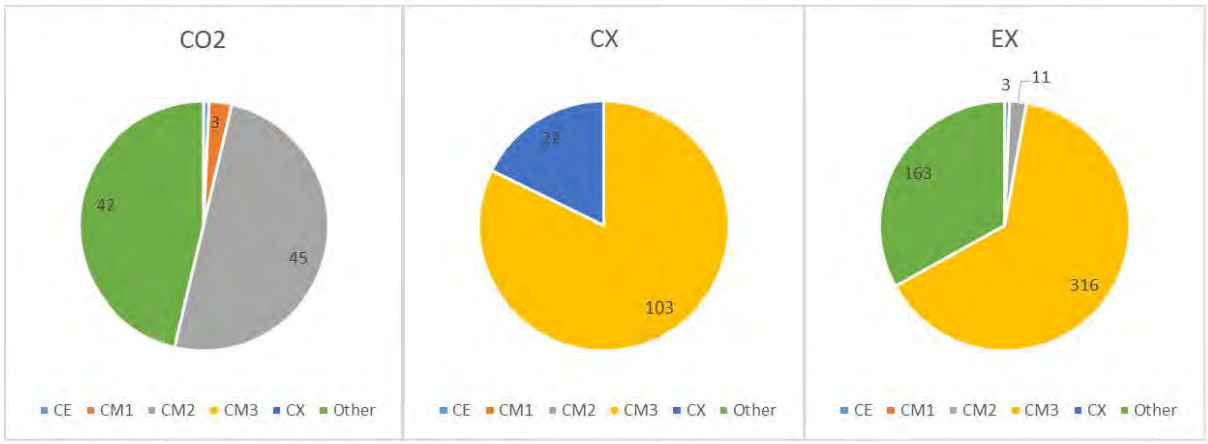
Small scale commercial zones



Medium scale commercial zones



Medium and large scale commercial zones



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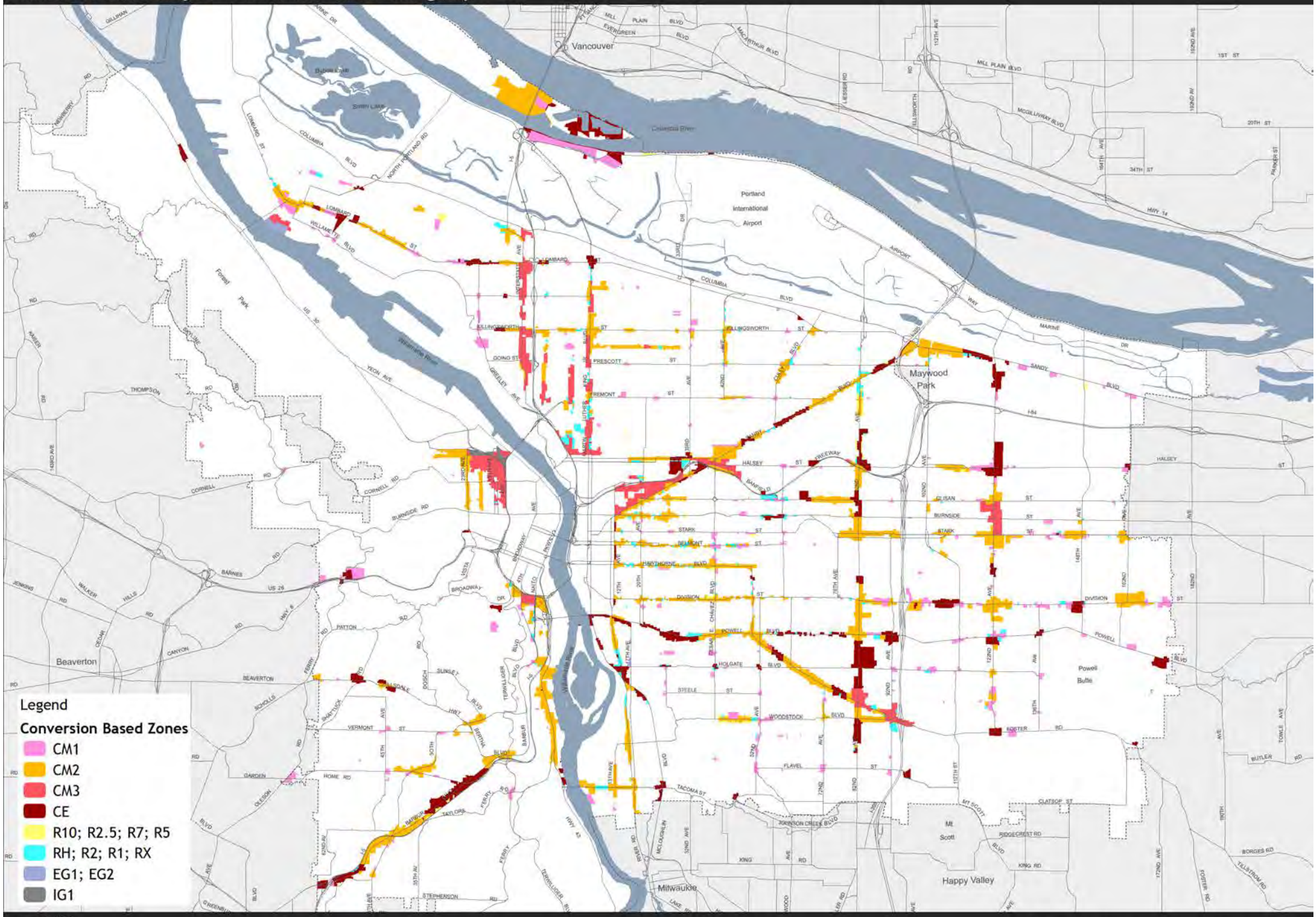
Mixed Use Zones Project - Conversion-Based Zoning Map



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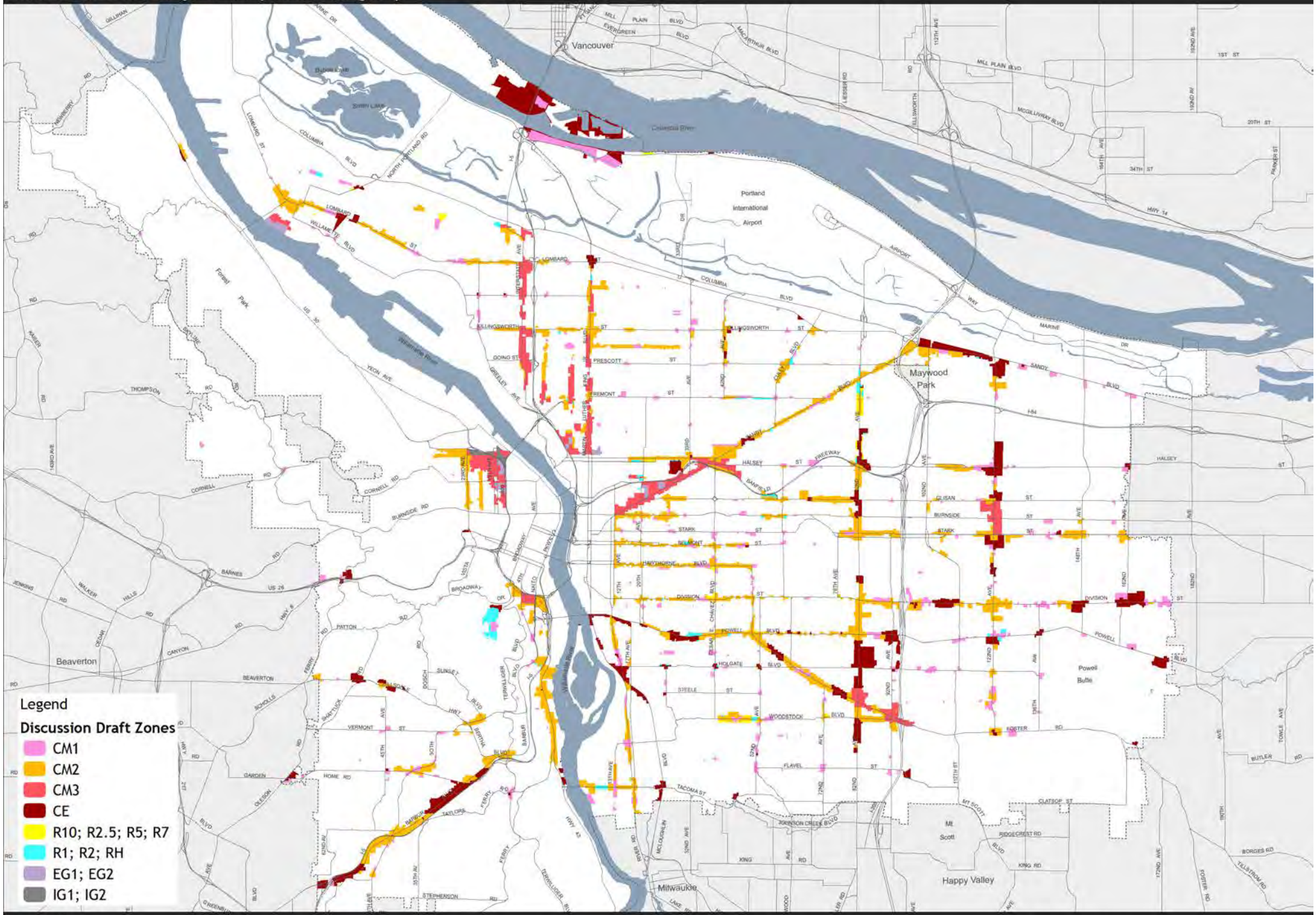
Mixed Use Zones Project - Proposed Zoning Map



March 11, 2016

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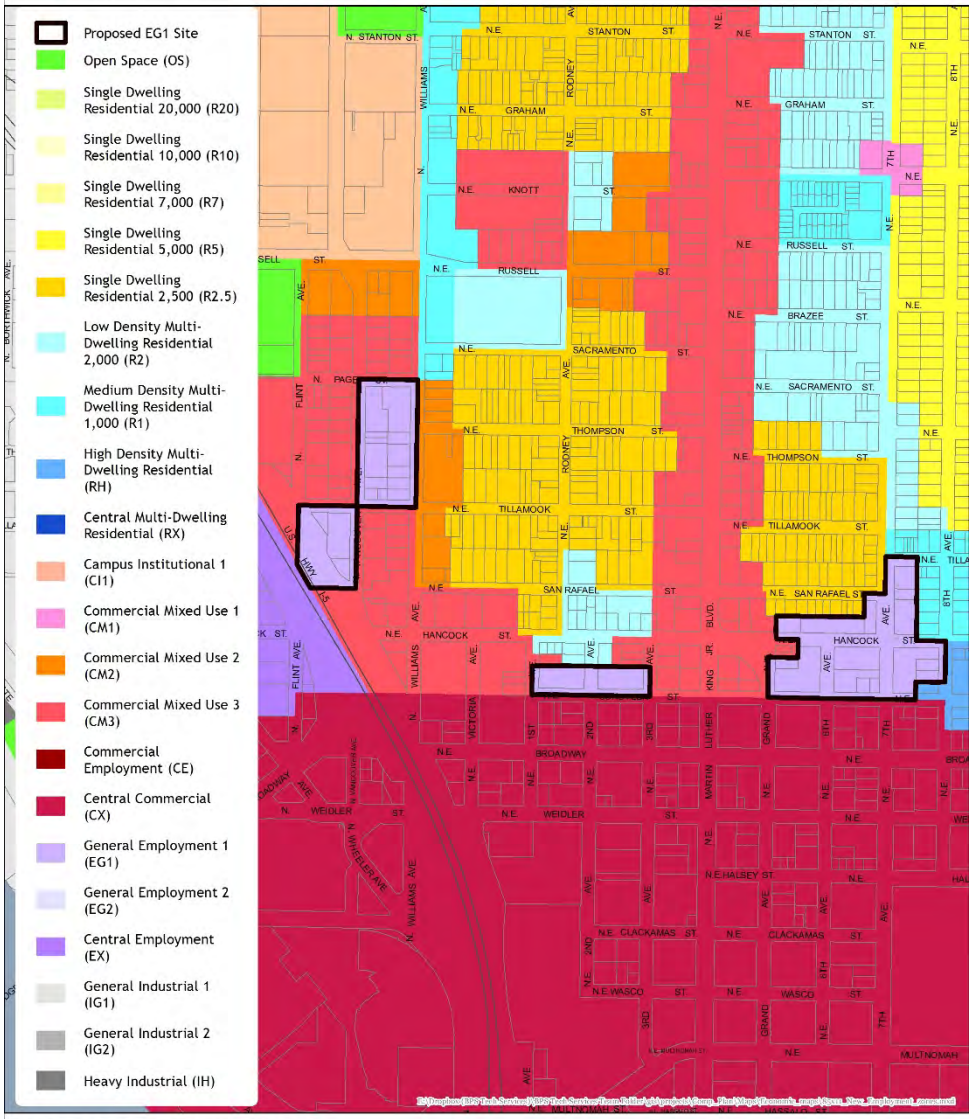
North/Northeast Portland Sites



Proposed Employment Zones

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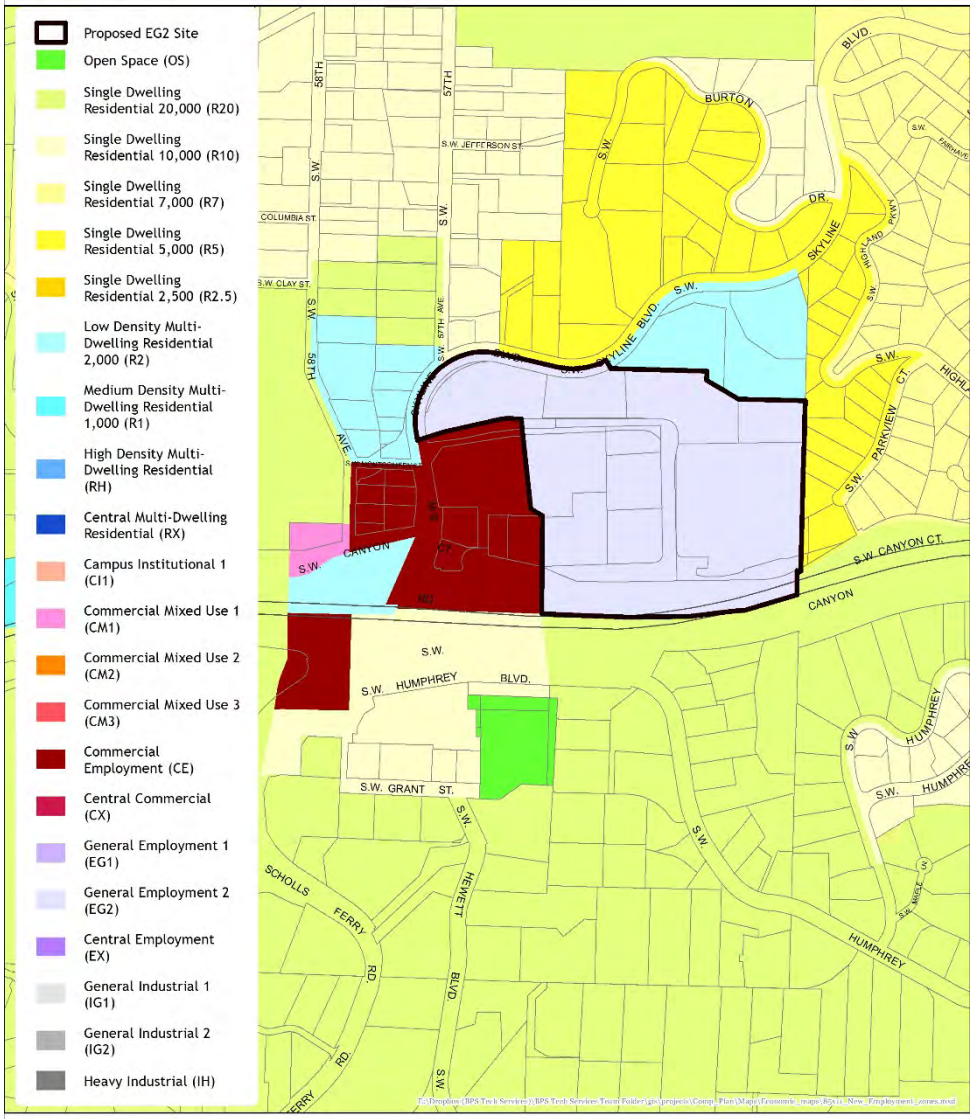
Sylvan Site



Proposed Employment Zones

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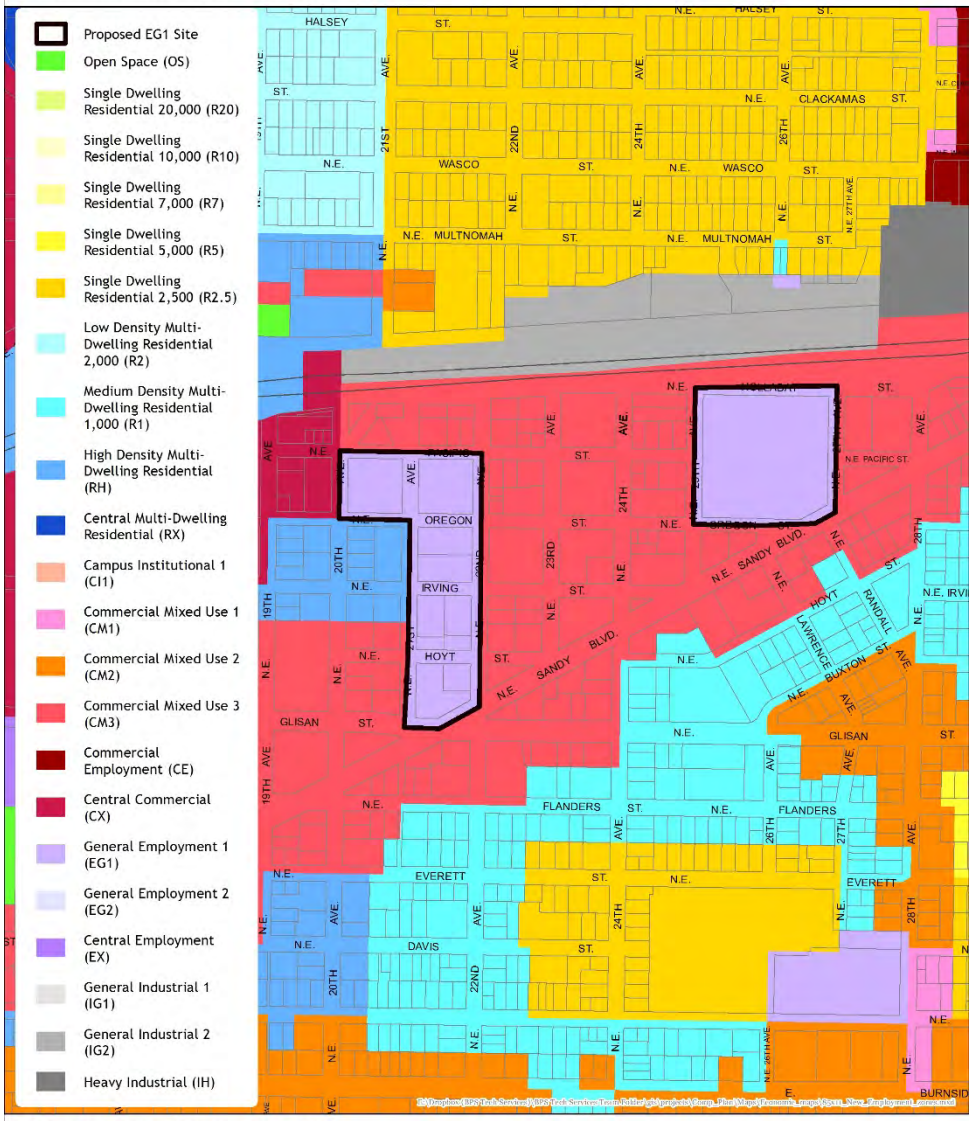
Northeast Sandy Boulevard Sites



Proposed Employment Zones

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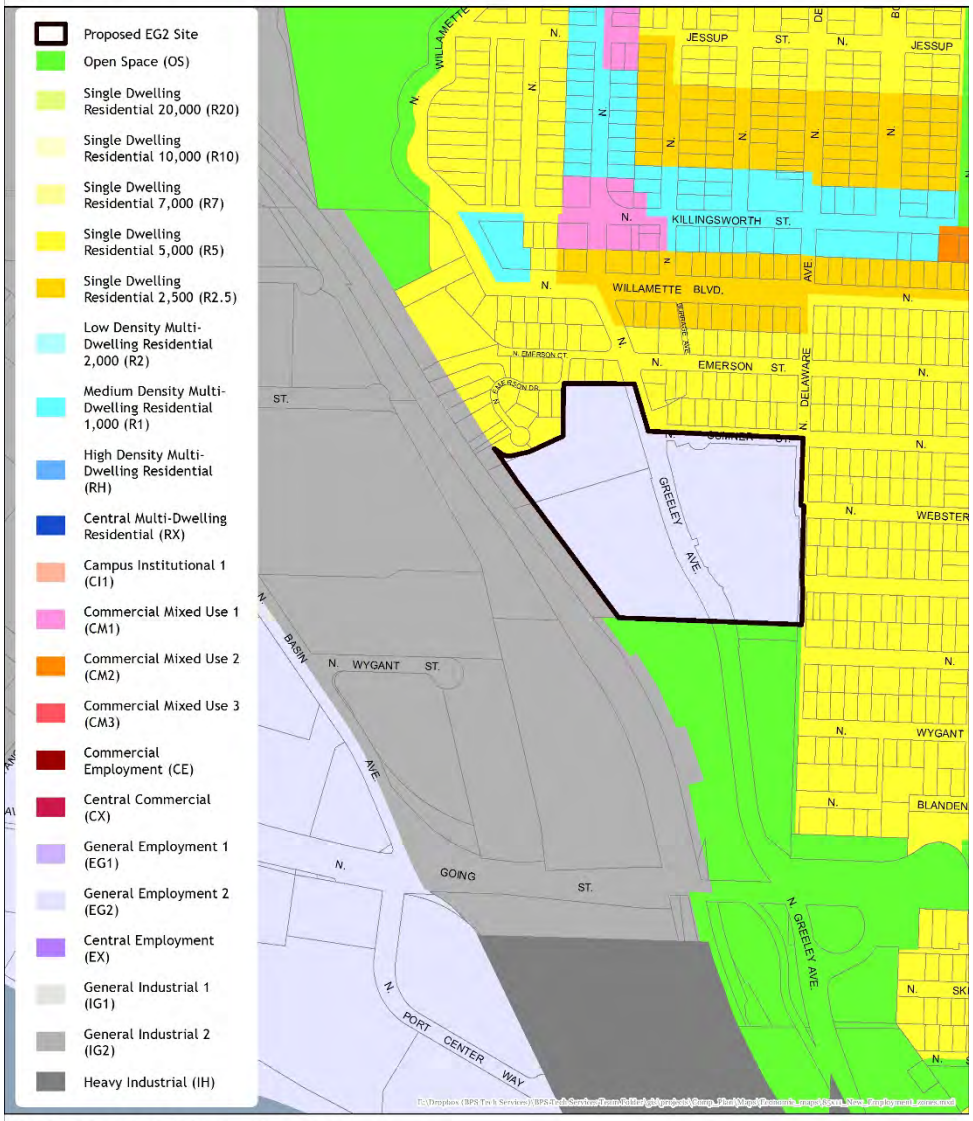
Adidas Site



Proposed Employment Zones

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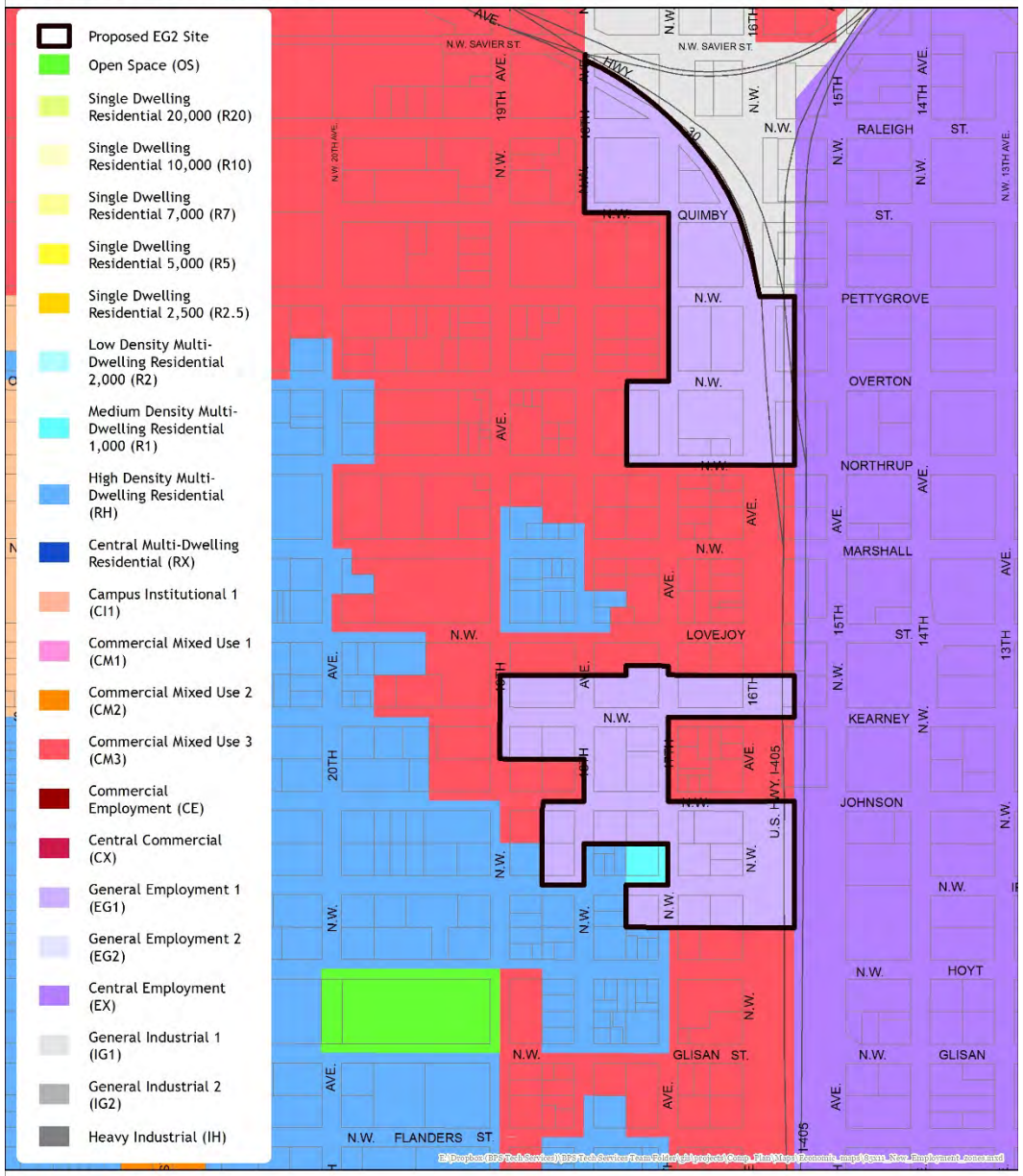
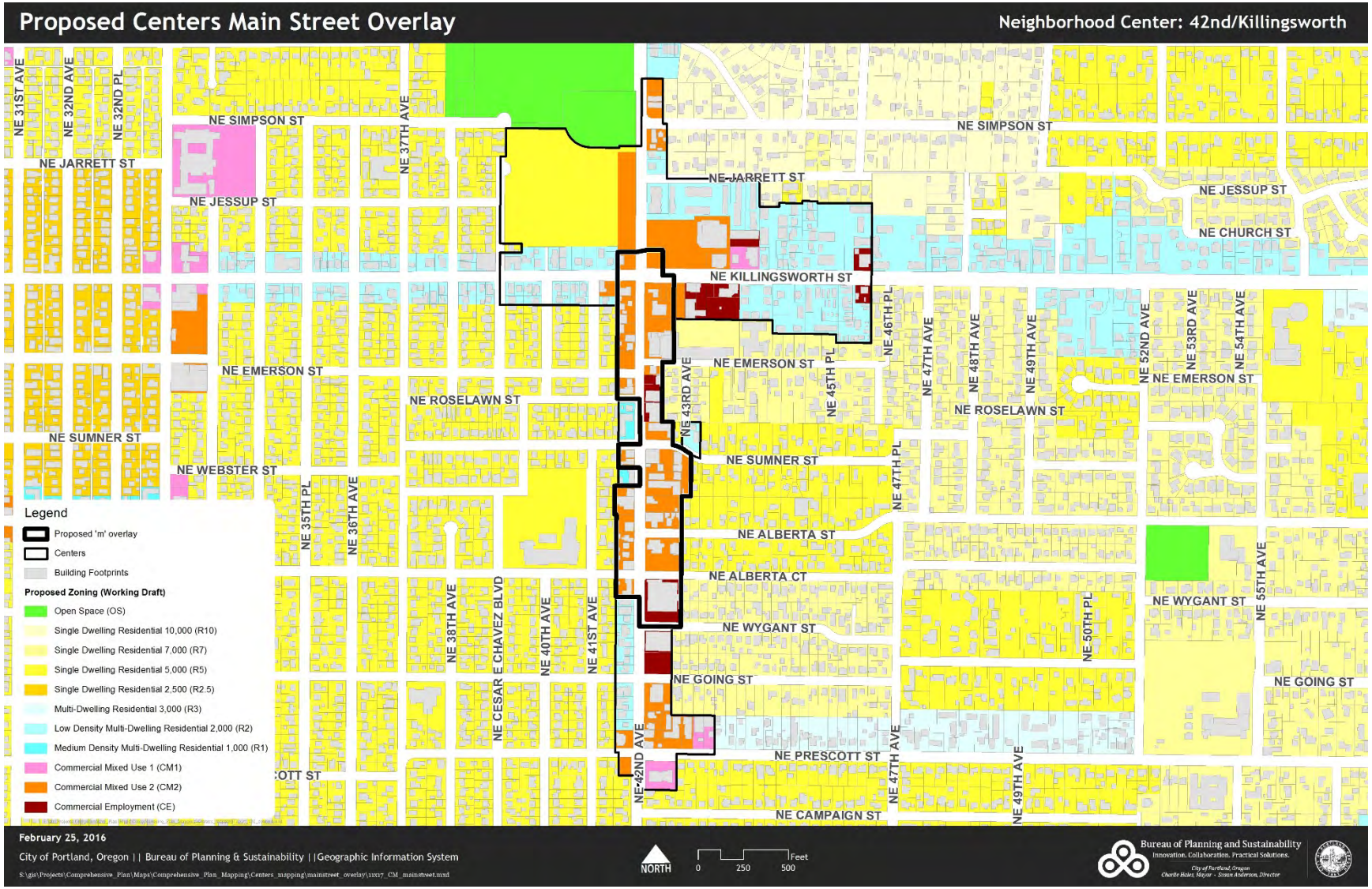
Northwest Portland Sites



Proposed Employment Zones

March 11, 2016


Proposed Centers Main Street Overlay
Neighborhood Center: 42nd/Killingsworth
NE SIMPSON ST
NE JARRETT ST
NE JESSUP ST
NE KILLINGSWORTH ST
NE CHURCH ST
NE EMERSON ST
NE ROSELAWN ST
NE SUMNER ST
NE WEBSTER ST
NE ALBERTA ST
NE ALBERTA CT
NE WYGANT ST
NE GOING ST
NE PRESCOTT ST
NE CAMPAIGN ST
NE CESAR E CHAVEZ BLVD
NE 31ST AVE
NE 32ND AVE
NE 32ND PL
NE 35TH PL
NE 36TH AVE
NE 37TH AVE
NE 38TH AVE
NE 40TH AVE
NE 41ST AVE
NE 42ND AVE
NE 43RD AVE
NE 45TH PL
NE 46TH PL
NE 47TH AVE
NE 47TH PL
NE 48TH AVE
NE 49TH AVE
NE 50TH PL
NE 52ND AVE
NE 53RD AVE
NE 54TH AVE
NE 55TH AVE
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
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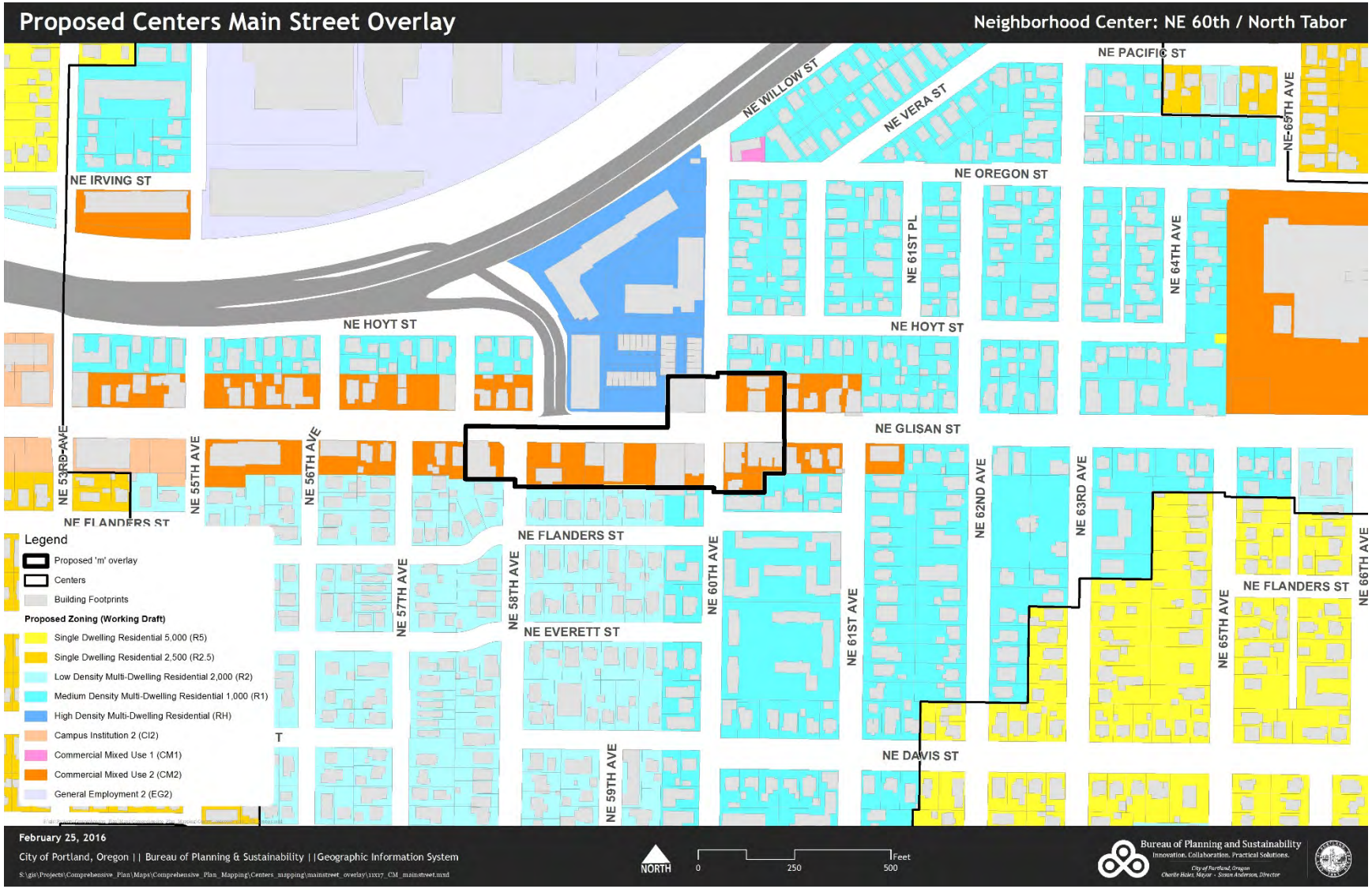
Proposed Centers Main Street Overlay
Neighborhood Center: NE 60th / North Tabor
NE PACIFIC ST
NE WILLOW ST
NE VERA ST
NE 65TH AVE
NE IRVING ST
NE OREGON ST
NE 61ST PL
NE 64TH AVE
NE HOYT ST
NE HOYT ST
NE GLISAN ST
NE 53RD AVE
NE 55TH AVE
NE 56TH AVE
NE FLANDERS ST
NE FLANDERS ST
NE 58TH AVE
NE 57TH AVE
NE 60TH AVE
NE EVERETT ST
NE 61ST AVE
NE 62ND AVE
NE 63RD AVE
NE 65TH AVE
NE 66TH AVE
NE DAVIS ST
NE 59TH AVE
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Campus Institution 2 (CI2)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
General Employment 2 (EG2)
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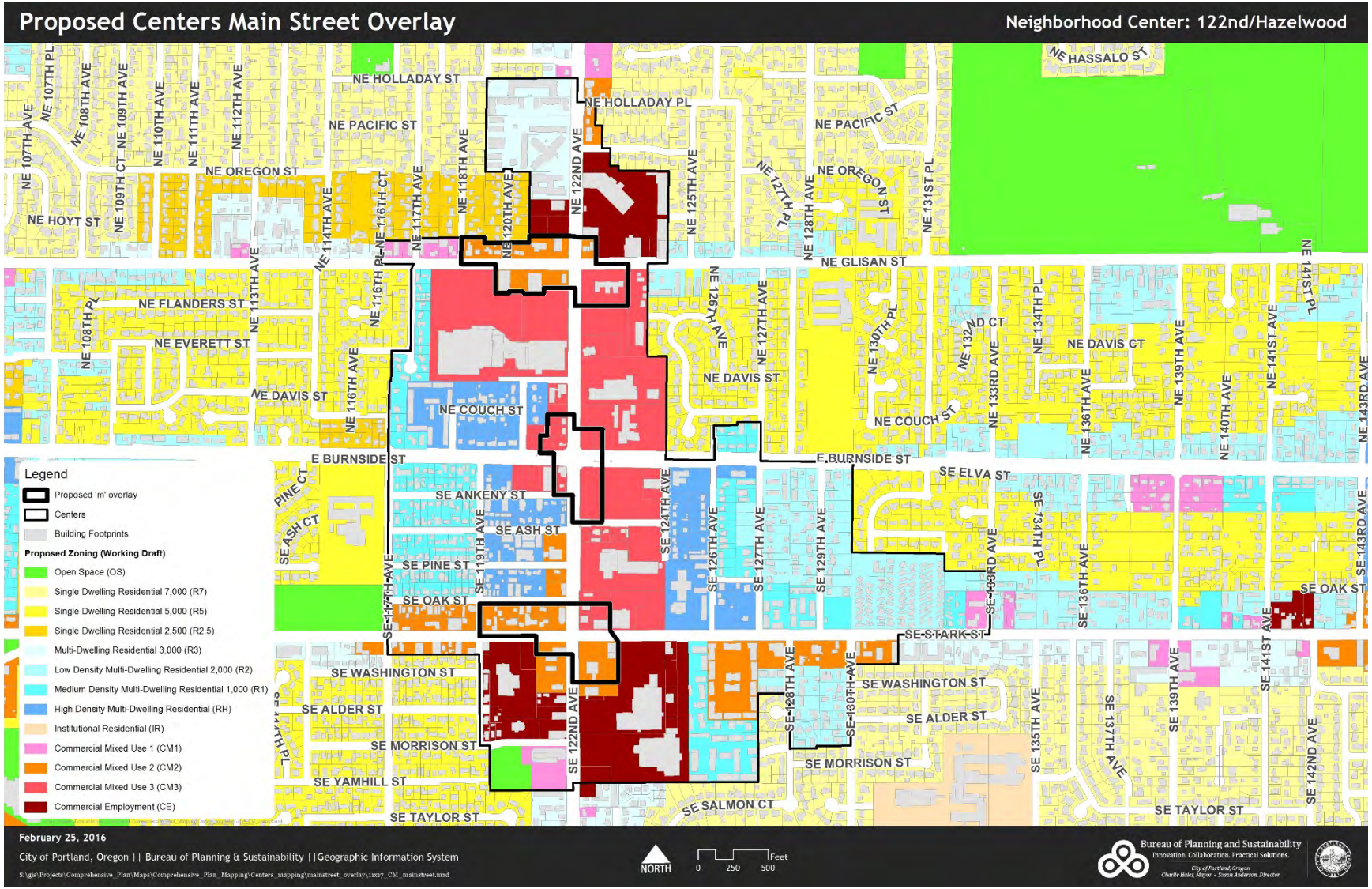
Proposed Centers Main Street Overlay
Neighborhood Center: 122nd/Hazelwood
NE HOLLADAY ST
NE HOLLADAY PL
NE PACIFIC ST
NE OREGON ST
NE HOYT ST
NE HASSALO ST
NE GLISAN ST
NE FLANDERS ST
NE EVERETT ST
NE DAVIS ST
NE COUCH ST
E BURNSIDE ST
SE ANKENY ST
SE ASH ST
SE PINE ST
SE OAK ST
SE WASHINGTON ST
SE ALDER ST
SE MORRISON ST
SE YAMHILL ST
SE TAYLOR ST
SE SALMON CT
SE STARK ST
SE ELVA ST
NE DAVIS CT
PINE CT
SE ASH CT
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Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Institutional Residential (IR)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
Commercial Employment (CE)
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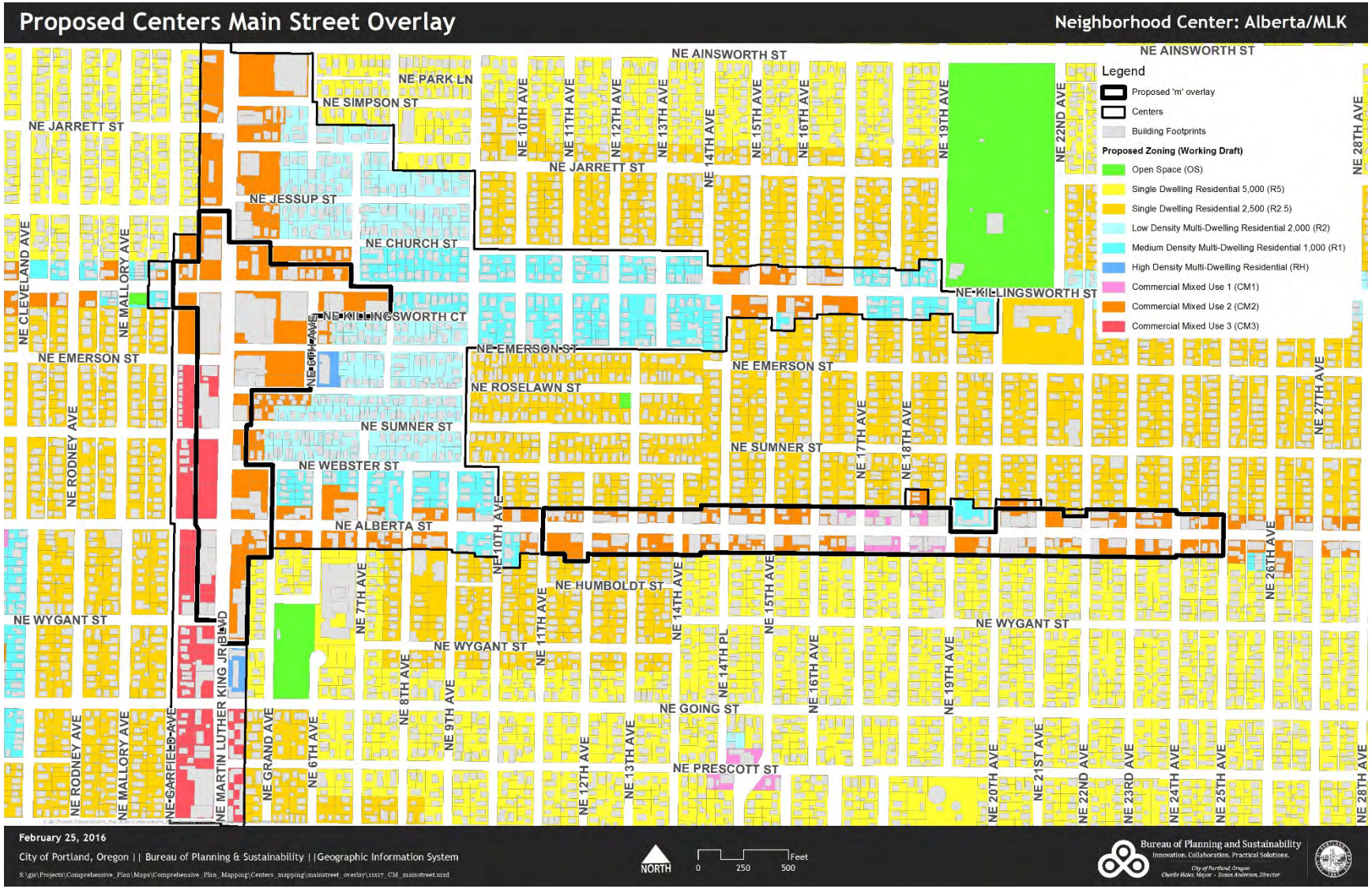
Proposed Centers Main Street Overlay
Neighborhood Center: Alberta/MLK
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
NE AINSWORTH ST
NE PARK LN
NE SIMPSON ST
NE JARRETT ST
NE JESSUP ST
NE CHURCH ST
NE KILLINGSWORTH ST
NE KILLINGSWORTH CT
NE EMERSON ST
NE ROSELAWN ST
NE SUMNER ST
NE WEBSTER ST
NE ALBERTA ST
NE HUMBOLDT ST
NE WYGANT ST
NE GOING ST
NE PRESCOTT ST
NE CLEVELAND AVE
NE MALLORY AVE
NE RODNEY AVE
NE GARFIELD AVE
NE MARTIN LUTHER KING JR BLVD
NE GRAND AVE
NE 6TH AVE
NE 7TH AVE
NE 8TH AVE
NE 9TH AVE
NE 10TH AVE
NE 11TH AVE
NE 12TH AVE
NE 13TH AVE
NE 14TH AVE
NE 14TH PL
NE 15TH AVE
NE 16TH AVE
NE 17TH AVE
NE 18TH AVE
NE 19TH AVE
NE 20TH AVE
NE 21ST AVE
NE 22ND AVE
NE 23RD AVE
NE 24TH AVE
NE 25TH AVE
NE 26TH AVE
NE 27TH AVE
NE 28TH AVE
February 25, 2016
City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System
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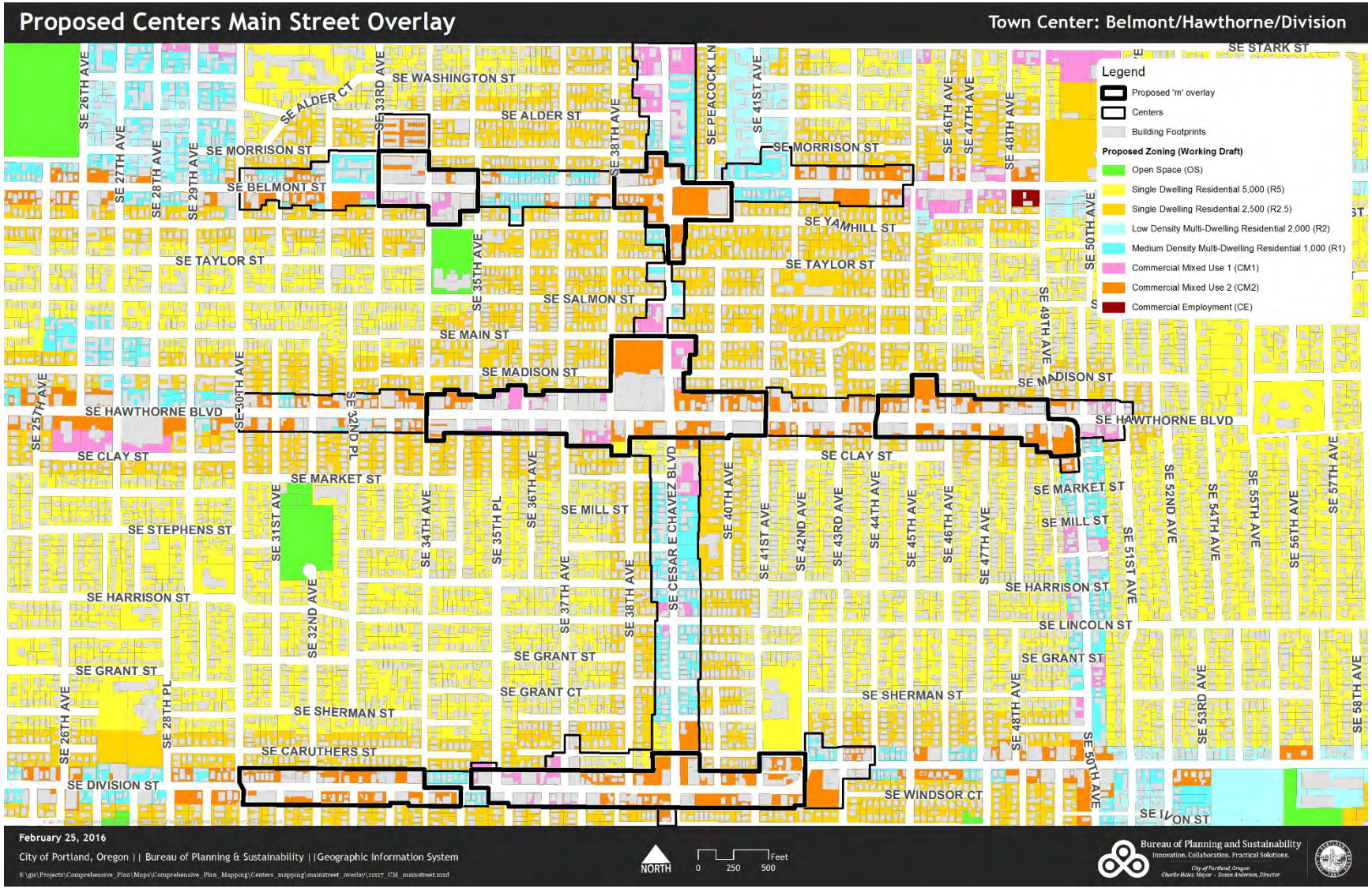
Proposed Centers Main Street Overlay
Town Center: Belmont/Hawthorne/Division
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
SE WASHINGTON ST
SE ALDER ST
SE MORRISON ST
SE BELMONT ST
SE TAYLOR ST
SE SALMON ST
SE MAIN ST
SE MADISON ST
SE HAWTHORNE BLVD
SE CLAY ST
SE MARKET ST
SE MILL ST
SE STEPHENS ST
SE HARRISON ST
SE GRANT ST
SE GRANT CT
SE SHERMAN ST
SE CARUTHERS ST
SE DIVISION ST
SE WINDSOR CT
SE LINCOLN ST
SE STARK ST
SE YAMHILL ST
SE PEACOCK LN
SE CESAR E CHAVEZ BLVD
February 25, 2016
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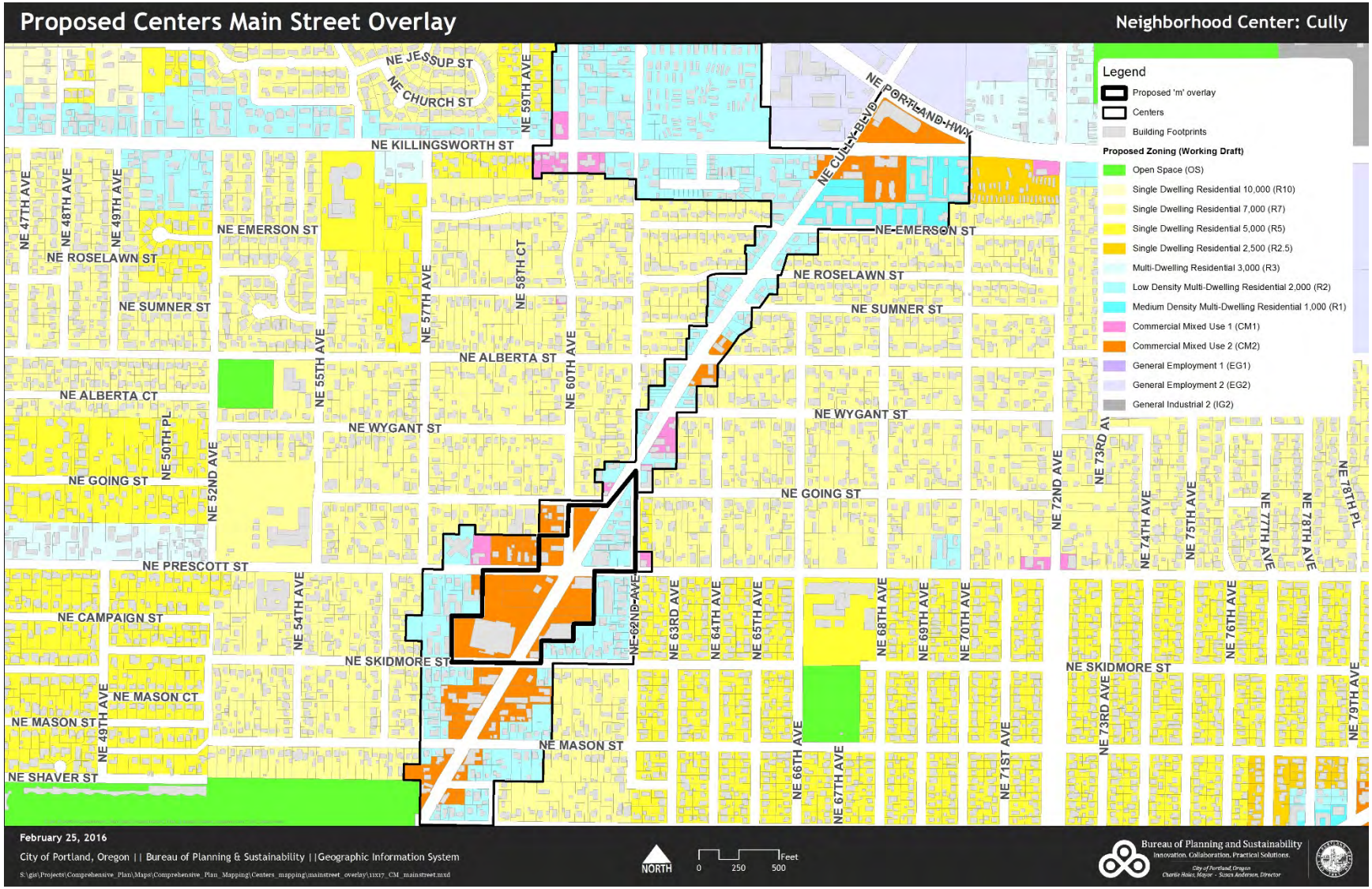
Proposed Centers Main Street Overlay
Neighborhood Center: Cully
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
General Employment 1 (EG1)
General Employment 2 (EG2)
General Industrial 2 (IG2)
NE JESSUP ST
NE CHURCH ST
NE KILLINGSWORTH ST
NE 59TH AVE
NE PORTLAND HWY
NE CULLY BLVD
NE 47TH AVE
NE 48TH AVE
NE 49TH AVE
NE EMERSON ST
NE ROSELAWN ST
NE SUMNER ST
NE 57TH AVE
NE 58TH CT
NE ALBERTA ST
NE 55TH AVE
NE 60TH AVE
NE ALBERTA CT
NE 50TH PL
NE WYGANT ST
NE 52ND AVE
NE GOING ST
NE PRESCOTT ST
NE 54TH AVE
NE CAMPAIGN ST
NE SKIDMORE ST
NE 62ND AVE
NE 63RD AVE
NE 64TH AVE
NE 65TH AVE
NE MASON CT
NE MASON ST
NE 49TH AVE
NE SHAVER ST
NE 66TH AVE
NE 67TH AVE
NE 68TH AVE
NE 69TH AVE
NE 70TH AVE
NE 71ST AVE
NE 72ND AVE
NE 73RD AVE
NE 74TH AVE
NE 75TH AVE
NE 76TH AVE
NE 77TH AVE
NE 78TH AVE
NE 78TH PL
NE 79TH AVE
February 25, 2016
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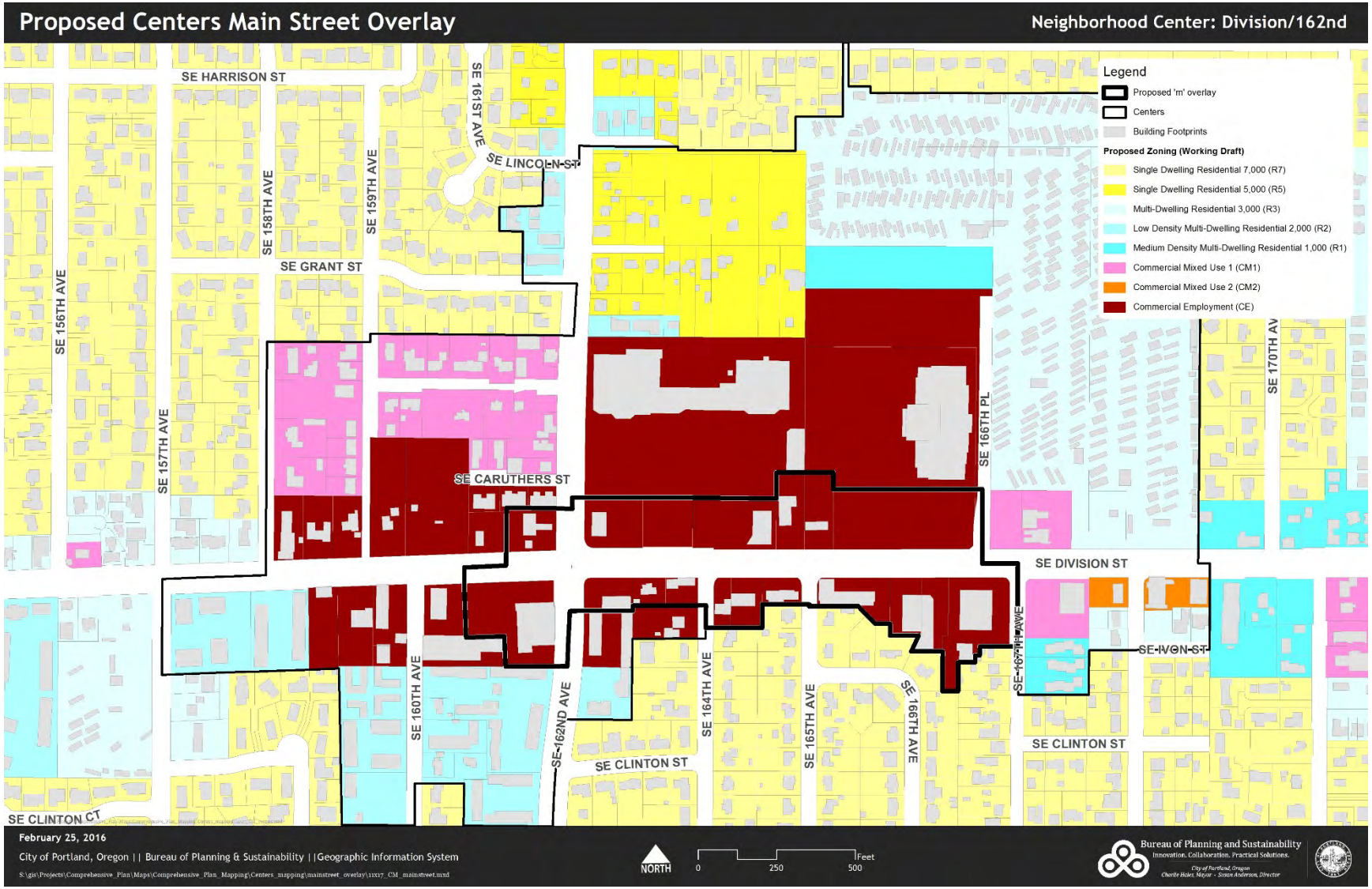
Proposed Centers Main Street Overlay
Neighborhood Center: Division/162nd
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
SE HARRISON ST
SE 161ST AVE
SE LINCOLN ST
SE 158TH AVE
SE 159TH AVE
SE GRANT ST
SE 156TH AVE
SE 157TH AVE
SE CARUTHERS ST
SE 166TH PL
SE 170TH AV
SE DIVISION ST
SE 167TH AVE
SE IVON ST
SE 160TH AVE
SE 162ND AVE
SE CLINTON ST
SE 164TH AVE
SE 165TH AVE
SE 166TH AVE
SE CLINTON CT
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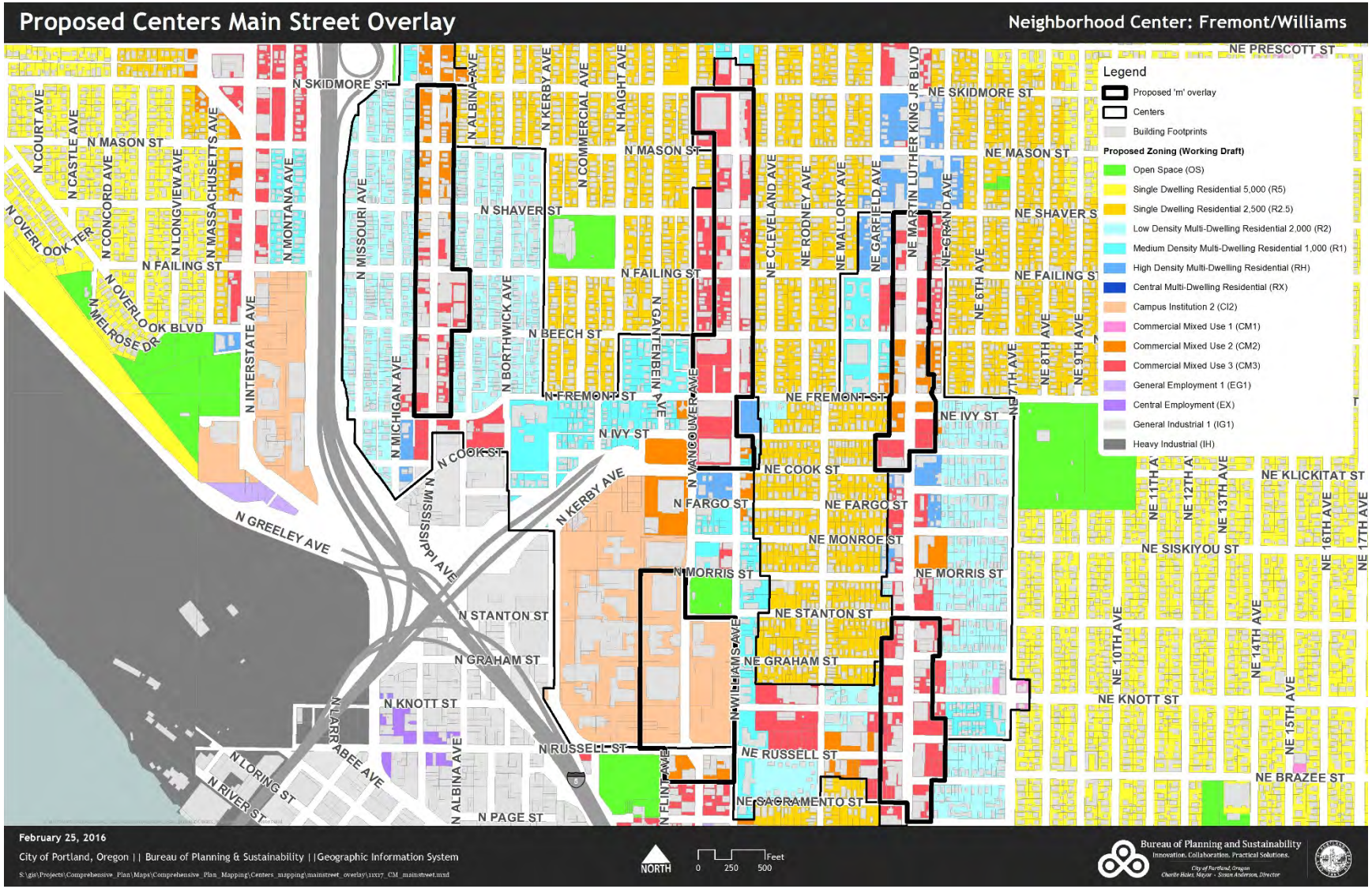
Proposed Centers Main Street Overlay
Neighborhood Center: Fremont/Williams
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Central Multi-Dwelling Residential (RX)
Campus Institution 2 (CI2)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
General Employment 1 (EG1)
Central Employment (EX)
General Industrial 1 (IG1)
Heavy Industrial (IH)
N SKIDMORE ST
NE SKIDMORE ST
NE PRESCOTT ST
N MASON ST
NE MASON ST
N SHAVER ST
NE SHAVER ST
N FAILING ST
NE FAILING ST
N BEECH ST
N FREMONT ST
NE FREMONT ST
N IVY ST
NE IVY ST
N COOK ST
NE COOK ST
N FARGO ST
NE FARGO ST
NE MONROE ST
N MORRIS ST
NE MORRIS ST
NE SISKIYOU ST
NE KLICKITAT ST
N STANTON ST
NE STANTON ST
N GRAHAM ST
NE GRAHAM ST
N KNOTT ST
NE KNOTT ST
N RUSSELL ST
NE RUSSELL ST
NE SACRAMENTO ST
NE BRAZEE ST
N PAGE ST
N GREELEY AVE
N KERBY AVE
N MISSISSIPPI AVE
N ALBINA AVE
N MICHIGAN AVE
N INTERSTATE AVE
N MARTIN LUTHER KING JR BLVD
N VANCOUVER AVE
N WILLIAMS AVE
N FLINT AVE
N LARRABEE AVE
N LORING ST
N RIVER ST
N OVERLOOK TER
N OVERLOOK BLVD
N MELROSE DR
N COURT AVE
N CASTLE AVE
N CONCORD AVE
N LONGVIEW AVE
N MASSACHUSETTS AVE
N MONTANA AVE
N MISSOURI AVE
N KERBY AVE
N ALBINA AVE
N COMMERCIAL AVE
N HAIGHT AVE
N BORTHWICK AVE
N GANTENBEIN AVE
NE CLEVELAND AVE
NE RODNEY AVE
NE MALLORY AVE
NE GARFIELD AVE
NE GRAND AVE
NE 6TH AVE
NE 7TH AVE
NE 8TH AVE
NE 9TH AVE
NE 10TH AVE
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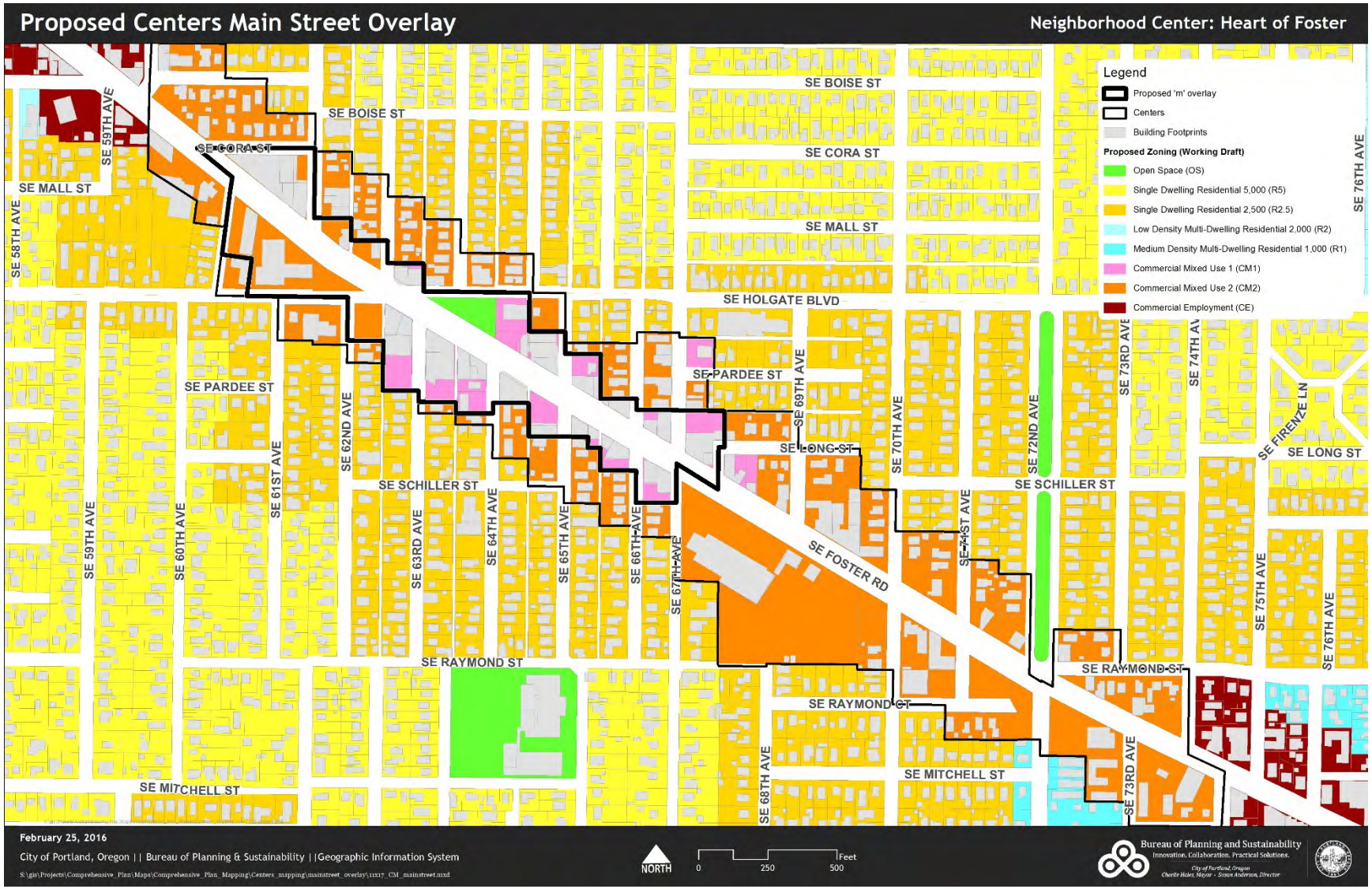
Proposed Centers Main Street Overlay
Neighborhood Center: Heart of Foster
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
SE BOISE ST
SE CORA ST
SE MALL ST
SE HOLGATE BLVD
SE PARDEE ST
SE LONG ST
SE SCHILLER ST
SE RAYMOND ST
SE MITCHELL ST
SE FOSTER RD
SE 58TH AVE
SE 59TH AVE
SE 60TH AVE
SE 61ST AVE
SE 62ND AVE
SE 63RD AVE
SE 64TH AVE
SE 65TH AVE
SE 66TH AVE
SE 67TH AVE
SE 68TH AVE
SE 69TH AVE
SE 70TH AVE
SE 72ND AVE
SE 73RD AVE
SE 74TH AVE
SE 75TH AVE
SE 76TH AVE
SE FIRENZE LN
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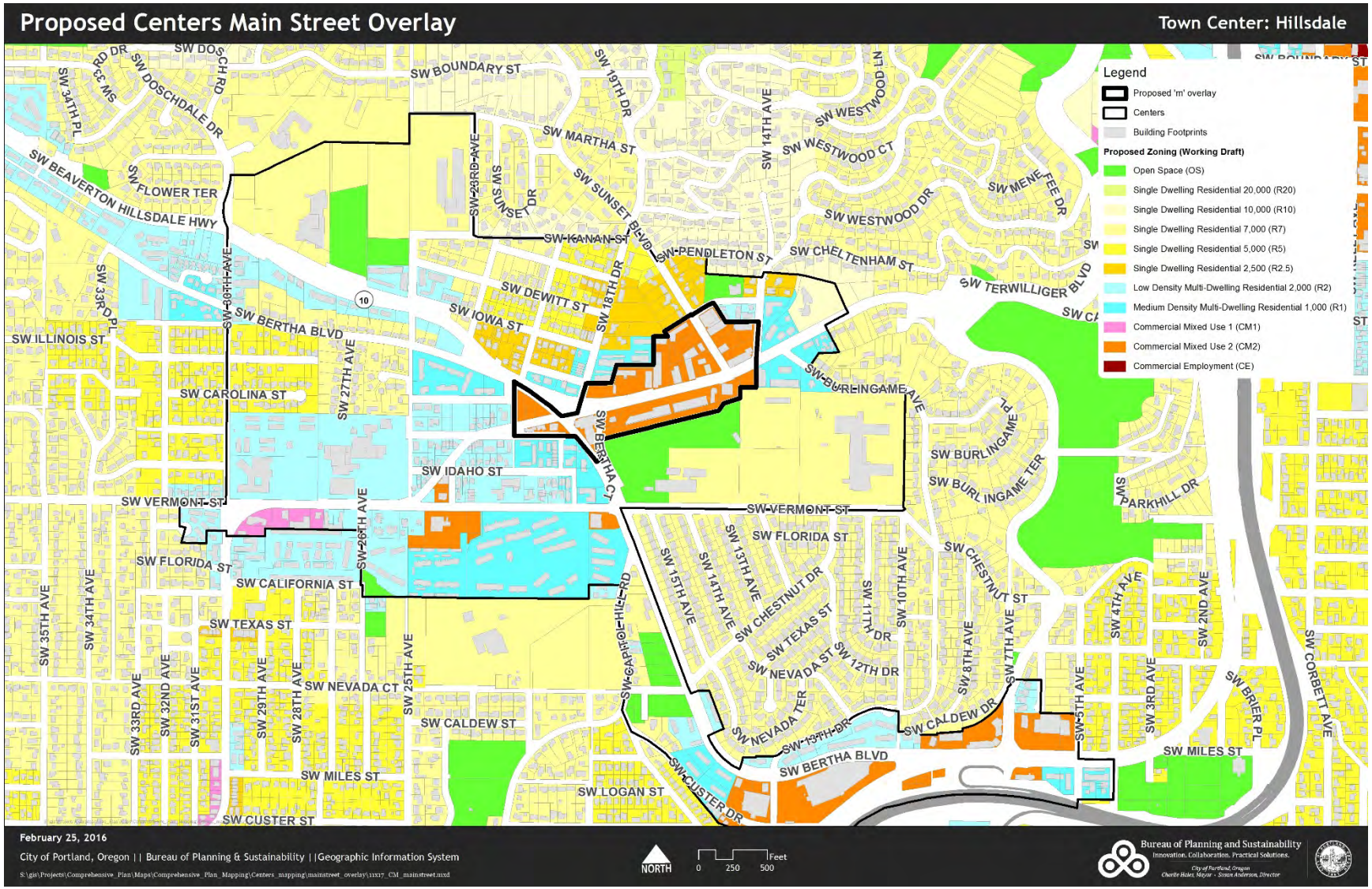
Proposed Centers Main Street Overlay
Town Center: Hillsdale
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 20,000 (R20)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
SW BOUNDARY ST
SW MARTHA ST
SW SUNSET BLVD
SW KANAN ST
SW PENDLETON ST
SW CHELTENHAM ST
SW WESTWOOD CT
SW WESTWOOD DR
SW MENEFEE DR
SW TERWILLIGER BLVD
SW BEAVERTON HILLSDALE HWY
SW FLOWER TER
SW DOSCHDALE DR
SW 34TH PL
SW 33RD PL
SW 23RD AVE
SW SUNSET DR
SW 19TH DR
SW 14TH AVE
SW 18TH DR
SW DEWITT ST
SW IOWA ST
SW BERTHA BLVD
SW 30TH AVE
SW ILLINOIS ST
SW CAROLINA ST
SW 27TH AVE
SW BURLINGAME AVE
SW BURLINGAME PL
SW BURLINGAME TER
SW PARKHILL DR
SW IDAHO ST
SW VERMONT ST
SW 26TH AVE
SW FLORIDA ST
SW CALIFORNIA ST
SW TEXAS ST
SW NEVADA CT
SW CALDEW ST
SW MILES ST
SW LOGAN ST
SW CUSTER ST
SW BERTHA CT
SW CAPITOL HILL RD
SW 15TH AVE
SW 14TH AVE
SW 13TH AVE
SW CHESTNUT DR
SW CHESTNUT ST
SW 11TH DR
SW 10TH AVE
SW 12TH DR
SW 8TH AVE
SW 7TH AVE
SW 4TH AVE
SW 2ND AVE
SW 5TH AVE
SW 3RD AVE
SW BRIER PL
SW CORBETT AVE
SW 35TH AVE
SW 34TH AVE
SW 33RD AVE
SW 32ND AVE
SW 31ST AVE
SW 29TH AVE
SW 28TH AVE
SW 25TH AVE
SW NEVADA ST
SW NEVADA TER
SW 13TH DR
SW CALDEW DR
SW CUSTER DR
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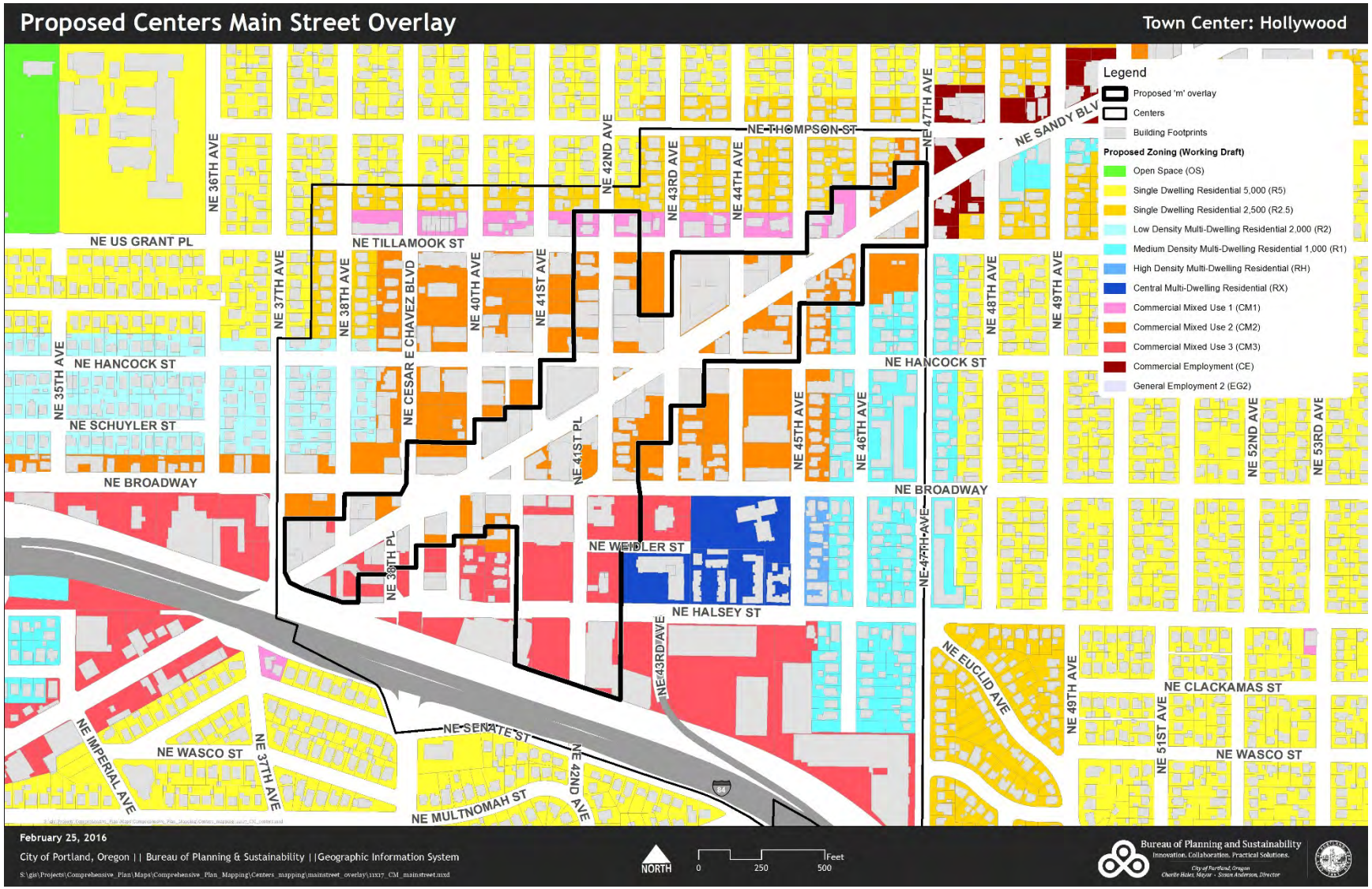
Proposed Centers Main Street Overlay
Town Center: Hollywood
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Central Multi-Dwelling Residential (RX)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
Commercial Employment (CE)
General Employment 2 (EG2)
NE THOMPSON ST
NE TILLAMOOK ST
NE HANCOCK ST
NE SCHUYLER ST
NE BROADWAY
NE WEIDLER ST
NE HALSEY ST
NE SENATE ST
NE MULTNOMAH ST
NE WASCO ST
NE CLACKAMAS ST
NE US GRANT PL
NE SANDY BLVD
NE EUCLID AVE
NE IMPERIAL AVE
NE 36TH AVE
NE 37TH AVE
NE 38TH AVE
NE 38TH PL
NE 35TH AVE
NE CESAR E CHAVEZ BLVD
NE 40TH AVE
NE 41ST AVE
NE 41ST PL
NE 42ND AVE
NE 43RD AVE
NE 44TH AVE
NE 45TH AVE
NE 46TH AVE
NE 47TH AVE
NE 48TH AVE
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NE 53RD AVE
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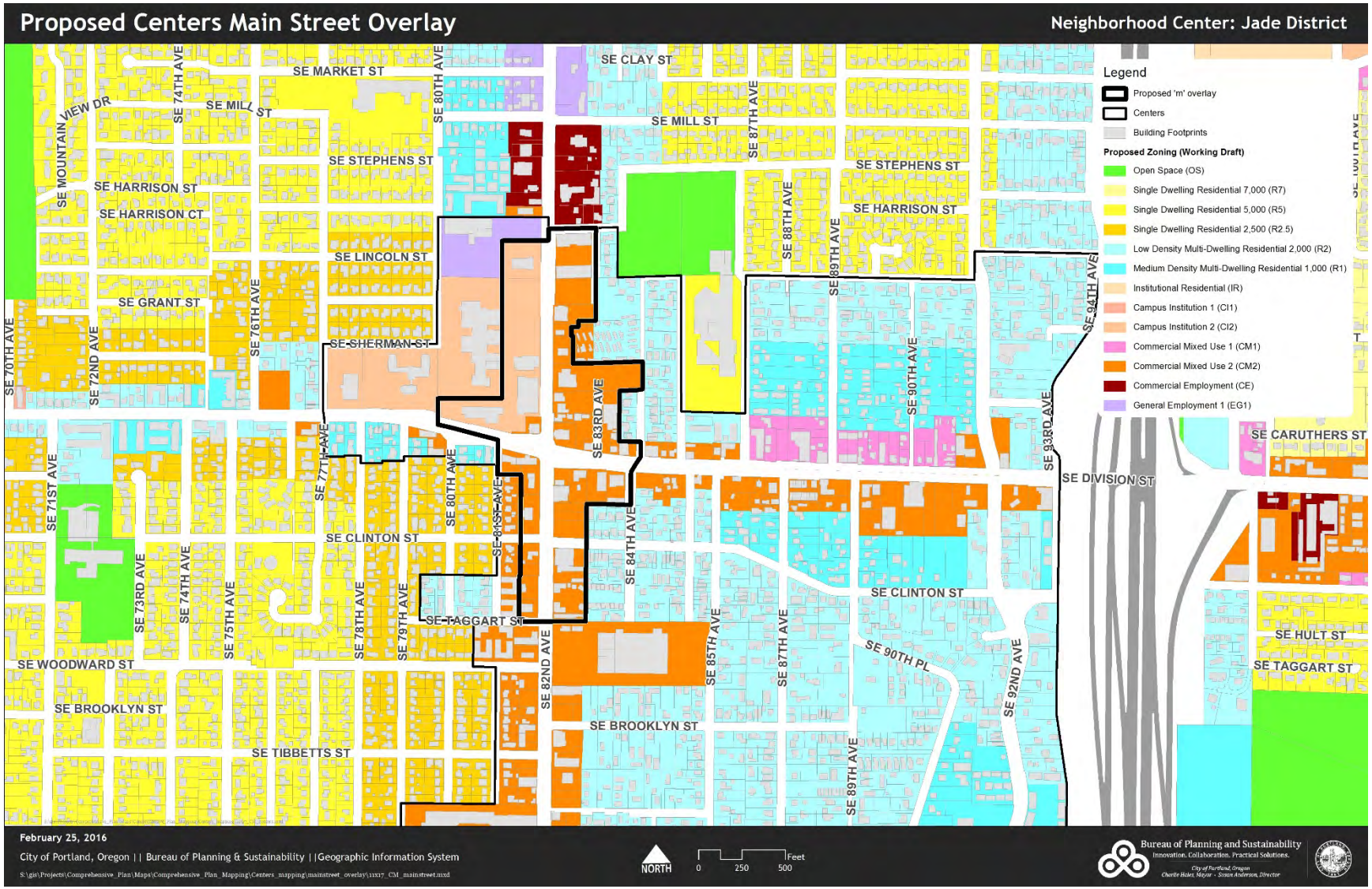
Proposed Centers Main Street Overlay
Neighborhood Center: Jade District
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Institutional Residential (IR)
Campus Institution 1 (CI1)
Campus Institution 2 (CI2)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 1 (EG1)
SE MARKET ST
SE MILL ST
SE CLAY ST
SE STEPHENS ST
SE HARRISON ST
SE HARRISON CT
SE LINCOLN ST
SE GRANT ST
SE SHERMAN ST
SE CLINTON ST
SE TAGGART ST
SE WOODWARD ST
SE BROOKLYN ST
SE TIBBETTS ST
SE DIVISION ST
SE CARUTHERS ST
SE HULT ST
SE MOUNTAIN VIEW DR
SE 70TH AVE
SE 71ST AVE
SE 72ND AVE
SE 73RD AVE
SE 74TH AVE
SE 75TH AVE
SE 76TH AVE
SE 77TH AVE
SE 78TH AVE
SE 79TH AVE
SE 80TH AVE
SE 81ST AVE
SE 82ND AVE
SE 83RD AVE
SE 84TH AVE
SE 85TH AVE
SE 87TH AVE
SE 88TH AVE
SE 89TH AVE
SE 90TH AVE
SE 90TH PL
SE 92ND AVE
SE 93RD AVE
SE 94TH AVE
February 25, 2016
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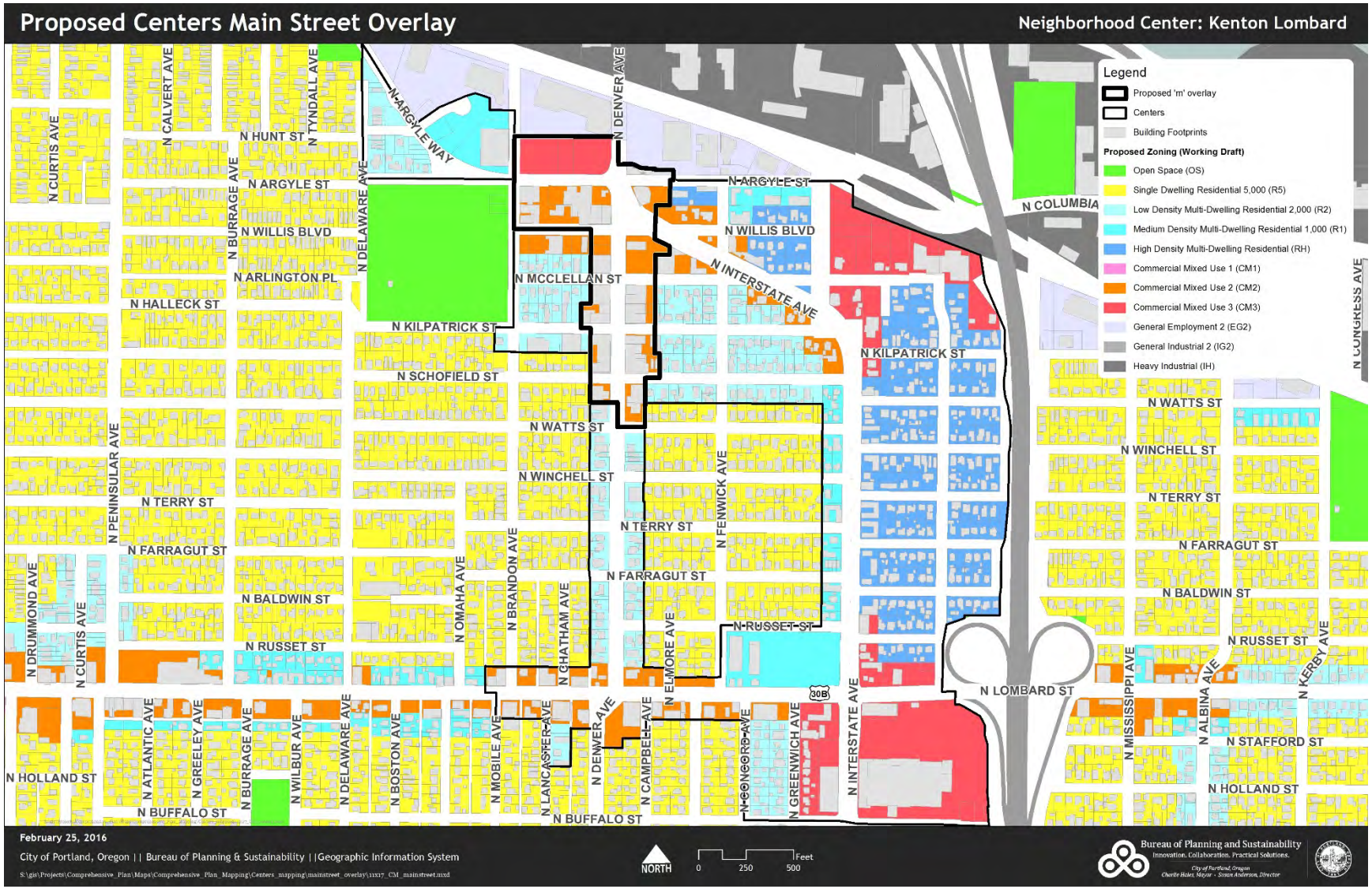
Proposed Centers Main Street Overlay
Neighborhood Center: Kenton Lombard
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
General Employment 2 (EG2)
General Industrial 2 (IG2)
Heavy Industrial (IH)
N CURTIS AVE
N CALVERT AVE
N TYNDALL AVE
N HUNT ST
N ARGYLE WAY
N DENVER AVE
N ARGYLE ST
N BURRAGE AVE
N DELAWARE AVE
N WILLIS BLVD
N ARLINGTON PL
N MCCLELLAN ST
N INTERSTATE AVE
N COLUMBIA
N CONGRESS AVE
N HALLECK ST
N KILPATRICK ST
N SCHOFIELD ST
N WATTS ST
N WINCHELL ST
N PENINSULAR AVE
N TERRY ST
N FENWICK AVE
N FARRAGUT ST
N BRANDON AVE
N OMAHA AVE
N CHATHAM AVE
N BALDWIN ST
N DRUMMOND AVE
N RUSSET ST
N ELMORE AVE
N LOMBARD ST
N KERBY AVE
N MISSISSIPPI AVE
N ALBINA AVE
N STAFFORD ST
N HOLLAND ST
N ATLANTIC AVE
N GREELEY AVE
N WILBUR AVE
N BOSTON AVE
N MOBILE AVE
N LANCASTER AVE
N CAMPBELL AVE
N CONCORD AVE
N GREENWICH AVE
N INTERSTATE AVE
N BUFFALO ST
30B
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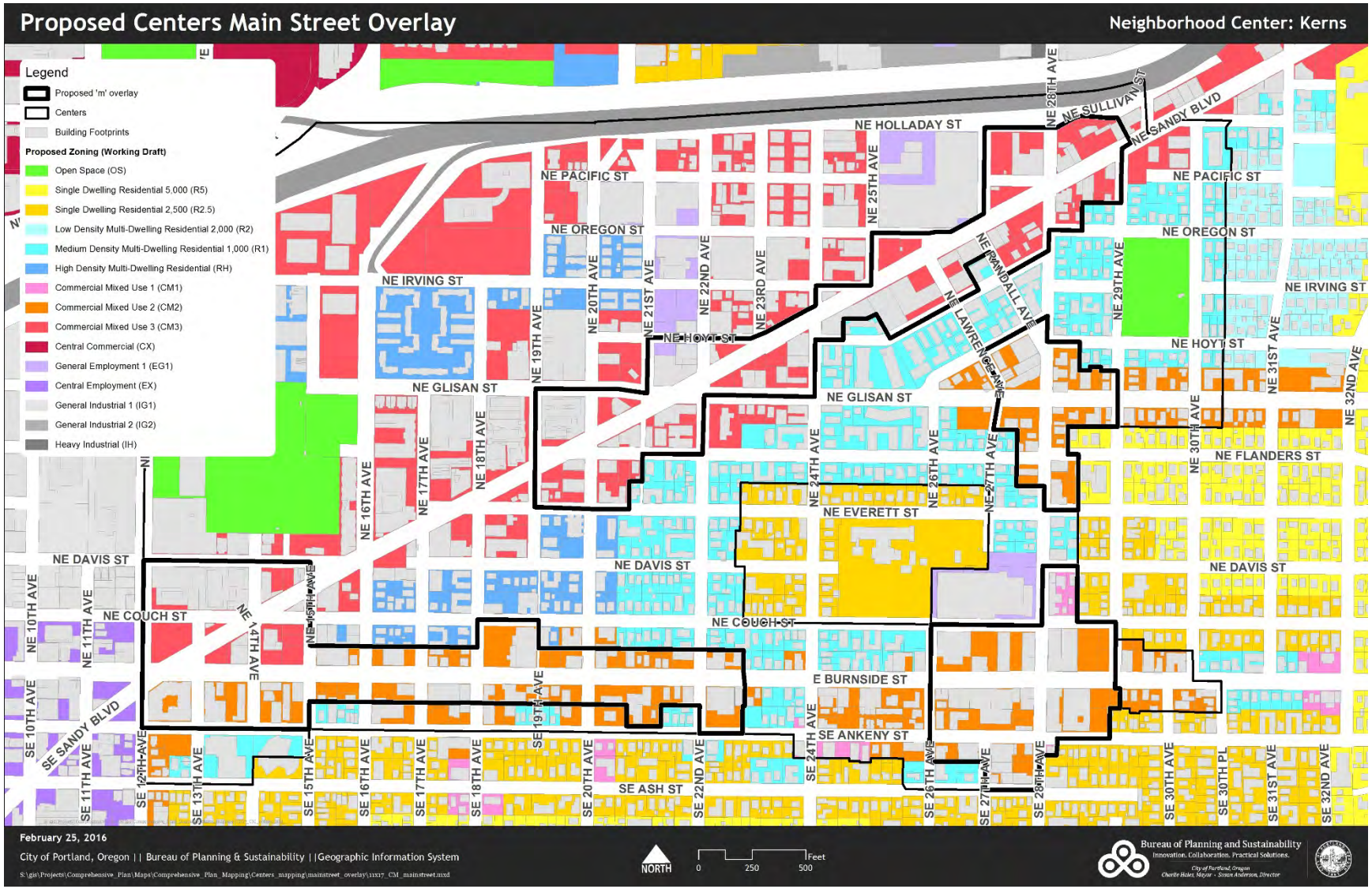
Proposed Centers Main Street Overlay
Neighborhood Center: Kerns
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
Central Commercial (CX)
General Employment 1 (EG1)
Central Employment (EX)
General Industrial 1 (IG1)
General Industrial 2 (IG2)
Heavy Industrial (IH)
NE HOLLADAY ST
NE PACIFIC ST
NE OREGON ST
NE IRVING ST
NE HOYT ST
NE GLISAN ST
NE EVERETT ST
NE DAVIS ST
NE COUCH ST
E BURNSIDE ST
SE ANKENY ST
SE ASH ST
SE SANDY BLVD
NE SANDY BLVD
NE SULLIVAN ST
NE RANDALL AVE
NE LAWRENCE AVE
NE FLANDERS ST
NE 28TH AVE
NE 25TH AVE
NE 20TH AVE
NE 21ST AVE
NE 22ND AVE
NE 23RD AVE
NE 19TH AVE
NE 18TH AVE
NE 17TH AVE
NE 16TH AVE
NE 24TH AVE
NE 26TH AVE
NE 27TH AVE
NE 29TH AVE
NE 30TH AVE
NE 31ST AVE
NE 32ND AVE
NE 10TH AVE
NE 11TH AVE
NE 14TH AVE
SE 10TH AVE
SE 11TH AVE
SE 12TH AVE
SE 13TH AVE
SE 15TH AVE
SE 16TH AVE
SE 17TH AVE
SE 18TH AVE
SE 19TH AVE
SE 20TH AVE
SE 22ND AVE
SE 24TH AVE
SE 26TH AVE
SE 27TH AVE
SE 28TH AVE
SE 30TH AVE
SE 30TH PL
SE 31ST AVE
SE 32ND AVE
February 25, 2016
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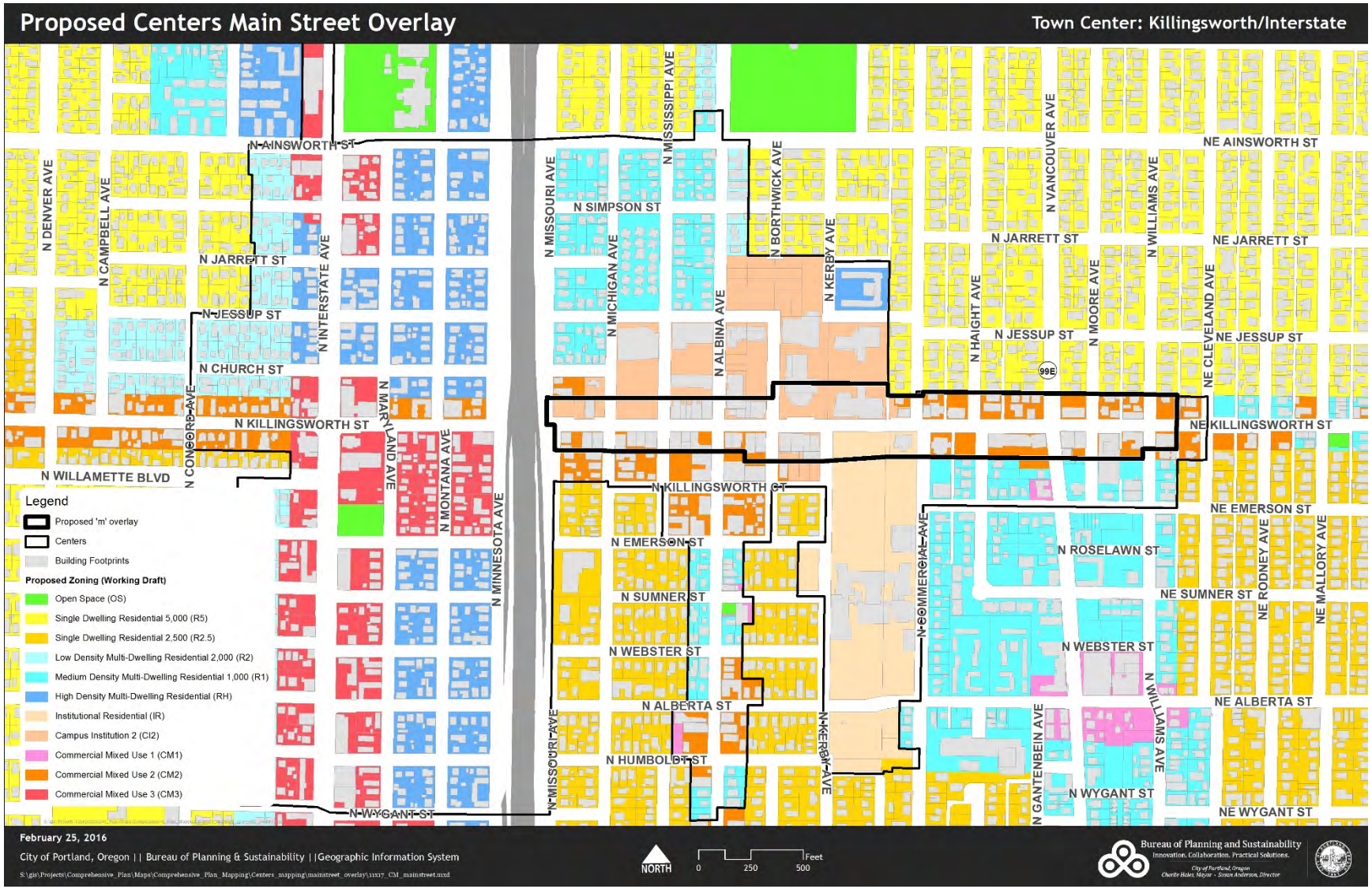
Proposed Centers Main Street Overlay
Town Center: Killingsworth/Interstate
N AINSWORTH ST
N DENVER AVE
N CAMPBELL AVE
N JARRETT ST
N JESSUP ST
N INTERSTATE AVE
N CHURCH ST
N CONCORD AVE
N KILLINGSWORTH ST
N MARYLAND AVE
N MONTANA AVE
N MINNESOTA AVE
N WILLAMETTE BLVD
N WYGANT ST
N MISSISSIPPI AVE
N SIMPSON ST
N MISSOURI AVE
N MICHIGAN AVE
N ALBINA AVE
N BORTHWICK AVE
N KERBY AVE
N VANCOUVER AVE
N HAIGHT AVE
N MOORE AVE
N WILLIAMS AVE
N EMERSON ST
N SUMNER ST
N WEBSTER ST
N ALBERTA ST
N HUMBOLDT ST
N COMMERCIAL AVE
N ROSELAWN ST
N GANTENBEIN AVE
NE AINSWORTH ST
NE JARRETT ST
NE JESSUP ST
NE CLEVELAND AVE
NE KILLINGSWORTH ST
NE EMERSON ST
NE SUMNER ST
NE RODNEY AVE
NE MALLORY AVE
NE WEBSTER ST
NE ALBERTA ST
NE WYGANT ST
99E
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Institutional Residential (IR)
Campus Institution 2 (CI2)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
February 25, 2016
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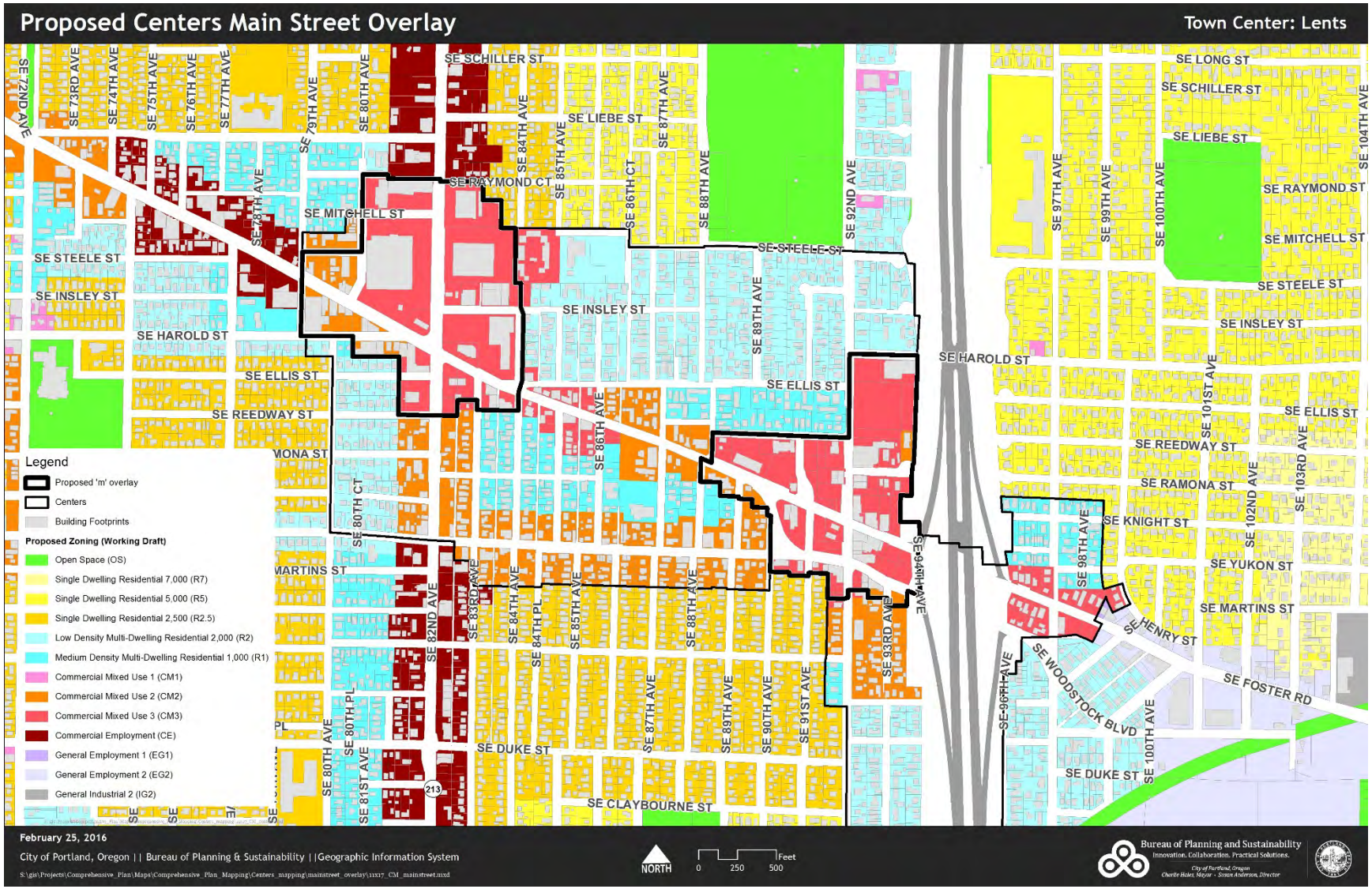
Proposed Centers Main Street Overlay
Town Center: Lents
SE 72ND AVE
SE 73RD AVE
SE 74TH AVE
SE 75TH AVE
SE 76TH AVE
SE 77TH AVE
SE 79TH AVE
SE 80TH AVE
SE SCHILLER ST
SE LIEBE ST
SE 84TH AVE
SE 85TH AVE
SE 86TH CT
SE 87TH AVE
SE 88TH AVE
SE RAYMOND CT
SE 92ND AVE
SE 97TH AVE
SE 99TH AVE
SE 100TH AVE
SE 104TH AVE
SE LONG ST
SE RAYMOND ST
SE MITCHELL ST
SE STEELE ST
SE INSLEY ST
SE HAROLD ST
SE ELLIS ST
SE REEDWAY ST
SE 101ST AVE
SE 103RD AVE
SE 102ND AVE
SE RAMONA ST
SE KNIGHT ST
SE YUKON ST
SE MARTINS ST
SE HENRY ST
SE FOSTER RD
SE WOODSTOCK BLVD
SE 96TH AVE
SE 98TH AVE
SE 100TH AVE
SE DUKE ST
SE CLAYBOURNE ST
SE 78TH AVE
SE 80TH CT
SE 80TH PL
SE 81ST AVE
SE 82ND AVE
SE 83RD AVE
SE 84TH PL
SE 89TH AVE
SE 90TH AVE
SE 91ST AVE
SE 93RD AVE
SE 94TH AVE
213
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
Commercial Employment (CE)
General Employment 1 (EG1)
General Employment 2 (EG2)
General Industrial 2 (IG2)
February 25, 2016
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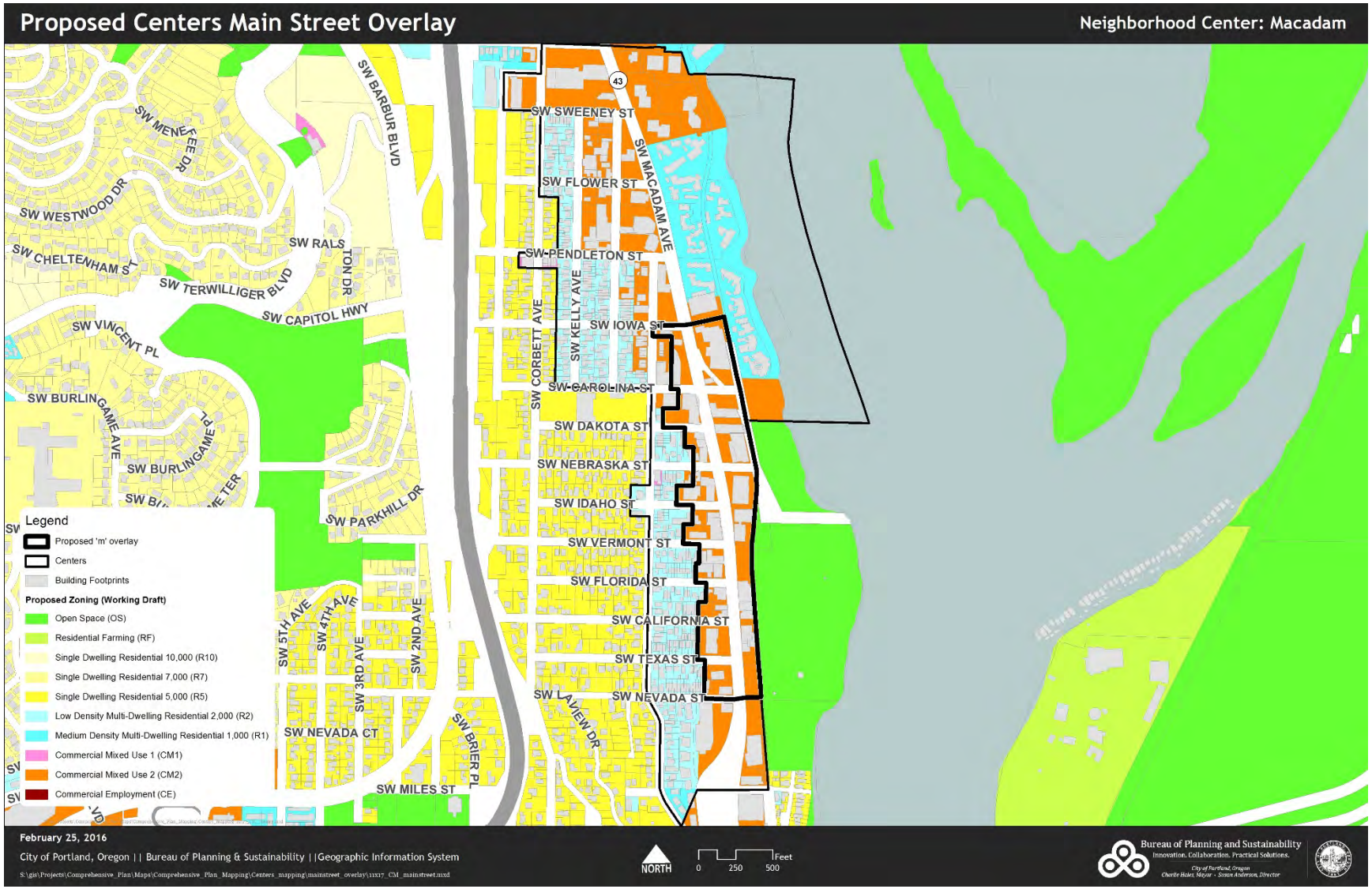
Proposed Centers Main Street Overlay
Neighborhood Center: Macadam
SW BARBUR BLVD
SW MENEFEE DR
SW WESTWOOD DR
SW CHELTENHAM ST
SW RALSTON DR
SW TERWILLIGER BLVD
SW CAPITOL HWY
SW VINCENT PL
SW BURLINGAME AVE
SW BURLINGAME PL
SW PARKHILL DR
SW 5TH AVE
SW 4TH AVE
SW 3RD AVE
SW 2ND AVE
SW NEVADA CT
SW BRIER PL
SW MILES ST
43
SW SWEENEY ST
SW MACADAM AVE
SW FLOWER ST
SW PENDLETON ST
SW KELLY AVE
SW CORBETT AVE
SW IOWA ST
SW CAROLINA ST
SW DAKOTA ST
SW NEBRASKA ST
SW IDAHO ST
SW VERMONT ST
SW FLORIDA ST
SW CALIFORNIA ST
SW TEXAS ST
SW NEVADA ST
SW LAVIEW DR
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Residential Farming (RF)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
February 25, 2016
City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System
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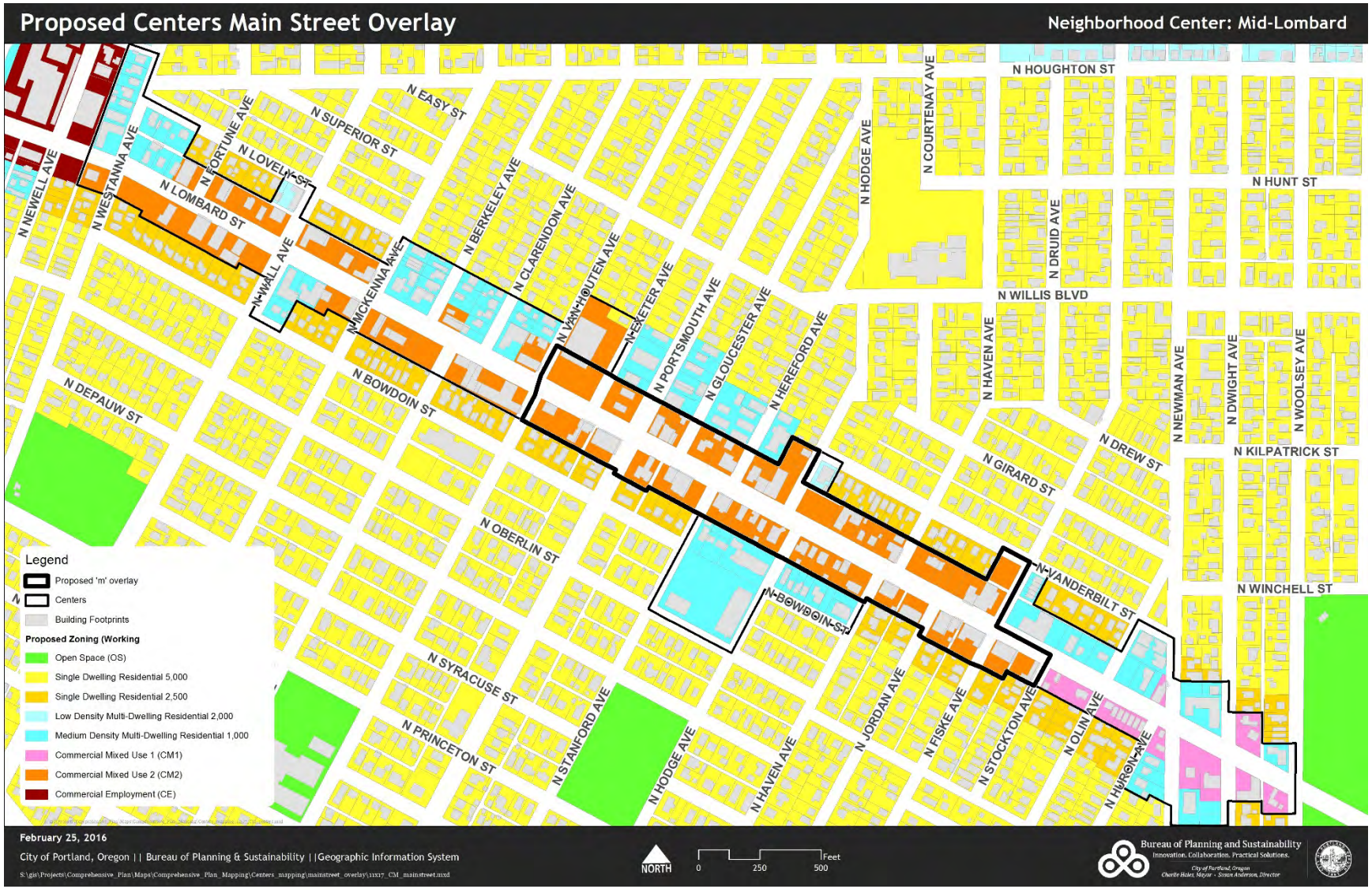
Proposed Centers Main Street Overlay
Neighborhood Center: Mid-Lombard
N HOUGHTON ST
N HUNT ST
N WILLIS BLVD
N KILPATRICK ST
N WINCHELL ST
N EASY ST
N SUPERIOR ST
N LOVELL ST
N FORTUNE AVE
N WESTANNA AVE
N NEWELL AVE
N LOMBARD ST
N WALL AVE
N MCKENNA AVE
N BERKELEY AVE
N CLARENDON AVE
N VAN HOUTEN AVE
N EXETER AVE
N PORTSMOUTH AVE
N GLOUCESTER AVE
N HEREFORD AVE
N HODGE AVE
N COURTENAY AVE
N DRUID AVE
N HAVEN AVE
N NEWMAN AVE
N DWIGHT AVE
N WOOLSEY AVE
N DREW ST
N GIRARD ST
N BOWDOIN ST
N DEPAUW ST
N OBERLIN ST
N VANDERBILT ST
N SYRACUSE ST
N PRINCETON ST
N STANFORD AVE
N JORDAN AVE
N FISKE AVE
N STOCKTON AVE
N OLIN AVE
N HURON AVE
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working
Open Space (OS)
Single Dwelling Residential 5,000
Single Dwelling Residential 2,500
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
February 25, 2016
City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System
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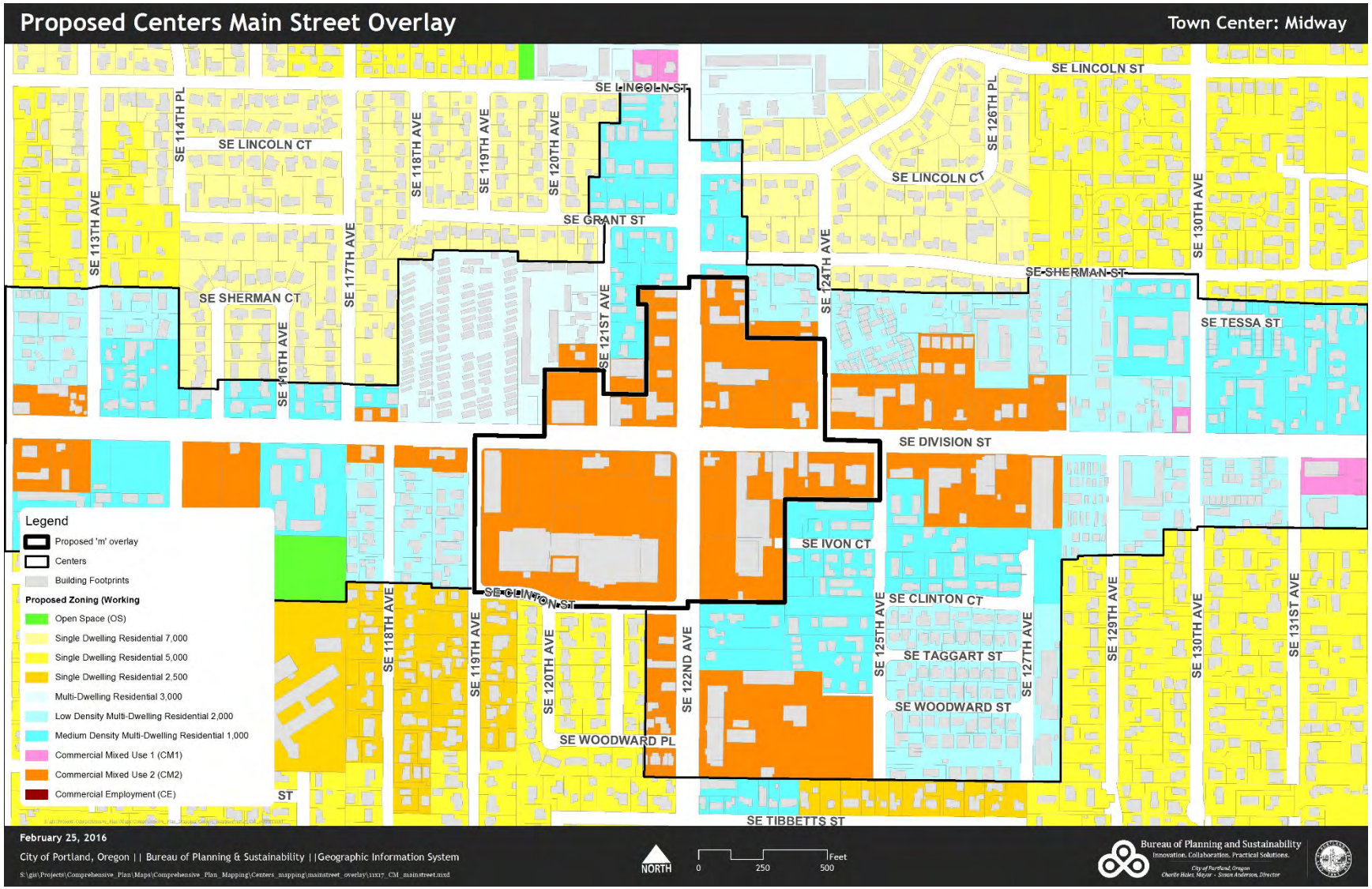
Proposed Centers Main Street Overlay
Town Center: Midway
SE LINCOLN ST
SE LINCOLN-ST
SE LINCOLN CT
SE 114TH PL
SE 113TH AVE
SE 118TH AVE
SE 119TH AVE
SE 120TH AVE
SE 126TH PL
SE 130TH AVE
SE GRANT ST
SE SHERMAN CT
SE SHERMAN-ST
SE 116TH AVE
SE 117TH AVE
SE 121ST AVE
SE 124TH AVE
SE TESSA ST
SE DIVISION ST
SE IVON CT
SE CLINTON ST
SE CLINTON CT
SE 122ND AVE
SE 125TH AVE
SE 127TH AVE
SE 129TH AVE
SE 131ST AVE
SE TAGGART ST
SE WOODWARD ST
SE WOODWARD PL
SE TIBBETTS ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working
Open Space (OS)
Single Dwelling Residential 7,000
Single Dwelling Residential 5,000
Single Dwelling Residential 2,500
Multi-Dwelling Residential 3,000
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
February 25, 2016
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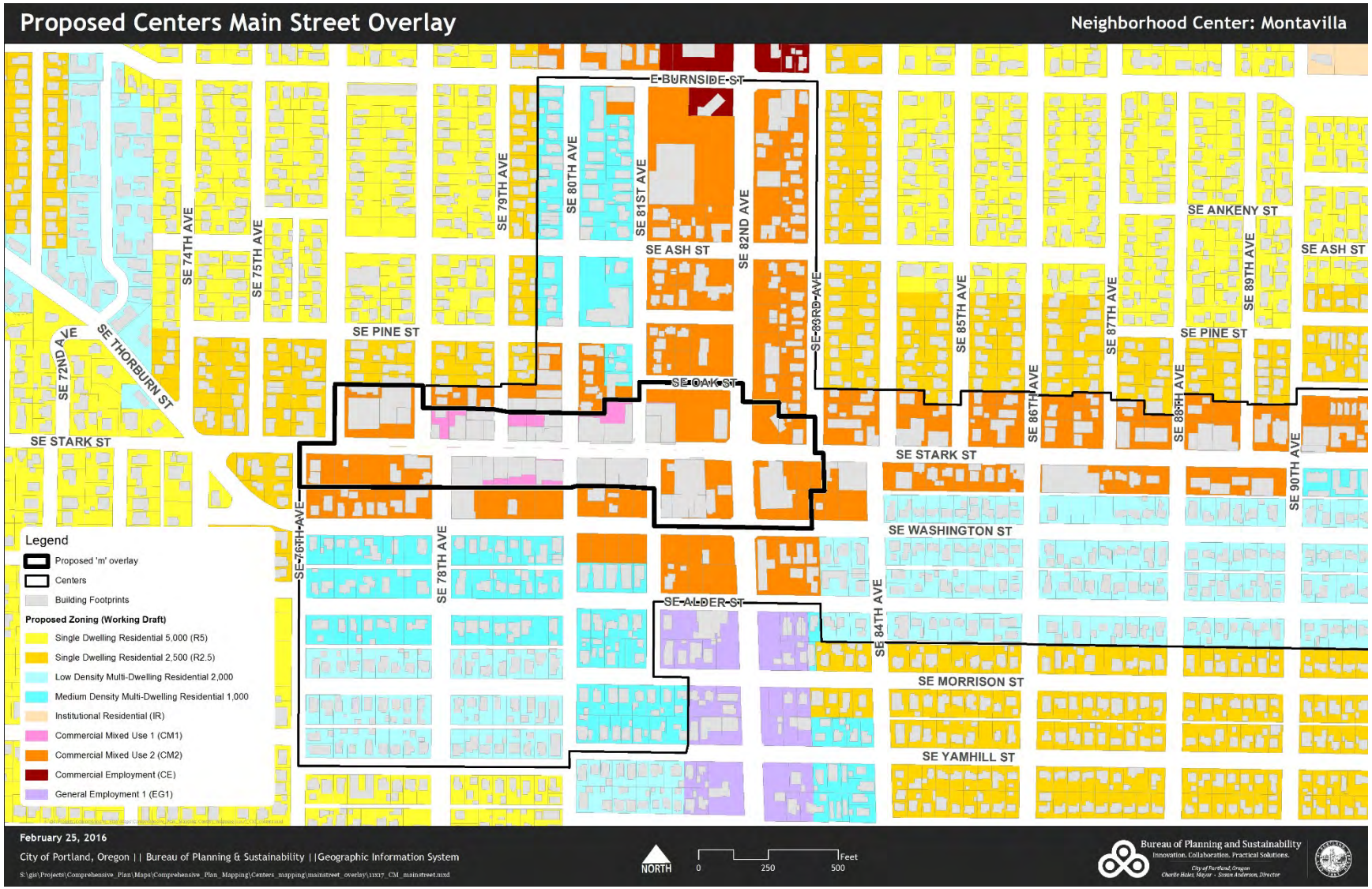
Proposed Centers Main Street Overlay
Neighborhood Center: Montavilla
E BURNSIDE ST
SE 74TH AVE
SE 75TH AVE
SE 79TH AVE
SE 80TH AVE
SE 81ST AVE
SE 82ND AVE
SE 83RD AVE
SE 85TH AVE
SE 86TH AVE
SE 87TH AVE
SE 88TH AVE
SE 89TH AVE
SE 90TH AVE
SE ANKENY ST
SE ASH ST
SE PINE ST
SE OAK ST
SE 72ND AVE
SE THORBURN ST
SE STARK ST
SE WASHINGTON ST
SE 76TH AVE
SE 78TH AVE
SE ALDER ST
SE 84TH AVE
SE MORRISON ST
SE YAMHILL ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Institutional Residential (IR)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 1 (EG1)
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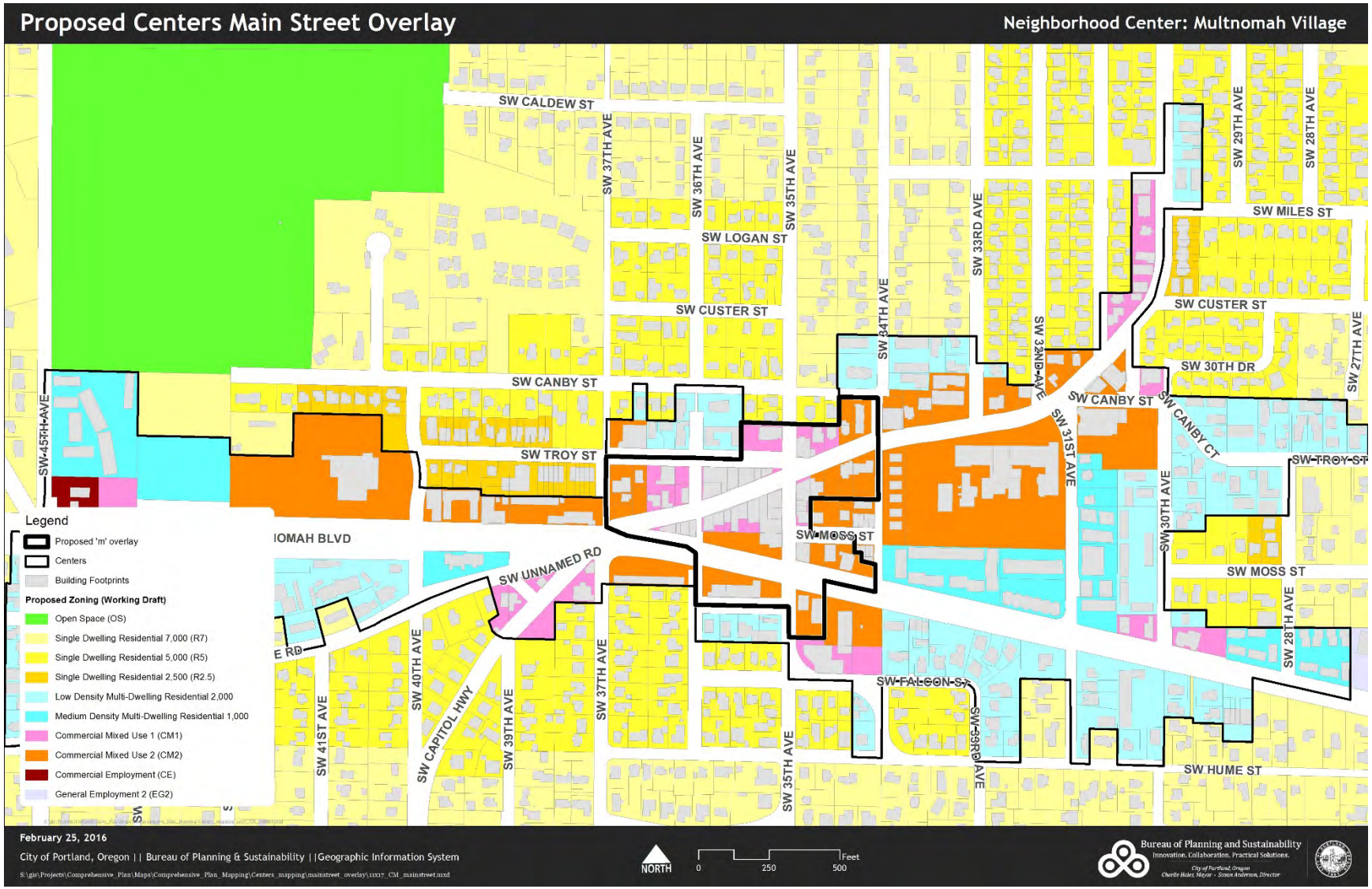
Proposed Centers Main Street Overlay
Neighborhood Center: Multnomah Village
SW CALDEW ST
SW 37TH AVE
SW 36TH AVE
SW 35TH AVE
SW LOGAN ST
SW CUSTER ST
SW CANBY ST
SW TROY ST
SW 45TH AVE
SW 34TH AVE
SW 33RD AVE
SW 32ND AVE
SW 31ST AVE
SW 29TH AVE
SW 28TH AVE
SW MILES ST
SW 30TH DR
SW 27TH AVE
SW CANBY CT
SW TROY ST
SW 30TH AVE
SW MOSS ST
SW 28TH AVE
SW UNNAMED RD
SW 40TH AVE
SW CAPITOL HWY
SW 39TH AVE
SW 41ST AVE
SW FALCON ST
SW 35TH AVE
SW 33RD AVE
SW HUME ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 2 (EG2)
February 25, 2016
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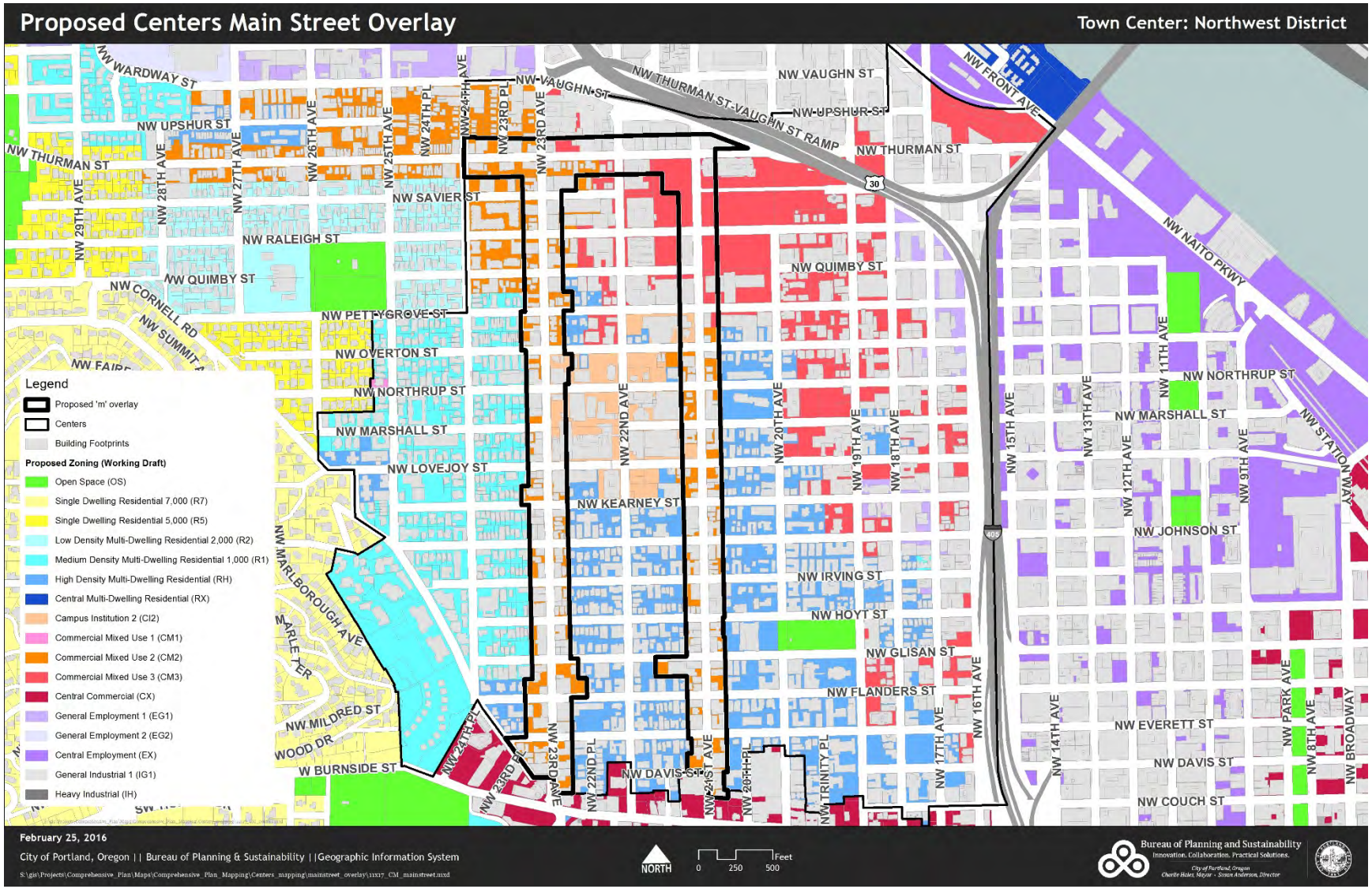
Proposed Centers Main Street Overlay
Town Center: Northwest District
NW WARDWAY ST
NW UPSHUR ST
NW THURMAN ST
NW 29TH AVE
NW 28TH AVE
NW 27TH AVE
NW 26TH AVE
NW 25TH AVE
NW 24TH PL
NW 24TH AVE
NW 23RD PL
NW 23RD AVE
NW VAUGHN ST
NW THURMAN ST-VAUGHN ST RAMP
NW UPSHUR ST
NW THURMAN ST
NW FRONT AVE
NW SAVIER ST
NW RALEIGH ST
NW QUIMBY ST
NW CORNELL RD
NW SUMMIT
NW PETTYGROVE ST
NW OVERTON ST
NW NORTHRUP ST
NW MARSHALL ST
NW LOVEJOY ST
NW KEARNEY ST
NW MARLBOROUGH AVE
MARLE TER
NW MILDRED ST
WOOD DR
W BURNSIDE ST
NW 24TH PL
NW 23RD PL
NW 23RD AVE
NW 22ND PL
NW 22ND AVE
NW DAVIS ST
NW 21ST AVE
NW 20TH PL
NW TRINITY PL
NW 20TH AVE
NW 19TH AVE
NW 18TH AVE
NW 17TH AVE
NW 16TH AVE
NW 15TH AVE
NW 14TH AVE
NW 13TH AVE
NW 12TH AVE
NW 11TH AVE
NW 9TH AVE
NW NAITO PKWY
NW STATION WAY
NW IRVING ST
NW HOYT ST
NW GLISAN ST
NW FLANDERS ST
NW EVERETT ST
NW DAVIS ST
NW COUCH ST
NW JOHNSON ST
NW PARK AVE
NW 8TH AVE
NW BROADWAY
30
405
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Central Multi-Dwelling Residential (RX)
Campus Institution 2 (CI2)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
Central Commercial (CX)
General Employment 1 (EG1)
General Employment 2 (EG2)
Central Employment (EX)
General Industrial 1 (IG1)
Heavy Industrial (IH)
February 25, 2016
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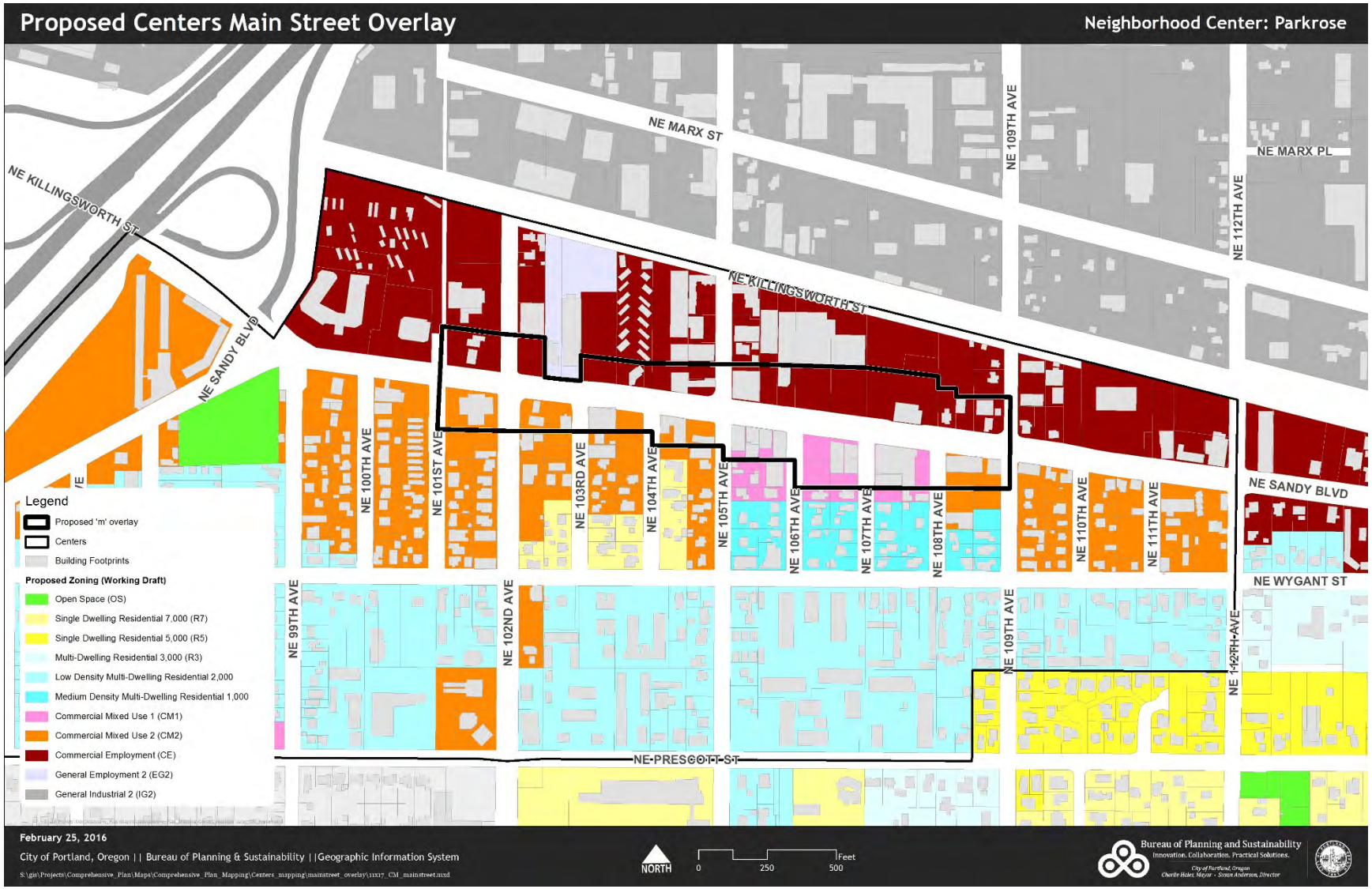
Proposed Centers Main Street Overlay
Neighborhood Center: Parkrose
NE MARX ST
NE 109TH AVE
NE MARX PL
NE 112TH AVE
NE KILLINGSWORTH ST
NE SANDY BLVD
NE 100TH AVE
NE 101ST AVE
NE 103RD AVE
NE 104TH AVE
NE 105TH AVE
NE 106TH AVE
NE 107TH AVE
NE 108TH AVE
NE 110TH AVE
NE 111TH AVE
NE WYGANT ST
NE 99TH AVE
NE 102ND AVE
NE 109TH AVE
NE 112TH AVE
NE PRESCOTT ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 2 (EG2)
General Industrial 2 (IG2)
February 25, 2016
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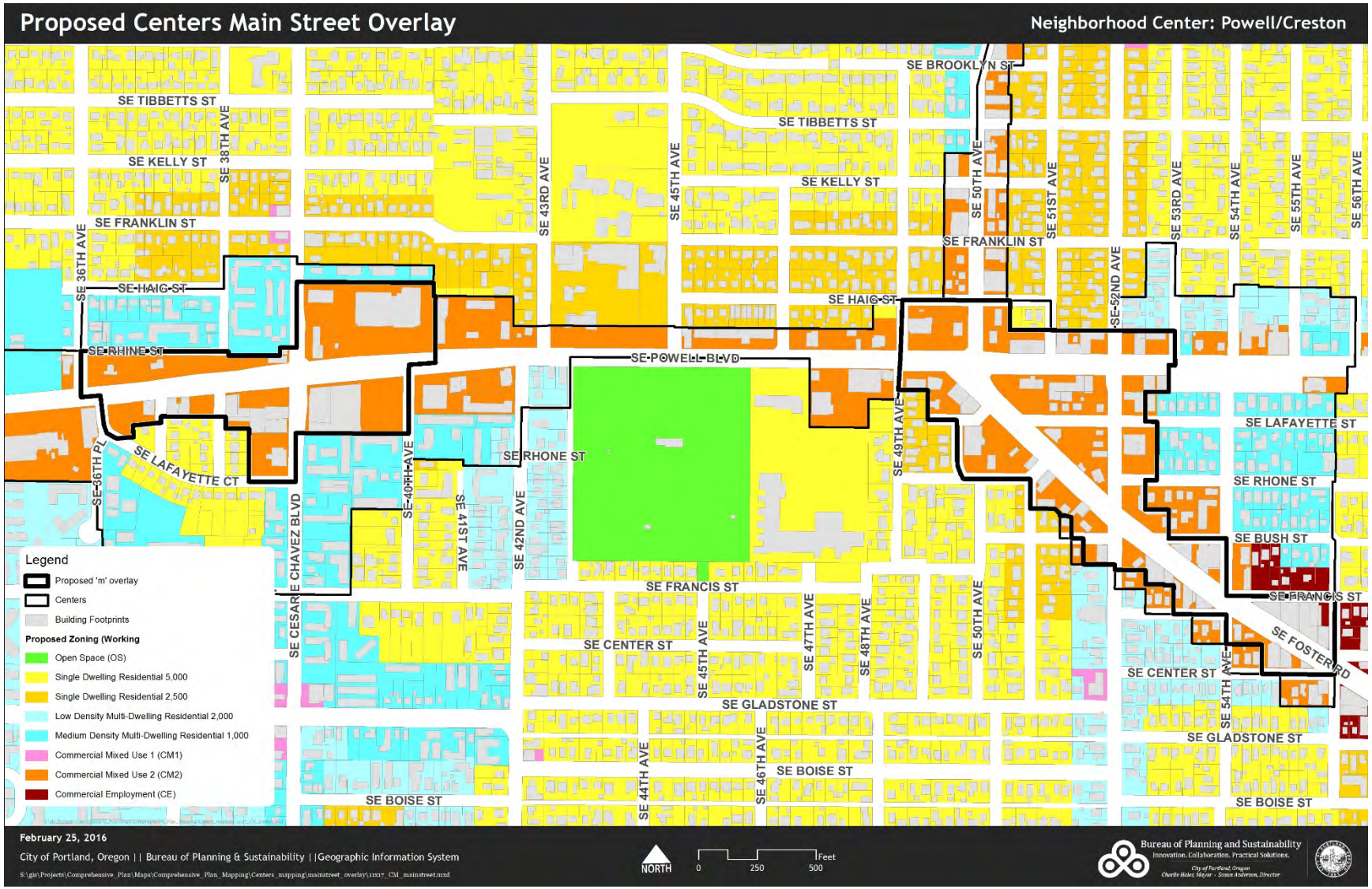
Proposed Centers Main Street Overlay
Neighborhood Center: Powell/Creston
SE TIBBETTS ST
SE KELLY ST
SE FRANKLIN ST
SE HAIG ST
SE RHINE ST
SE POWELL BLVD
SE LAFAYETTE CT
SE LAFAYETTE ST
SE RHONE ST
SE BUSH ST
SE FRANCIS ST
SE CENTER ST
SE GLADSTONE ST
SE BOISE ST
SE FOSTER RD
SE BROOKLYN ST
SE 36TH AVE
SE 36TH PL
SE 38TH AVE
SE 40TH AVE
SE 41ST AVE
SE 42ND AVE
SE 43RD AVE
SE 44TH AVE
SE 45TH AVE
SE 46TH AVE
SE 47TH AVE
SE 48TH AVE
SE 49TH AVE
SE 50TH AVE
SE 51ST AVE
SE 52ND AVE
SE 53RD AVE
SE 54TH AVE
SE 55TH AVE
SE 56TH AVE
SE CESAR E CHAVEZ BLVD
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working
Open Space (OS)
Single Dwelling Residential 5,000
Single Dwelling Residential 2,500
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
February 25, 2016
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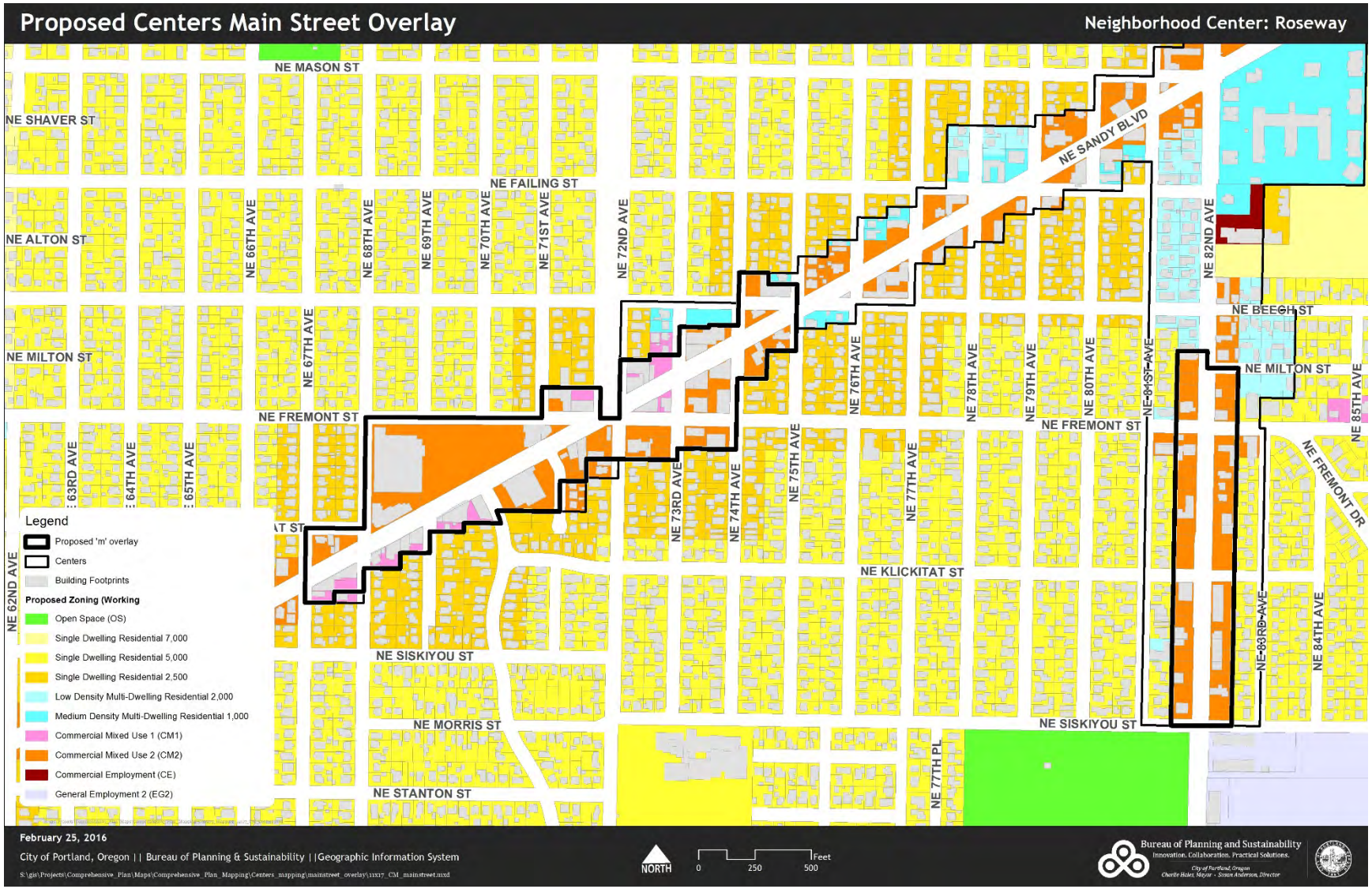
Proposed Centers Main Street Overlay
Neighborhood Center: Roseway
NE MASON ST
NE SHAVER ST
NE ALTON ST
NE MILTON ST
NE FREMONT ST
NE FAILING ST
NE SANDY BLVD
NE BEECH ST
NE KLICKITAT ST
NE SISKIYOU ST
NE MORRIS ST
NE STANTON ST
NE 62ND AVE
NE 63RD AVE
NE 64TH AVE
NE 65TH AVE
NE 66TH AVE
NE 67TH AVE
NE 68TH AVE
NE 69TH AVE
NE 70TH AVE
NE 71ST AVE
NE 72ND AVE
NE 73RD AVE
NE 74TH AVE
NE 75TH AVE
NE 76TH AVE
NE 77TH AVE
NE 78TH AVE
NE 79TH AVE
NE 80TH AVE
NE 81ST AVE
NE 82ND AVE
NE 84TH AVE
NE 85TH AVE
NE 77TH PL
NE FREMONT DR
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working
Open Space (OS)
Single Dwelling Residential 7,000
Single Dwelling Residential 5,000
Single Dwelling Residential 2,500
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 2 (EG2)
February 25, 2016
City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System
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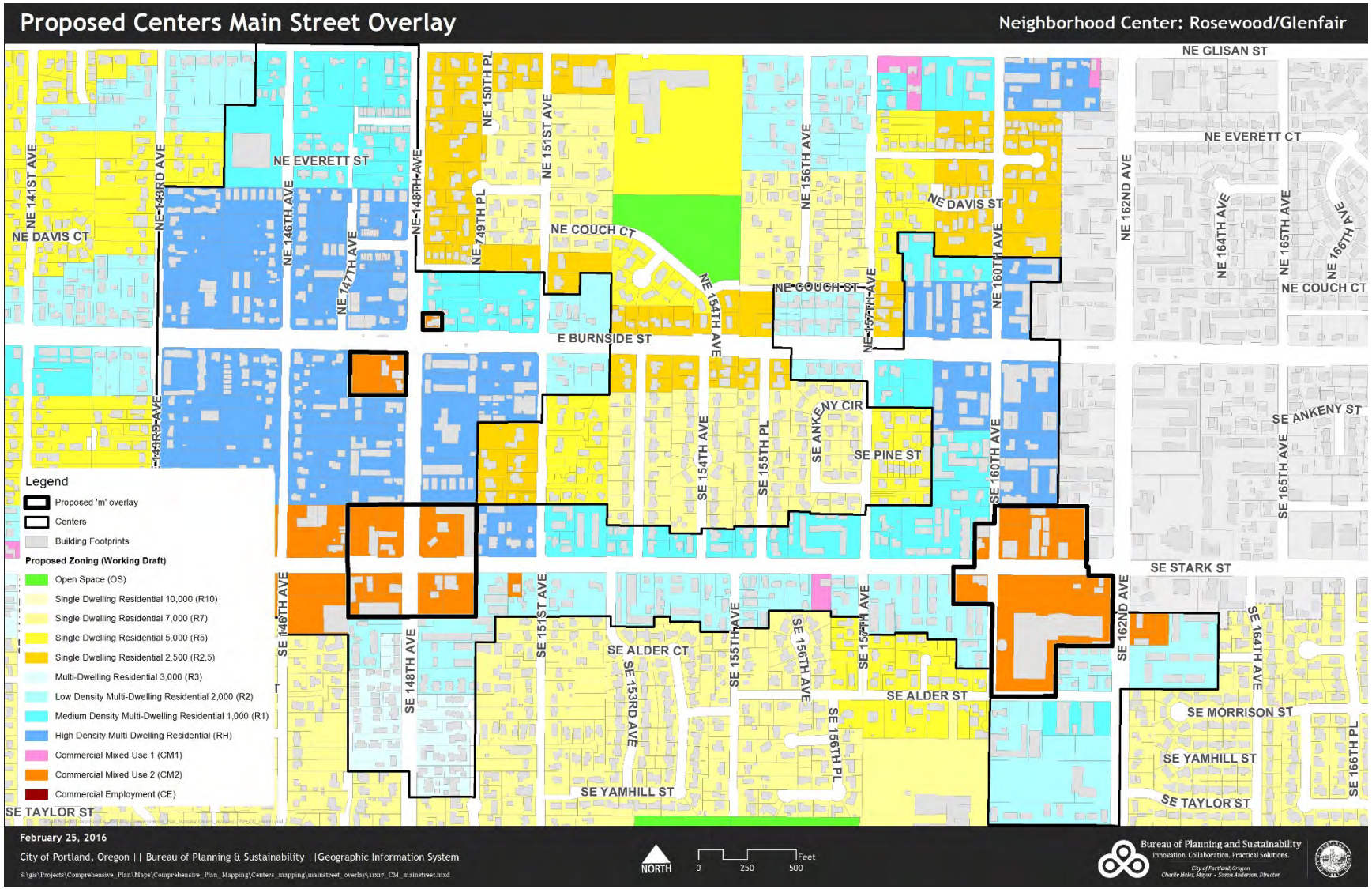
Proposed Centers Main Street Overlay
Neighborhood Center: Rosewood/Glenfair
NE GLISAN ST
NE EVERETT CT
NE EVERETT ST
NE DAVIS CT
NE DAVIS ST
NE COUCH CT
NE COUCH ST
E BURNSIDE ST
SE ANKENY CIR
SE ANKENY ST
SE PINE ST
SE STARK ST
SE ALDER CT
SE ALDER ST
SE MORRISON ST
SE YAMHILL ST
SE TAYLOR ST
NE 141ST AVE
NE 143RD AVE
NE 146TH AVE
NE 147TH AVE
NE 148TH AVE
NE 149TH PL
NE 150TH PL
NE 151ST AVE
NE 154TH AVE
NE 156TH AVE
NE 157TH AVE
NE 160TH AVE
NE 162ND AVE
NE 164TH AVE
NE 165TH AVE
NE 166TH AVE
SE 143RD AVE
SE 146TH AVE
SE 148TH AVE
SE 151ST AVE
SE 153RD AVE
SE 154TH AVE
SE 155TH PL
SE 155TH AVE
SE 156TH AVE
SE 156TH PL
SE 157TH AVE
SE 160TH AVE
SE 162ND AVE
SE 164TH AVE
SE 165TH AVE
SE 166TH PL
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
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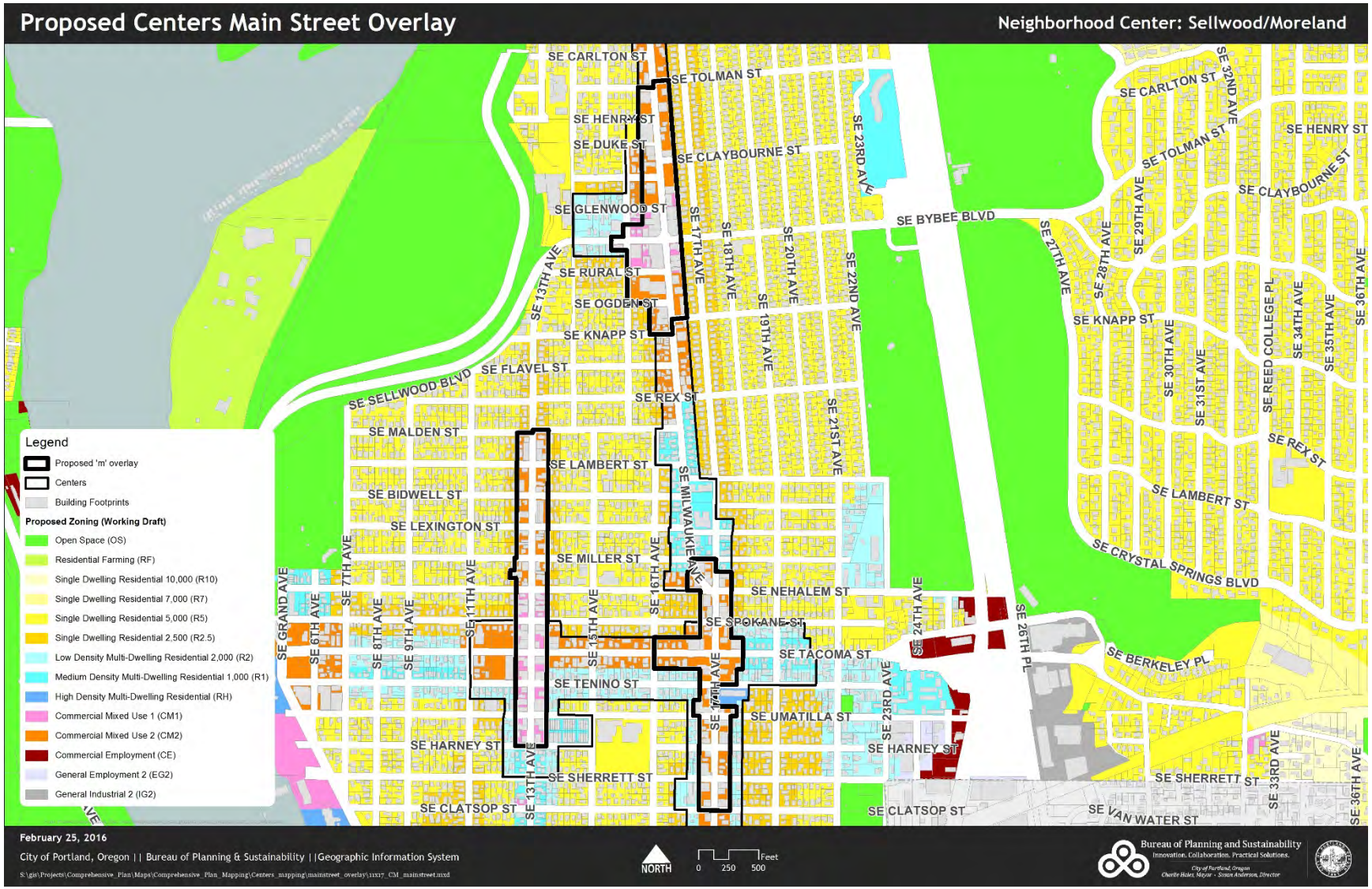
Charlie Hales, Mayor - Susan Anderson, Director


Proposed Centers Main Street Overlay
Neighborhood Center: Sellwood/Moreland
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Residential Farming (RF)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 2 (EG2)
General Industrial 2 (IG2)
SE CARLTON ST
SE TOLMAN ST
SE HENRY ST
SE DUKE ST
SE CLAYBOURNE ST
SE GLENWOOD ST
SE RURAL ST
SE OGDEN ST
SE KNAPP ST
SE FLAVEL ST
SE SELLWOOD BLVD
SE REX ST
SE MALDEN ST
SE LAMBERT ST
SE BIDWELL ST
SE LEXINGTON ST
SE MILLER ST
SE NEHALEM ST
SE SPOKANE ST
SE TACOMA ST
SE TENINO ST
SE UMATILLA ST
SE HARNEY ST
SE SHERRETT ST
SE CLATSOP ST
SE BYBEE BLVD
SE CRYSTAL SPRINGS BLVD
SE BERKELEY PL
SE VAN WATER ST
SE 13TH AVE
SE 17TH AVE
SE 18TH AVE
SE 19TH AVE
SE 20TH AVE
SE 21ST AVE
SE 22ND AVE
SE 23RD AVE
SE 24TH AVE
SE 26TH PL
SE 27TH AVE
SE 28TH AVE
SE 29TH AVE
SE 30TH AVE
SE 31ST AVE
SE 32ND AVE
SE 33RD AVE
SE 34TH AVE
SE 35TH AVE
SE 36TH AVE
SE REED COLLEGE PL
SE GRAND AVE
SE 6TH AVE
SE 7TH AVE
SE 8TH AVE
SE 9TH AVE
SE 11TH AVE
SE 15TH AVE
SE 16TH AVE
SE MILWAUKIE AVE
February 25, 2016
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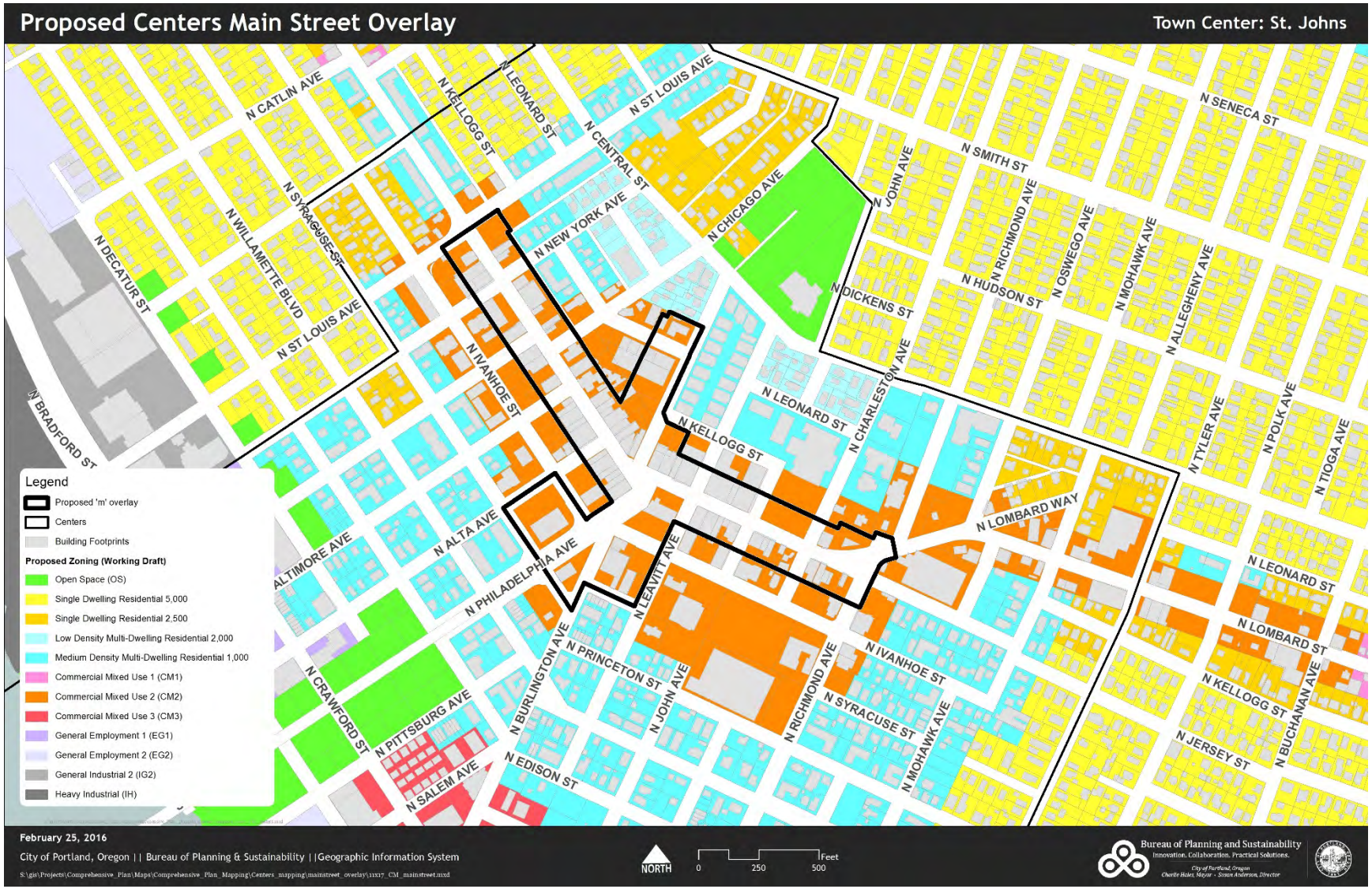
Proposed Centers Main Street Overlay
Town Center: St. Johns
N CATLIN AVE
N KELLOGG ST
N LEONARD ST
N ST LOUIS AVE
N CENTRAL ST
N SYRACUSE ST
N NEW YORK AVE
N CHICAGO AVE
N SENECA ST
N SMITH ST
N JOHN AVE
N RICHMOND AVE
N OSWEGO AVE
N MOHAWK AVE
N ALLEGHENY AVE
N DECATUR ST
N WILLAMETTE BLVD
N HUDSON ST
N DICKENS ST
N CHARLESTON AVE
N TYLER AVE
N POLK AVE
N TIOGA AVE
N BRADFORD ST
N IVANHOE ST
N LEONARD ST
N KELLOGG ST
N LOMBARD WAY
N ALTA AVE
N PHILADELPHIA AVE
N LEAVITT AVE
N LOMBARD ST
N PRINCETON ST
N IVANHOE ST
N BURLINGTON AVE
N JOHN AVE
N RICHMOND AVE
N SYRACUSE ST
N MOHAWK AVE
N CRAWFORD ST
N PITTSBURG AVE
N KELLOGG ST
N BUCHANAN AVE
N JERSEY ST
N SALEM AVE
N EDISON ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000
Single Dwelling Residential 2,500
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
General Employment 1 (EG1)
General Employment 2 (EG2)
General Industrial 2 (IG2)
Heavy Industrial (IH)
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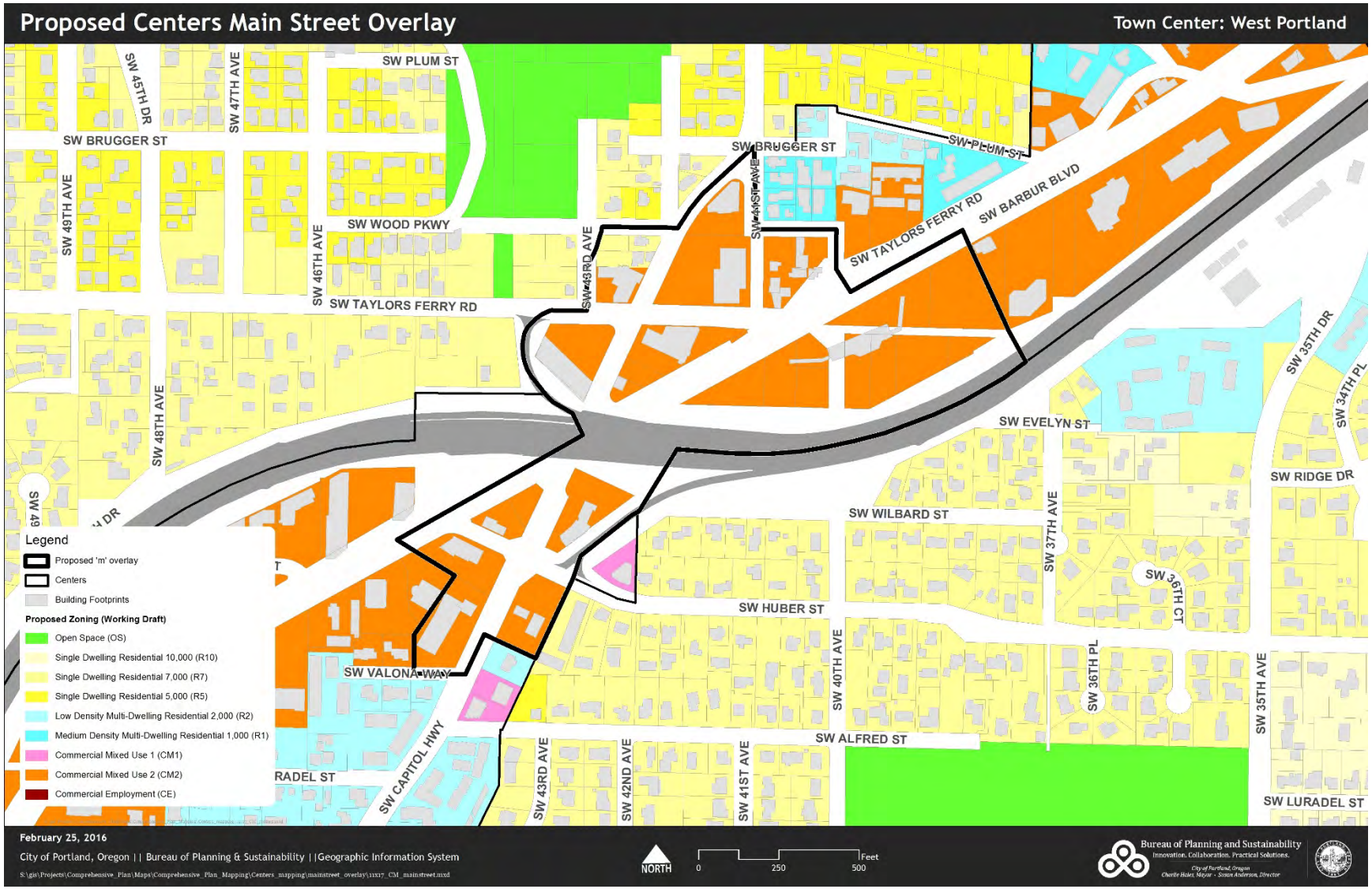
Proposed Centers Main Street Overlay
Town Center: West Portland
SW PLUM ST
SW 45TH DR
SW 47TH AVE
SW BRUGGER ST
SW 49TH AVE
SW WOOD PKWY
SW 46TH AVE
SW TAYLORS FERRY RD
SW 43RD AVE
SW 48TH AVE
SW BARBUR BLVD
SW EVELYN ST
SW 35TH DR
SW 34TH PL
SW RIDGE DR
SW WILBARD ST
SW 37TH AVE
SW 36TH CT
SW HUBER ST
SW VALONA WAY
SW 40TH AVE
SW 36TH PL
SW 35TH AVE
SW ALFRED ST
SW CAPITOL HWY
SW 43RD AVE
SW 42ND AVE
SW 41ST AVE
SW LURADEL ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
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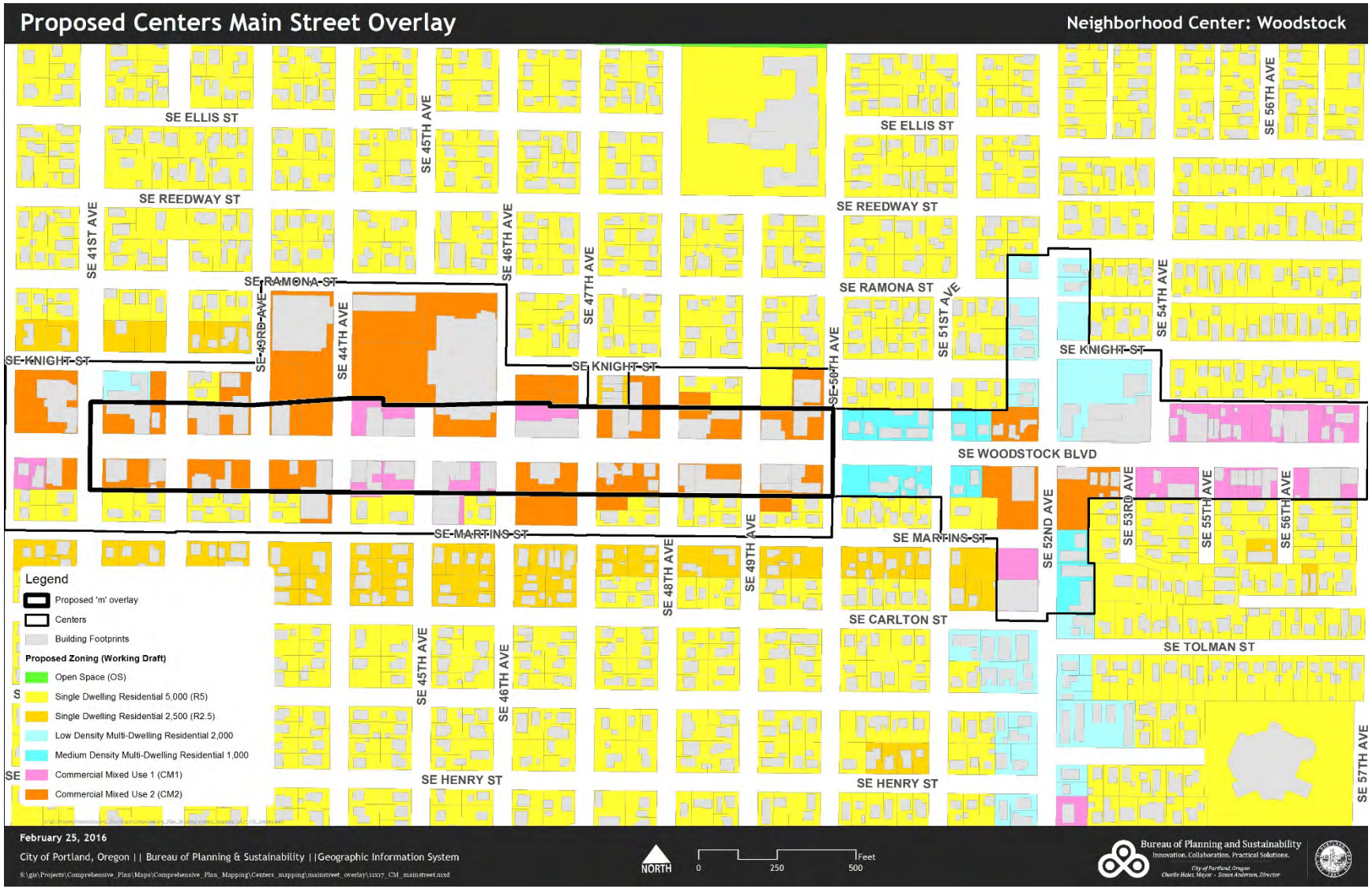
Proposed Centers Main Street Overlay
Neighborhood Center: Woodstock
SE ELLIS ST
SE REEDWAY ST
SE RAMONA ST
SE KNIGHT ST
SE MARTINS ST
SE WOODSTOCK BLVD
SE CARLTON ST
SE TOLMAN ST
SE HENRY ST
SE 41ST AVE
SE 43RD AVE
SE 44TH AVE
SE 45TH AVE
SE 46TH AVE
SE 47TH AVE
SE 48TH AVE
SE 49TH AVE
SE 50TH AVE
SE 51ST AVE
SE 52ND AVE
SE 53RD AVE
SE 54TH AVE
SE 55TH AVE
SE 56TH AVE
SE 57TH AVE
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
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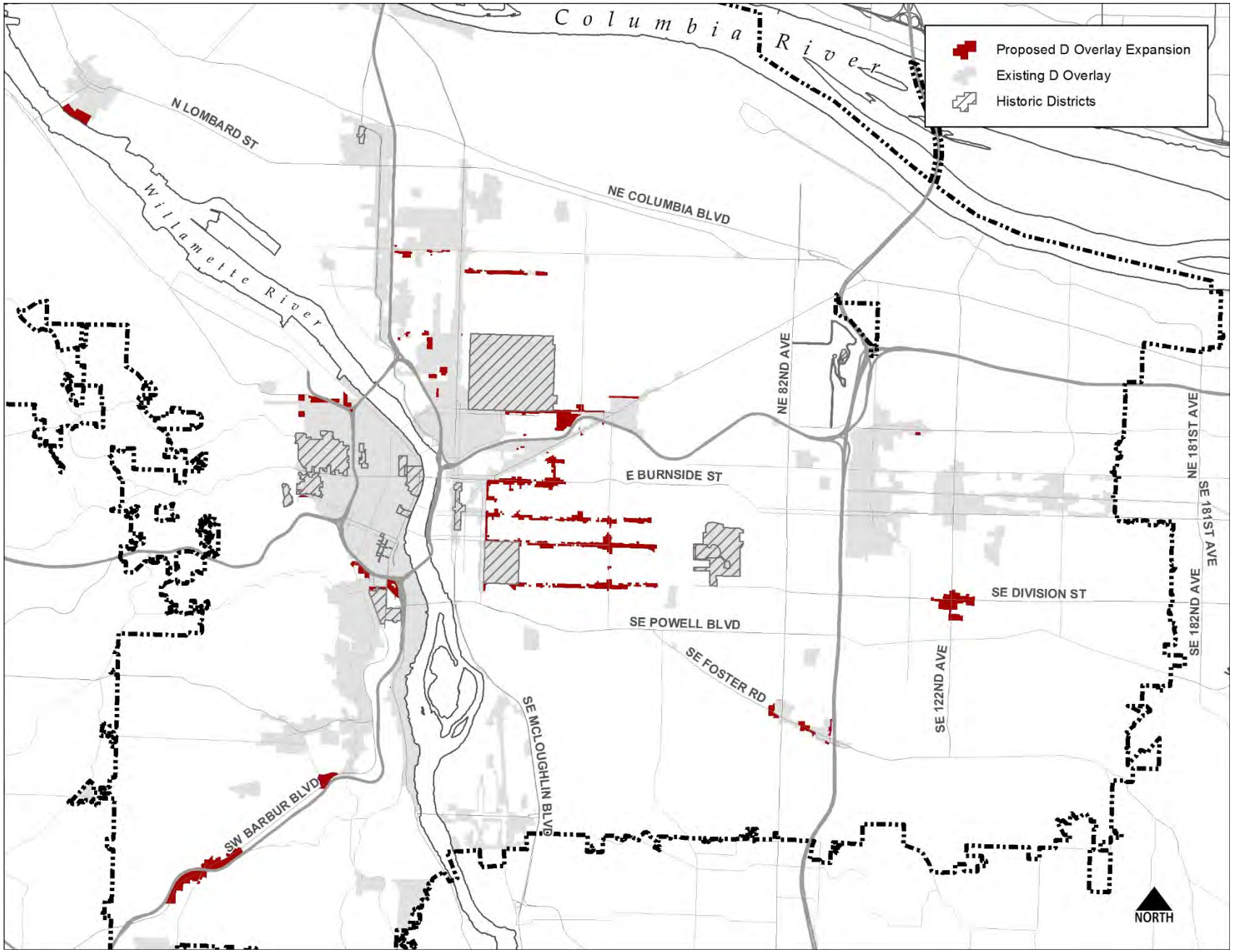
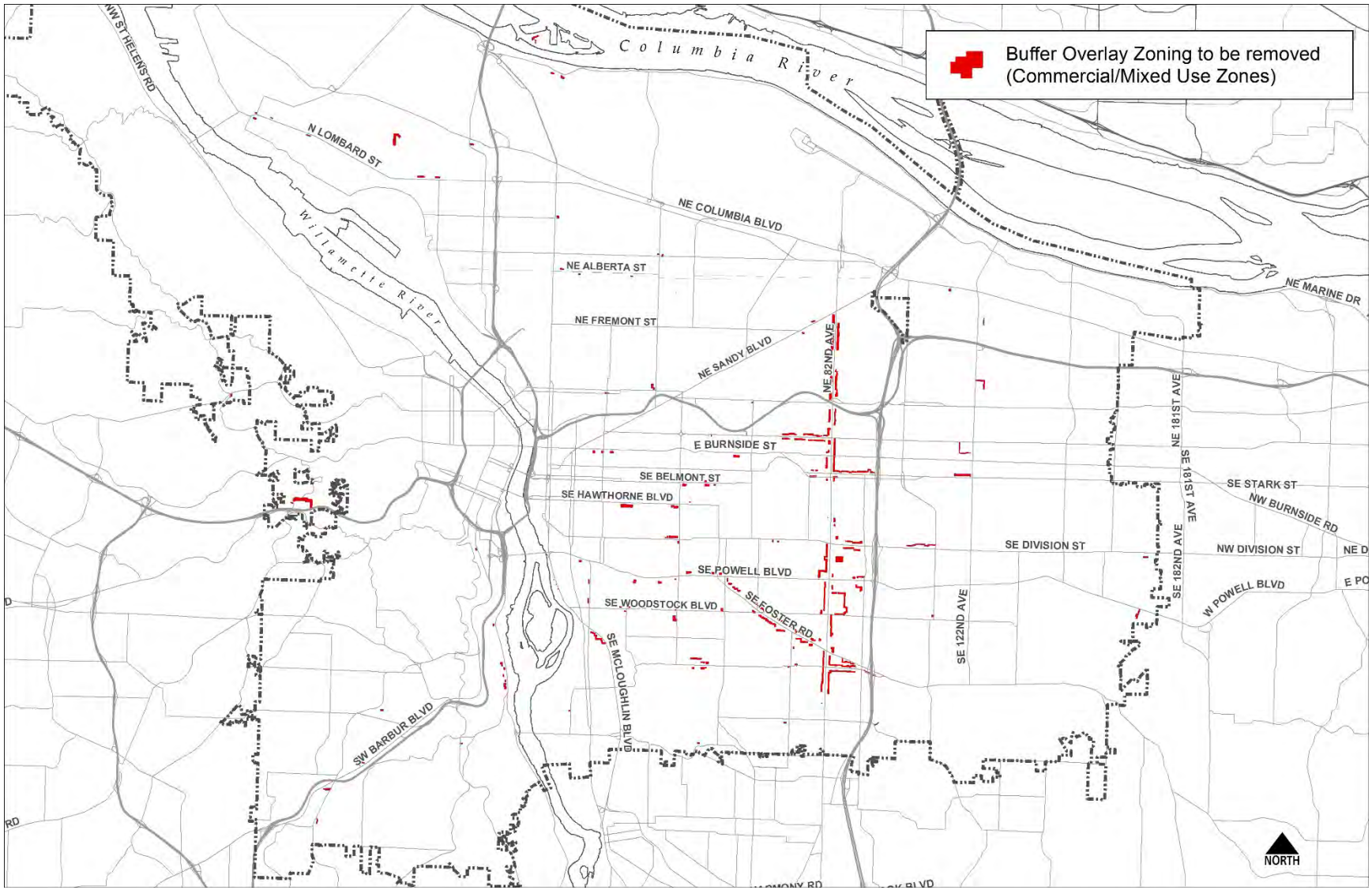

Columbia River
Proposed D Overlay Expansion
Existing D Overlay
Historic Districts
N LOMBARD ST
Willamette River
NE COLUMBIA BLVD
NE 82ND AVE
E BURNSIDE ST
NE 181ST AVE
SE 181ST AVE
SE DIVISION ST
SE POWELL BLVD
SE 182ND AVE
SE FOSTER RD
SE 122ND AVE
SE MCLOUGHLIN BLVD
SW BARBUR BLVD
NORTH


Buffer Overlay Zoning to be removed
(Commercial/Mixed Use Zones)
Columbia River
Willamette River
NW ST HELENS RD
N LOMBARD ST
NE COLUMBIA BLVD
NE ALBERTA ST
NE FREMONT ST
NE SANDY BLVD
NE 82ND AVE
NE MARINE DR
NE 181ST AVE
SE 181ST AVE
E BURNSIDE ST
SE BELMONT ST
SE HAWTHORNE BLVD
SE STARK ST
NW BURNSIDE RD
SE DIVISION ST
NW DIVISION ST
SE POWELL BLVD
W POWELL BLVD
SE WOODSTOCK BLVD
SE FOSTER RD
SE 182ND AVE
SE 122ND AVE
SE MCLOUGHLIN BLVD
SW BARBUR BLVD
NORTH

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VIII. Appendices

Appendix A: City of Portland/TriMet Letter of Intent

Appendix B: Preliminary List of Subsequent Amendments

Appendix C: Mixed Use Zones Project – Assessment Report (under separate cover)

Appendix D: Mixed Use Zones Project – Code Concepts Report (under separate cover)

Appendix E: EcoNW Density Bonus Evaluation (forthcoming - under separate cover)

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TRIMET

Letter of Intent

The City of Portland and TriMet have a shared intention to work in partnership to identify the transit service and supporting land use, community development and transportation policies, programs and projects needed to support planned growth, consistent with the region's 2040 adopted vision and plans.

The City of Portland is updating its Comprehensive Plan and Transportation System Plan (TSP), which will prioritize transit-oriented centers and corridors to accommodate expected population and employment growth while minimizing traffic growth. TriMet is also developing its Service Enhancement Plans to work with communities to create long-term visions for the future development of the transit system. These three planning efforts can lead to high-quality transit to areas identified for growing residential and employment land uses.

In order to help achieve the climate, health, environmental, housing, economic, and equity goals and objectives of regional and City plans, the City and TriMet are committing to a joint work plan to address areas where coordination is necessary for success, such as where City facilities are used by TriMet vehicles or where City plans call for intensified transit service to meet job and housing demands.

This work plan will inform the development and adoption of a service agreement or Memorandum of Understanding (MOU) showing how the City and TriMet will coordinate on transit service in the City. The Parties intend to complete this by the end of 2016 to coincide with the City's completion of Periodic Review.

This service agreement or MOU would strengthen coordination of three mutually-reinforcing responsibilities:

- Adoption of transit-supportive land use plans (City, Bureau of Planning and Sustainability)
- Investments that provide transit-supportive infrastructure, such as sidewalks and safe crossings, and programs, such as transit signal priority, and transportation and parking demand management (City, Bureau of Transportation, Portland Development Commission)
- Transit operations, vehicles and infrastructure (TriMet)

Additional background and details on proposed and supporting activities are provided in Attachment A.

Date: 7-26-15

Mayor Charlie Hales, Commissioner in Charge
Portland Bureau of Planning & Sustainability

Date: 8-26-15

Steve Novick, Commissioner in Charge
Portland Bureau of Transportation

Date: 9/1/2015

Neil McFarlane, General Manager
TriMet

Attachment A.

Background

A fundamental guiding policy behind this effort is the Region 2040 Growth Concept, which calls for housing and employment growth to be focused into more active, mixed use, pedestrian-friendly activity centers that are connected by high-frequency or high-capacity transit corridors. One of the key ingredients to success for these activity centers is providing a multi-modal transportation system that ensures transportation choices and the continued mobility of people and goods throughout the region.

Frequent, high quality transit service is essential to supporting strong job centers and healthy neighborhoods. The existing transit system has facilitated the growth of regional and neighborhood centers, in keeping with the regional vision. This has helped create vibrant downtowns and neighborhoods where employees, residents and visitors can meet many of their needs with transit, on foot, or by bike, thereby reducing congestion, cutting greenhouse gas emissions, and allowing more economic activity and population and employment growth in these areas at a lower cost than expanding state and local roadways.

Transit is an essential ladder of opportunity to help people reach economic security. Expanding high quality, frequent transit will improve low-cost access to daily needs, jobs, and education for all, especially those who have limited or no access to a private vehicle. In order to ensure greater fairness, an equity lens is, and will be, used to improve safe, reliable access to quality transit service in a way that is inclusive of all Portlanders. For this to be successful, the City and TriMet will need to engage with a variety of other partners to ensure that improving transit is part of a broader strategy to maintain and expand affordable housing and increase economic opportunity in a way that is inclusive and recognizes the risk of racial disparities.

The City of Portland desires to deliver on the 2040 vision and has expectations to capture a significant share of the region's projected population growth and to efficiently serve that growth long into the future without a major increase in highway or road capacity. The extent of existing infrastructure makes the City well poised to address its growth potential by increasing transportation capacity with a balanced, multimodal system based on transit, bicycles, and pedestrians. The transit portion of this system will be a seamless balance of bus, light rail, streetcars, ADA paratransit and related services.

Under Oregon law, there are legal mechanisms to ensure that Transportation System Plans and Land Use Plans are coordinated. Transportation System Plans, however, traditionally focus on capital investment plans, not ongoing transit operations. The City and TriMet are seeking a mechanism to more clearly express and acknowledge that land use, capital investments, and ongoing operations are bound together.

Proposed Activities

The City of Portland and TriMet have a long history of partnership on the planning, funding, construction and operations of this integrated transit network. The City has been a major supporter and financial contributor to TriMet transit system expansions. TriMet has consistently invested in operating high-frequency service along Portland's main streets and through its centers. In addition, TriMet has supported the City's pursuit of developing the Streetcar system and has taken on a larger share of its operations.

It is in this spirit of continuing partnership that we now embark on this workplan to formalize understanding of our mutual commitments so that both parties have a promise of stability for future planning where transit service, land use plans and uses, infrastructure are all mutually dependent for success.

Transit and higher density zoning alone are not sufficient to produce the levels of development and transit use to meet regional goals. Without safe pedestrian and bicycle access to transit, high-quality transit

stops, fast and reliable transit operations, parking management, affordable transit-oriented development and effective demand management, the City, TriMet and the region are unlikely to meet their goals.

TriMet's future investment and improving and expanding the frequent transit network will be prioritized based on considerations that include the level of local access investments, transit-supportive policies and regulations, and priority treatments. TriMet and the City will work together to update corridors with transit-supportive investments to help support both frequent transit service and transit-oriented development that supports affordability and access to opportunity for all Portlanders.

With this understanding, the City and TriMet envision the following types of activities will be part of the workplan:

- Transit-supportive land use commitments by the City, reflective of Comprehensive Plan and Regional Growth Vision;
- Policy and program commitments by the City that support the use of transit, including parking and travel demand management (TDM);
- Operational and capital investments by the City and other partners that support the performance of transit in terms of safety, efficiency, reliability and accessibility, including:
    - Sidewalks, crossings and other treatments to make accessing transit safer and more desirable;
    - Transit signal priority, right of way and other system management treatments to improve speed and reliability;
- Service commitments by TriMet that support the City's plans, tied to designated land uses and prioritized in alignment with TriMet's Board-adopted Service Guidelines Policy, which emphasizes five priority considerations to provide the framework for service planning decision-making: Equity, Demand, Productivity, Connections and Growth.

These activities recognize the specialized roles played by the various parties involved in the work plan:

- Bureau of Planning & Sustainability – Land Use Planning and Policy
- Bureau of Transportation – Transportation Infrastructure, Operations, Programs, Planning and Policy
- TriMet – Transit Service, Infrastructure, Planning and Policy

In order to prepare residents and businesses to take advantage of opportunities for increased prosperity, the parties will work with PDC and the Housing Bureau develop a strategy to mitigate displacement and gentrification and to achieve equitable access to opportunity (e.g. workforce development and procurement practices that encourage the participation of disadvantaged business enterprises).

Achieving equitable outcomes will require concerted attention to demographic and other data and inclusive public participation. TriMet and the City will assess the capacity of the community to participate in the work plan and recommend specific implementing actions.

Supporting Activities

TriMet and City agencies, including BPS, PBOT, Housing, and PDC, will implement the Powell-Division Action Plan, which will address displacement and housing issues, and will use the process to inform future high capacity transit corridor planning and implementation actions.

In order to inform the work in the areas above, TriMet is collaborating with the City on its "Growing Transit Communities" project funded by the Transportation and Growth Management (TGM) grant program administered by ODOT and DLCD. Over the next 12 months, this planning process will develop transit-supportive investment plans for 2 to 5 transit corridors. Tools for prioritizing

investments will be developed and applied in each corridor. The suite of tools will be developed with the intention of being replicable for use in other corridors and by other jurisdictions.

One place where this type of partnership approach is already being applied is prioritizing service improvements on SE 122nd Avenue to improve connections for nearby residents to concentrations of jobs (such as in the Columbia Corridor) and other activity centers:

- The City is providing transit-supportive land use designations and including necessary sidewalk and crossing safety improvements in its proposed Comprehensive Plan and TSP.
- TriMet is developing service improvement plans through its Service Enhancement Plan process and is implementing improvements on an annual basis as budget allows.

The City and TriMet have also collaborated and sought additional funding from the TGM grant program to develop an Enhanced Transit Corridors study, which would identify corridors where projected growth may require new and innovative service models be deployed to meet demand, combined with enhanced safety, access and operational treatments, travel and parking demand management, to help ensure the benefits of the new service model are fully realized.

More generally, moving forward, the City and TriMet will seek to jointly develop plans, projects and funding requests for federal, state and regional opportunities to advance the objectives described herein.

As a regional agency, TriMet has the responsibility to balance investments across all of the jurisdictions it serves in line with regional and agency policy. Nothing in this proposed workplan is designed to limit TriMet's ability to fulfill that responsibility. This working arrangement and agreements also can consciously serve as a template for other partnerships between TriMet and other jurisdictions it serves in the region.

Appendix B: Draft Preliminary List of Subsequent Code Amendments

DRAFT - Preliminary List of Subsequent Code Amendments			
section	**title**	**Issues**	**Reconciliation**
33.288	Special Street Setbacks	Setbacks must be landscaped to at least the L1 standard (no reference to allowances for pedestrian surfaces).	Consider deleting or modifying landscaped setback requirement, given 33.130 and M overlay requirements for a portion of transit street setback to be improved for pedestrian use.
33.410	Buffer zone	Applies to and references the C zones	Delete C zone provisions, given new 33.130 provisions that are similar.
33.480	Scenic Resources Zones	20' minimum street setback (C zones) – applies to a CM1 property in Garden Home.	Consider modifying to relate to the 10' maximum setback.
33.521	East Corridor	• Building height (up to 100' in CM3) • FAR (4:1 in CM3 and some CM2, additional 2:1 FAR for residential development in one area). • Two-tier step down transitions. • Ground floor windows requirement references CX windows standard.	• Potentially adjust base FARs and possibly building heights to align with 33.130 base/bonus approaches. • Consider deleting plan district step down transitions (since step downs included in 33.130). • Modify ground-floor windows requirement, reflecting 33.130 changes and application of M overlay.
33.526	Gateway	• Building height (up to 75' in CM2) • FAR (3:1 in CM2, with additional 2:1 FAR for residential development). • Two-tier step down transitions. • Ground floor windows requirement references CX windows standard. • Includes provisions for EX and IR zones, which may be eliminated in Gateway.	• Potentially adjust CM2 base FARs and possibly building heights to align with 33.130 base/bonus approaches. • Consider deleting plan district step down transitions (since step downs included in 33.130). • Modify ground-floor windows requirement, reflecting 33.130 changes (no separate CX requirements). • Amend references to EX and IR zones.
33.532	Hayden Island	• Building height (base height of 50'/80' in some CE zoned areas)	• Potentially adjust base building heights and residential bonus FARs to

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DRAFT - Preliminary List of Subsequent Code Amendments			
section	**title**	**Issues**	**Reconciliation**
		• FAR bonuses (FAR for residential development can be up to 3.75:1 in some CE zoned areas) • Step-down transitions to residential zones.	align with 33.130 base/bonus approaches. • Consider deleting plan district step down transitions (since step downs included in 33.130).
33.536	Hollywood	• Building height (up to 120' in some locations for buildings that include residential) • FAR (floor area in residential or parking uses is not limited in some areas) • Bonuses included for residential development and open space • Two-tier step down transitions. • Drive-through facilities allowed to be rebuilt as part of urban-scale development (Subdistrict B). • 15% landscape requirement for residential buildings in CS zone. • Enhanced pedestrian street standards	• Potentially adjust base FARs and possibly base heights to align with 33.130 base/bonus approaches. • Consider if residential and open space bonuses should be deleted/modified, given 33.130 emphasis on affordable housing bonus and the plaza bonus. • Consider deleting plan district step down transitions (since included in 33.130). • Consider modifying urban drive-through allowance to align with similar 33.130 regulation. • Consider deleting landscape requirement, given new 33.130 landscape requirements. • Consider deleting enhanced pedestrian street standards (addressed by m-overlay).
33.538	Kenton	• Building height (65' allowed in a CM2 location) • FAR (6:1 allowed in a CM2 location) • Active building use area Map 538-5	• Potentially adjust base FARs and possibly base heights to align with 33.130 base/bonus approaches, or rezone to CM3 • Consider deleting active building use area requirement (addressed by m-overlay).
33.550	Macadam	• FAR limited to 2:1 (all zones, including CM2 and CE)	• Need to determine if 33.130 bonuses will be allowed or not in the plan district.

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DRAFT - Preliminary List of Subsequent Code Amendments			
section	**title**	**Issues**	**Reconciliation**
33.561	North Interstate	• Building height (up to 100' in some CM3 areas, and up to 125' in some locations through discretionary design review) • FAR (4:1 in some CM3 areas. • Height step downs abutting and across streets from RF-1 zones • Active building use required • Ground floor windows requirement references CX windows standard.	• Potentially adjust base FARs and possibly base heights to align with 33.130 base/bonus approaches. • Consider deleting plan district step down transitions (since included in 33.130). • Consider modifying active building use requirement to align with similar m-overlay regulations. • Modify ground-floor windows requirement, reflecting 33.130 changes (no separate CX requirements).
33.562	Northwest	• Base building height (up to 75' in CM3 and future EG1) • Base FAR (up to 4:1 in some CM3 and future EG1 areas) • Bonus height and FAR (up to 120' bonus height in some locations, and various bonus FAR provisions, including for affordable housing) • Ground floor active use requirements • Use of accessory parking for commercial parking	• Potentially adjust base FARs, base heights, and bonuses to align with 33.130 base/bonus approaches. • Consider whether or not EX plan district height and FAR allowances should continue for areas being rezoned to EG1. • Consider deleting ground floor active use requirements (addressed by m-overlay). • Consider whether changes are needed to allowances for accessory parking to be used as commercial parking, given new base zone regulations.
33.567	Powell Boulevard	New residential uses prohibited in commercial zones.	Need to determine if affordable housing bonus, in the form in-lieu-of fees, can be used in the plan district
33.583	St Johns	• Drive-through facilities allowed to be rebuilt as part of urban-scale development. • Exterior activities in EX (CM3) zone.	• Consider modifying urban drive-through allowance to align with similar 33.130 regulation. • Consider deleting allowances for specific exterior activities in the EX/CM3 zones now

Ord. 188177, Vol. 2.5, page 13404

DRAFT - Preliminary List of Subsequent Code Amendments			
section	**title**	**Issues**	**Reconciliation**
		• Bonus height and FAR for housing in a location with CN2/CM2 zoning (up to 55' height, and additional .25 FAR for non-residential component)	that they are allowed in the base zone. • Consider modifying CN2/CM2 bonuses to align with 33.130 base/bonus approaches.

Ord. 188177, Vol. 2.5, page 13405



Mixed Use Zones Project

Proposed Zoning Code and Zoning Map Amendments

Planning and Sustainability Commission Public Hearing

May 10, 2016

Bureau of Planning and Sustainability
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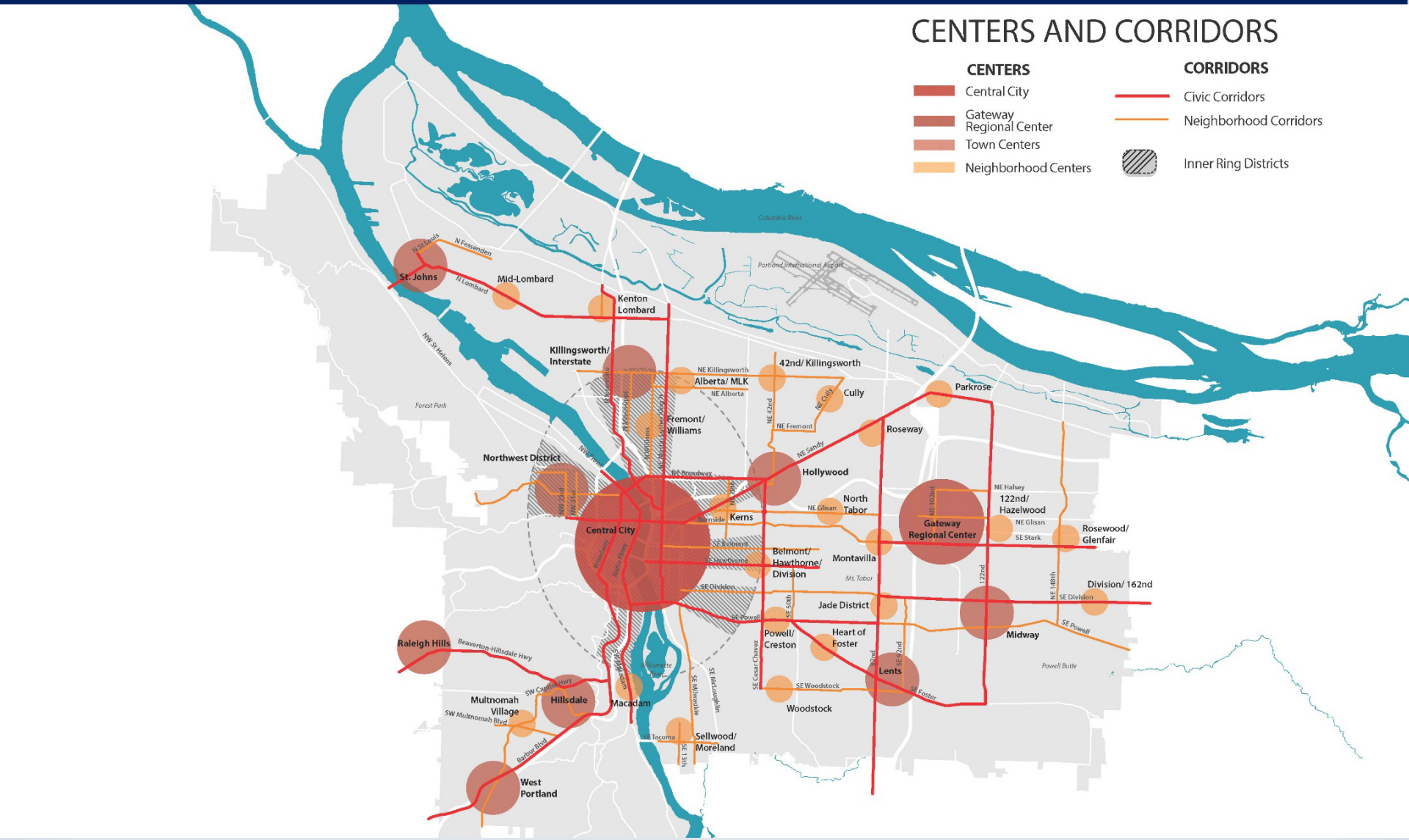
Ord. 188177, Vol. 2.5, page 13406

Mixed Use Zones Project

Implementation of Comprehensive Plan Centers & Corridors Policies



Mixed Use Zones Objectives

- Create zones and supporting codes that respond to the new Comp Plan & UDF – support commercial and housing growth
- Address issues such as building scale, transitions, required retail areas, residential area and uses, etc.
- Better address design and context, integration with historic and local character
- Allow market-feasible mixed-use development among varied pattern areas and locations
- Supply housing that is affordable for Portland incomes
- Allow a variety of commercial and employment uses/development as appropriate to the type of place
- Consider the equity implications of all approaches

Public Process Highlights

- **Project Advisory Committee (PAC)**

  20+ members, met over 2 years; represented varying viewpoints; not a consensus or recommending body

- **Technical Advisory Group**
- **Neighborhood Walks (7)**
- **Architect, Developer, Housing, Business Roundtables**
- **Preliminary Concept Workshops**
- **Revised Concept Info Sessions**
- **Resident and Shopper Surveys**
- **Discussion Draft Meetings**

Summary of Mixed Use Zones Project Elements

Creates new framework of Mixed Use Zones

- CM1, CM2, CM3, CE zones
- New Zoning Map

Re-write of Commercial Mixed Use Base Zone: 33.130

- New FAR Structure with Bonuses
- New Development and Design standards

Applies new Centers Main Street Overlay Zone: 33.415

- Creates active uses; pedestrian emphasis

Expands area of Design Overlay Zone: 33.420

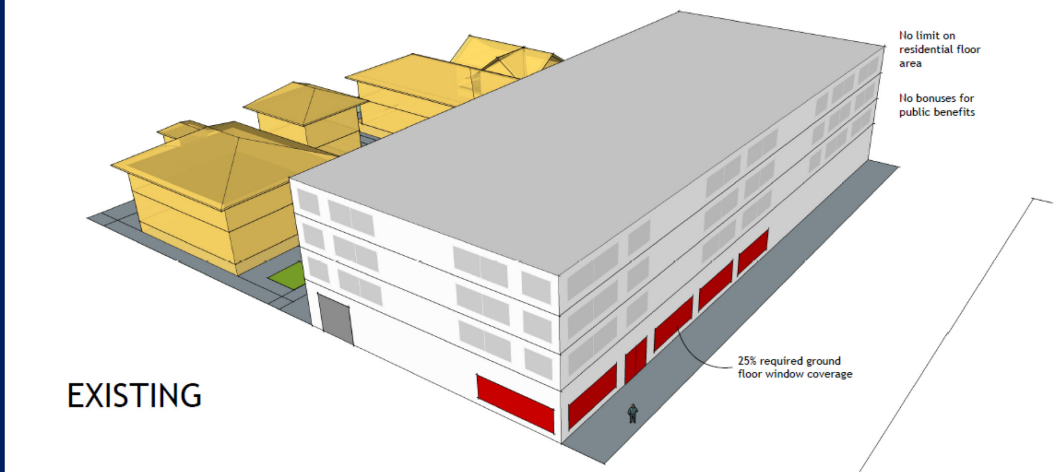
- Applied in all "Mixed Use-Urban Center" areas

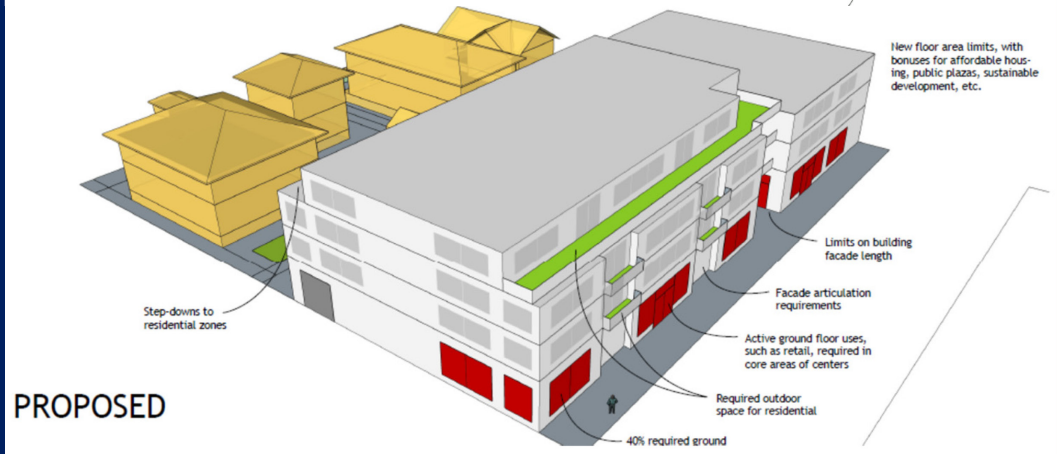
New Transportation Requirements: 33.266 and 33.852

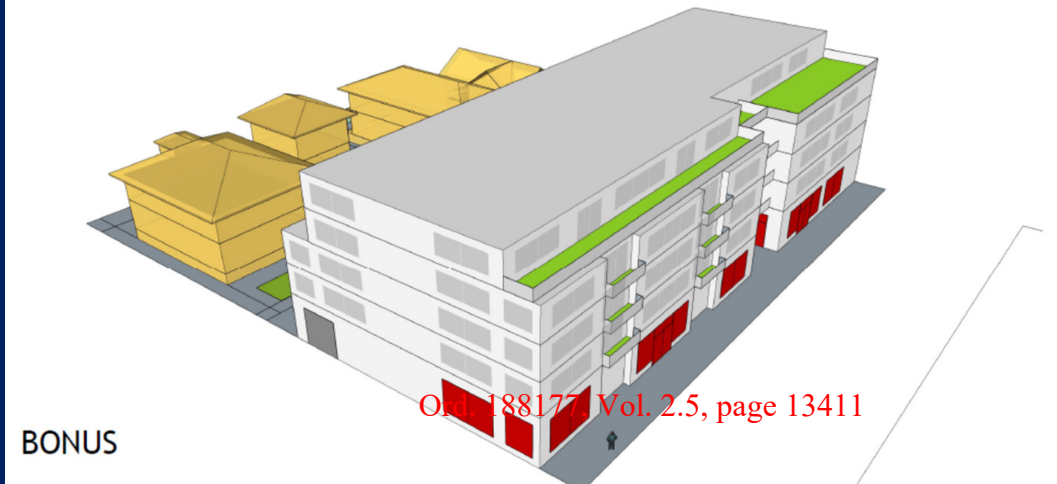
- TDM applies to development with more than 10 units
- Relate parking to transit, exempt small lots; new residential max.

Summary of Mixed Use Project -

Changes to Development Standards







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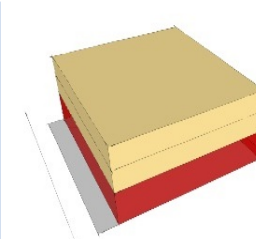
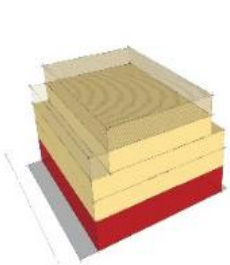
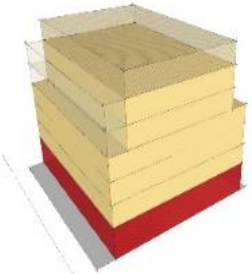
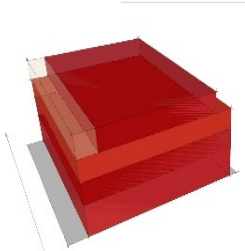
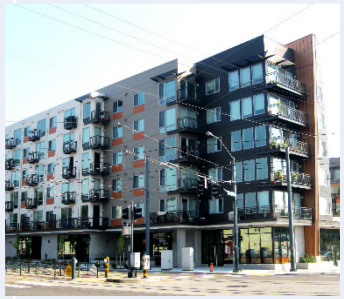
Proposed New Zones

	Commercial Mixed Use 1 (CM1)	Commercial Mixed Use 2 (CM2)	Commercial Mixed Use 3 (CM3)	Commercial Employment (CE)
Building Form				
Examples				
Height Limit FAR	35’ (3) 1.5:1	45’ (4) 2.5:1	65’ (6) 3:1	45’ (4) 2.5:1
Bonus Ht Limit Bonus FAR	35’ (3) 2.5:1	55’ (5)* 4:1 * In key locations	75’ (7) 5:1	45’ (4) 3:1

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Proposed New Zones

	Commercial Mixed Use 1 (CM1)	Commercial Mixed Use 2 (CM2)	Commercial Mixed Use 3 (CM3)	Commercial Employment (CE)
Commercial Uses	Array of small retail, service and office	Broader array of retail, service, and office	Broad array of retail, service, and office	Broad array of retail, service, office, and auto-oriented with drive through
Residential Uses	Allow	Allow	Allow	Allow (no bonus)
Industrial Uses	Limit	Allow employment uses with few off-site impacts	Allow employment uses with few off-site impacts	Allow light industrial uses w/ few off-site impacts
Institutional Uses	Allow	Allow	Allow	Allow

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Development Incentives

Bonus Options for Public Benefits

Bonus Element	% of bonus FAR achievable
Affordable housing units (80% MFI)	Up to 100%
Affordable commercial space (25% < market)	Up to 50%
Related: Historic resource transfer of development rights	Up to 50%

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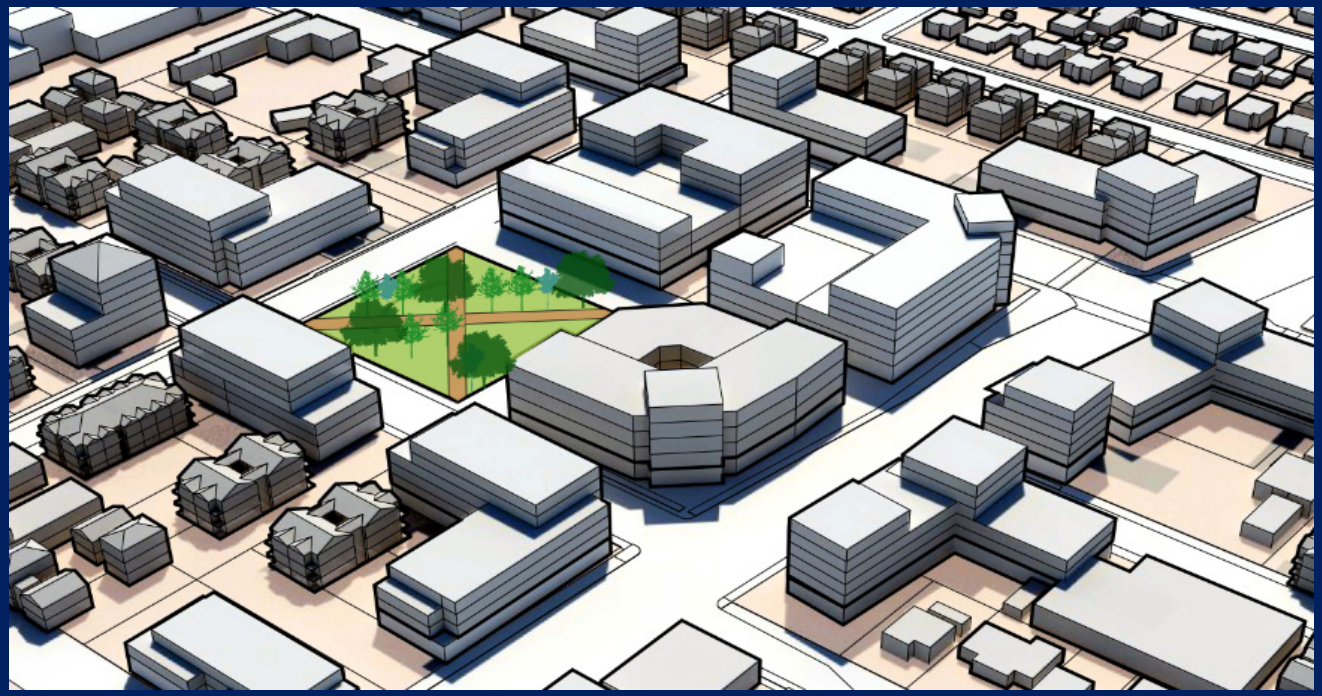
Development Incentives



Planned Development Bonus

Allow taller buildings and bonus FAR on large sites (2+ acres) when approved though a Type III land use review, with requirements for

- Affordable housing
- Public open space
- Low-carbon buildings
- Design review and scale transitions

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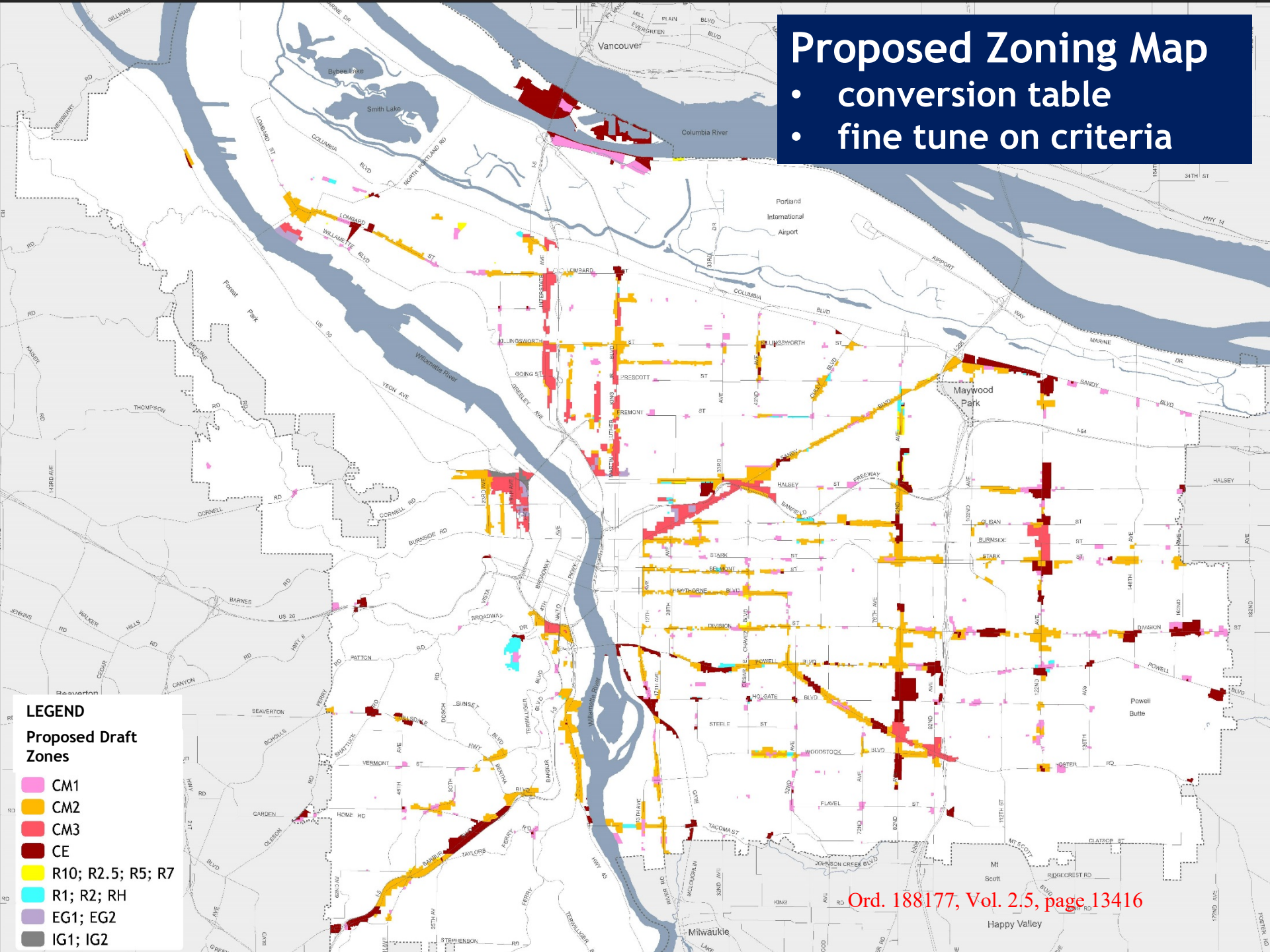
Proposed Zoning Map

- conversion table
- fine tune on criteria



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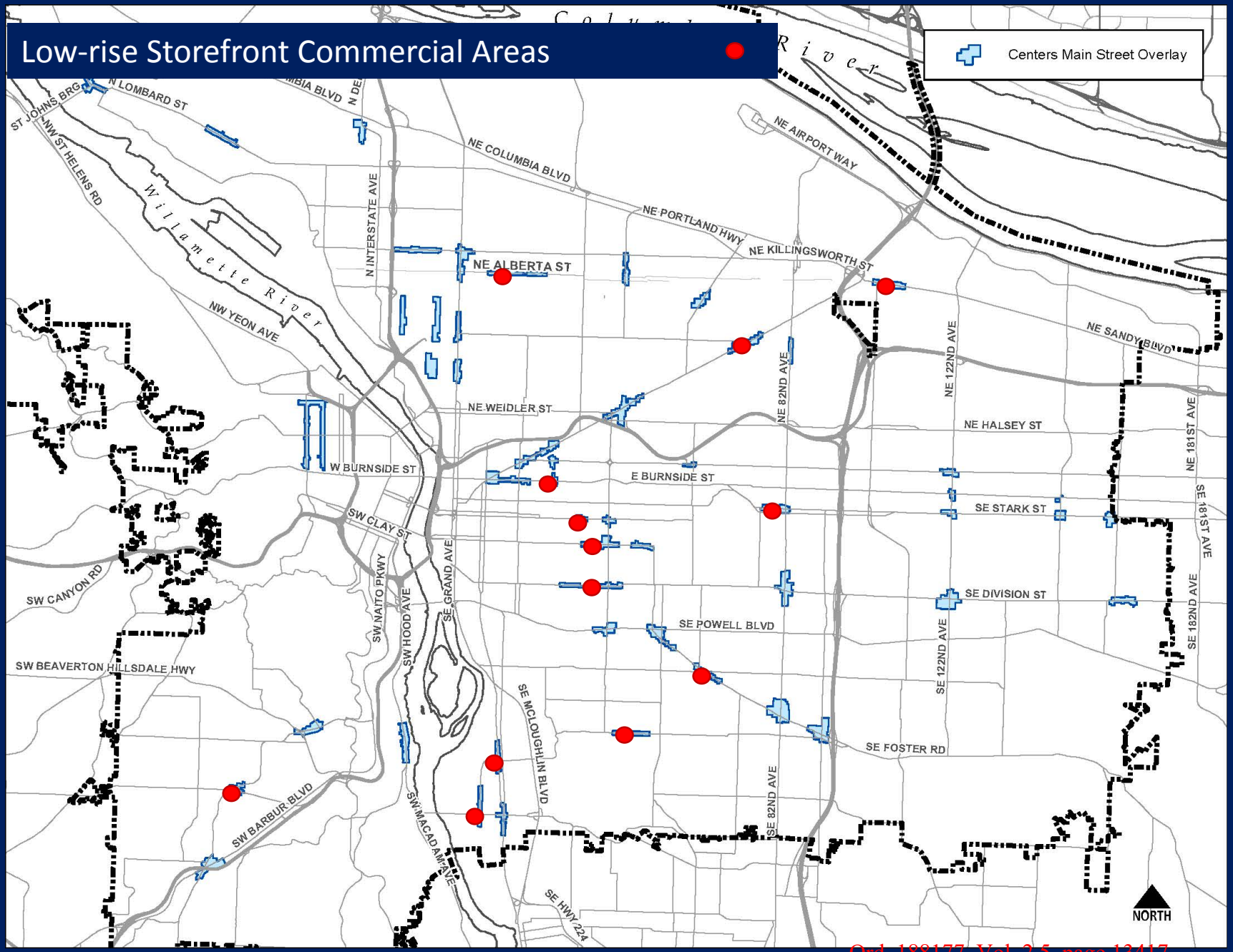
Low-rise Storefront Commercial Areas



Low-rise Commercial Storefront Areas

Zoning for areas with concentrations of 1-2 story streetcar-era storefront buildings.

- **CM1 base zone – 35’ height**
- **Apply through “m overlay” zone:**
  - **2:1 FAR**
  - **Larger allowed retail/commercial uses**
  - **Full lot coverage allowed and no required landscaping**







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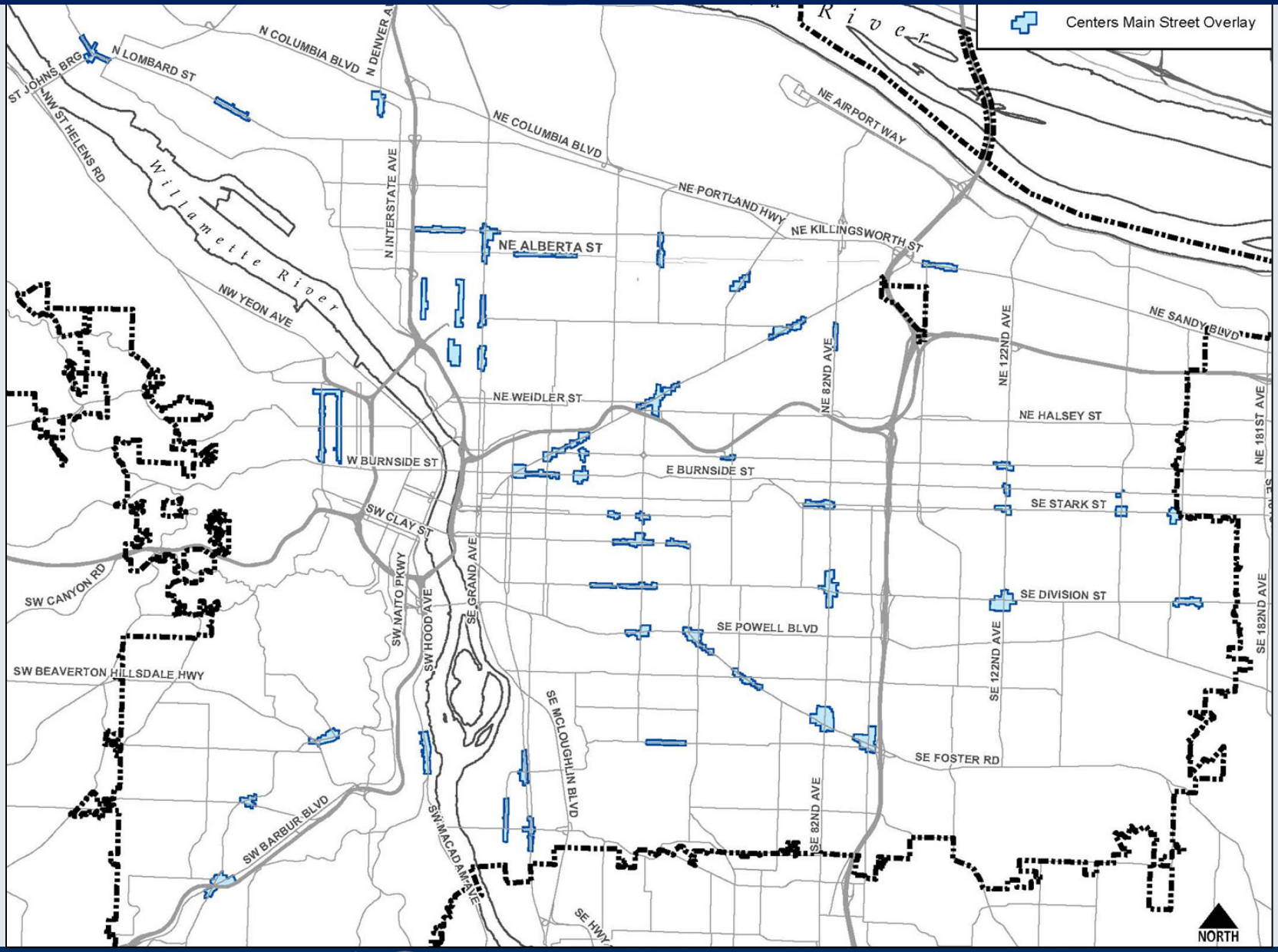
Centers Main Street Overlay



Centers Main Street Overlay Zone

- Commercial ground floor use
- Height flexibility (3’) in CM2 and CM3 zones
- Enhanced ground floor windows – 60%
- Stronger street orientation
- Minimum FAR
- Limit/prohibit non-pedestrian uses: drive thru, quick vehicle servicing, self-storage





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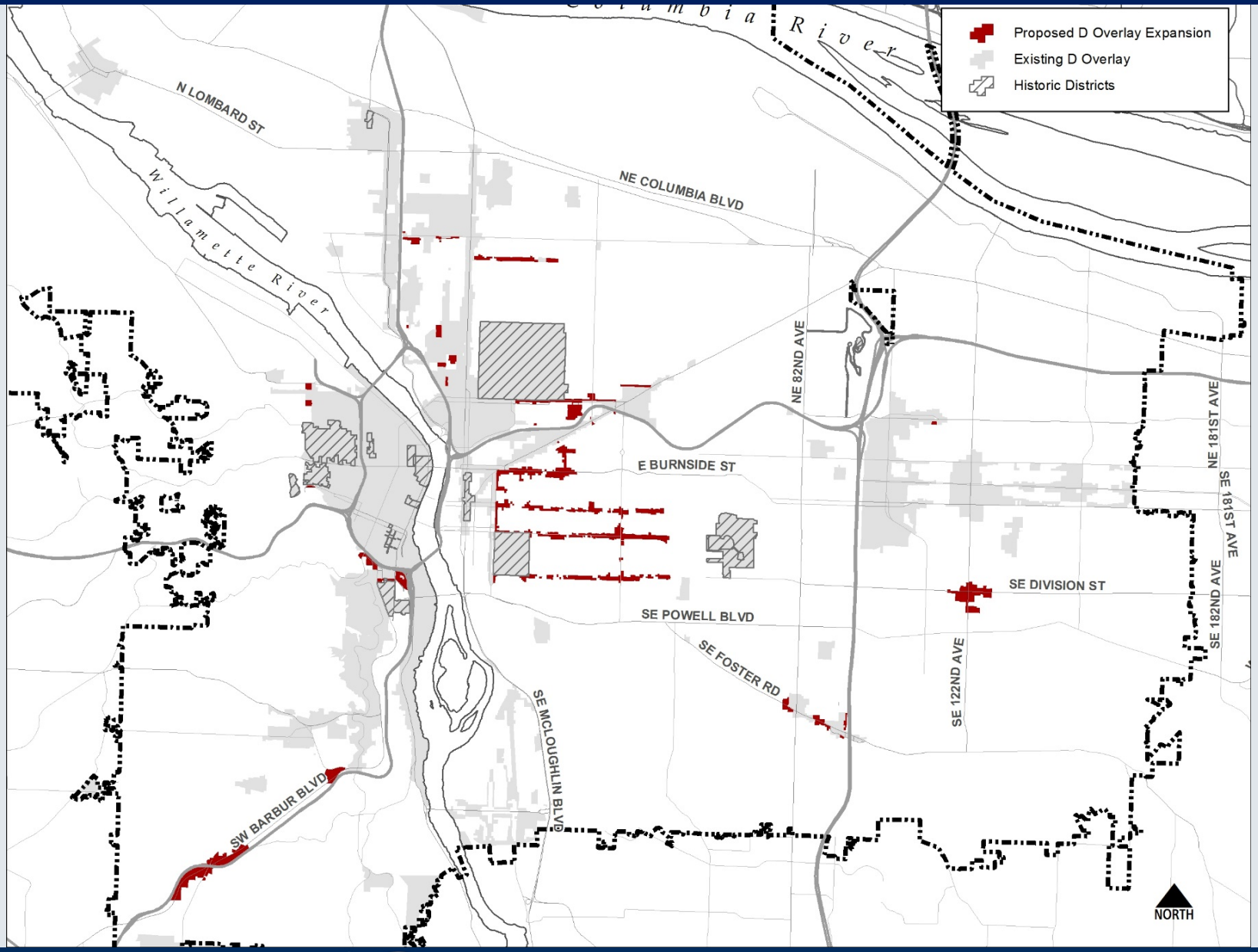
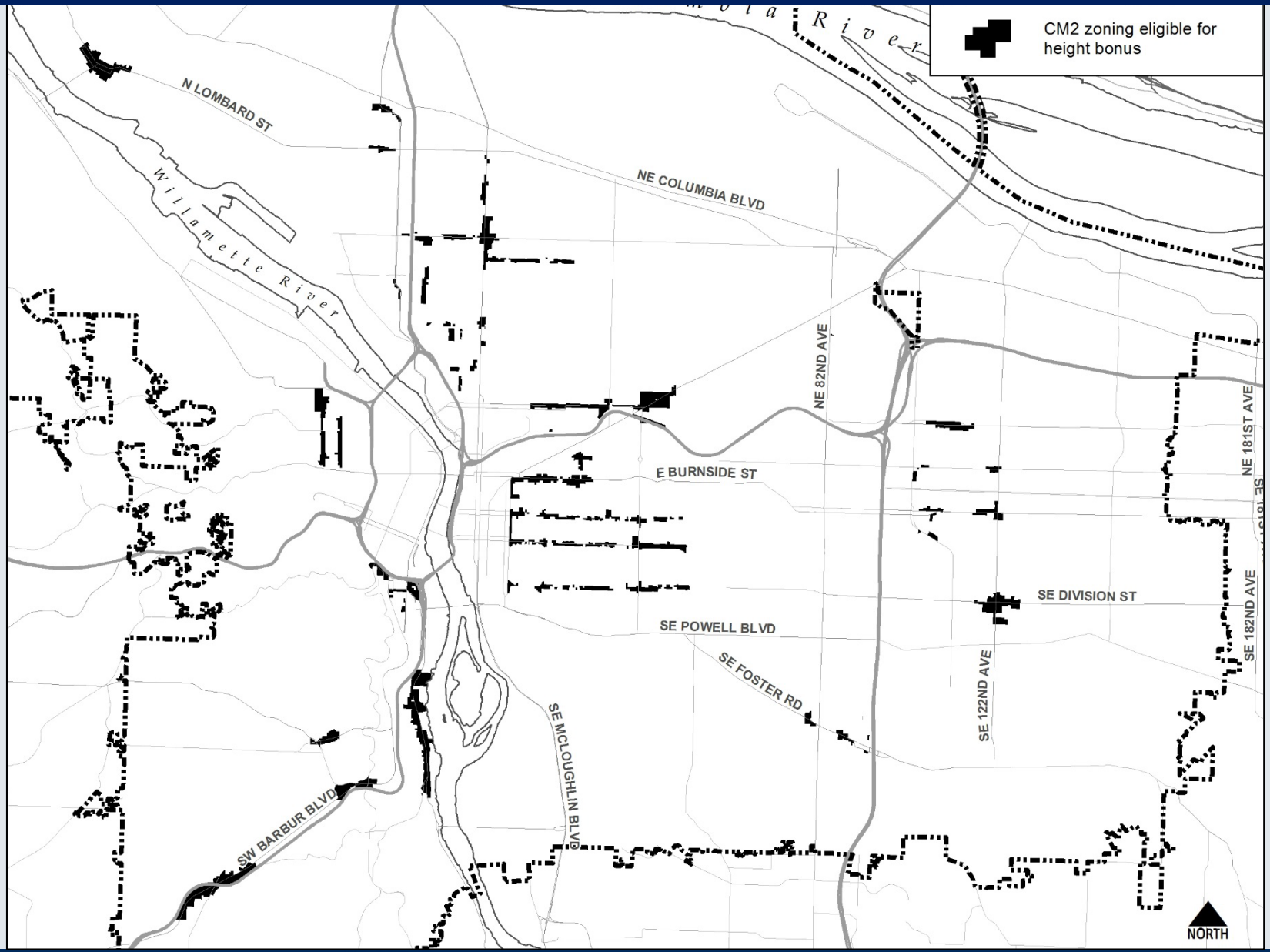
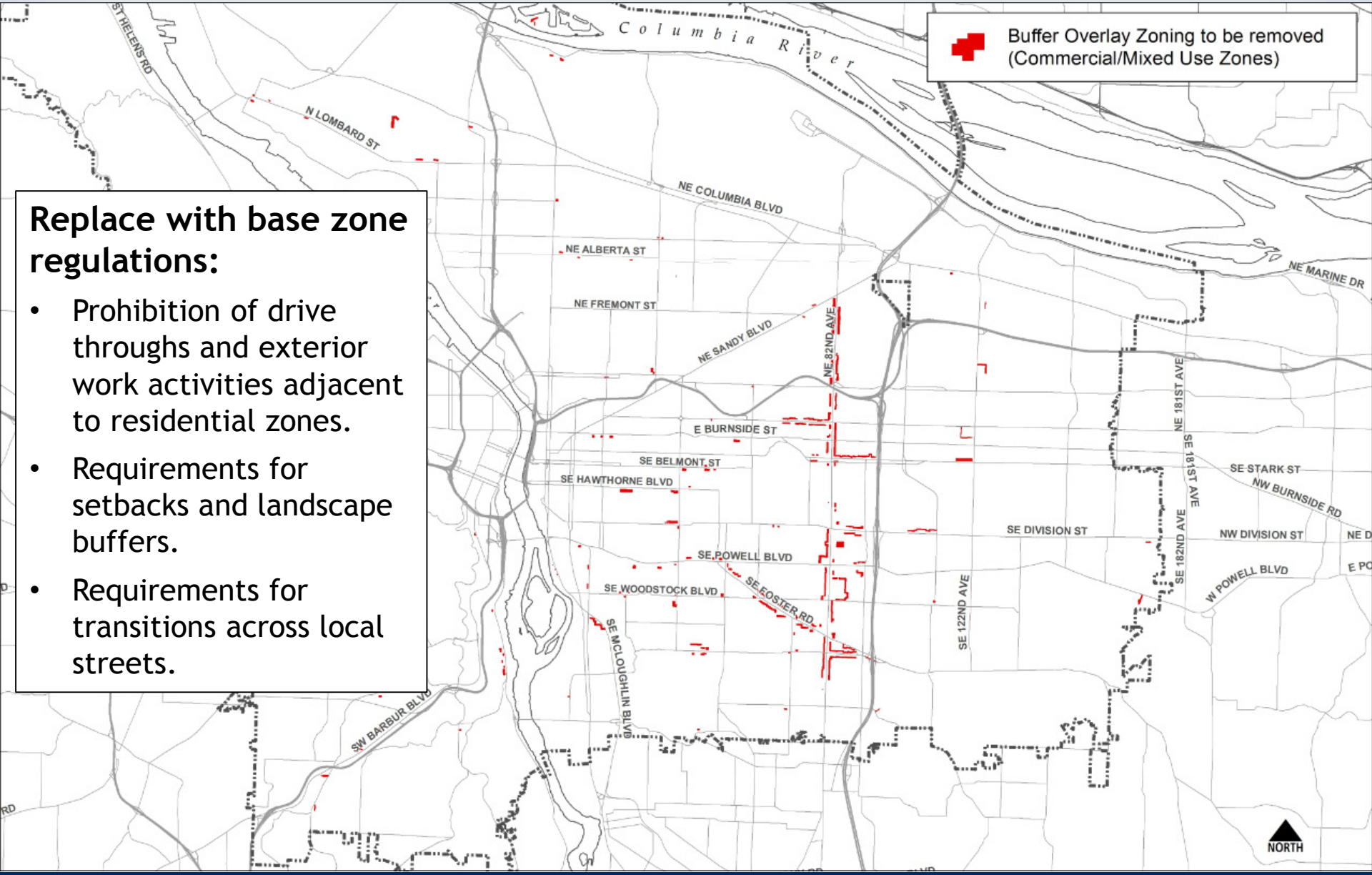
Expansion of Design Review Overlay



CM2 Bonus Height Areas (up to 55') – linked to design review overlay



Buffer overlay to be removed from commercial/mixed use zones

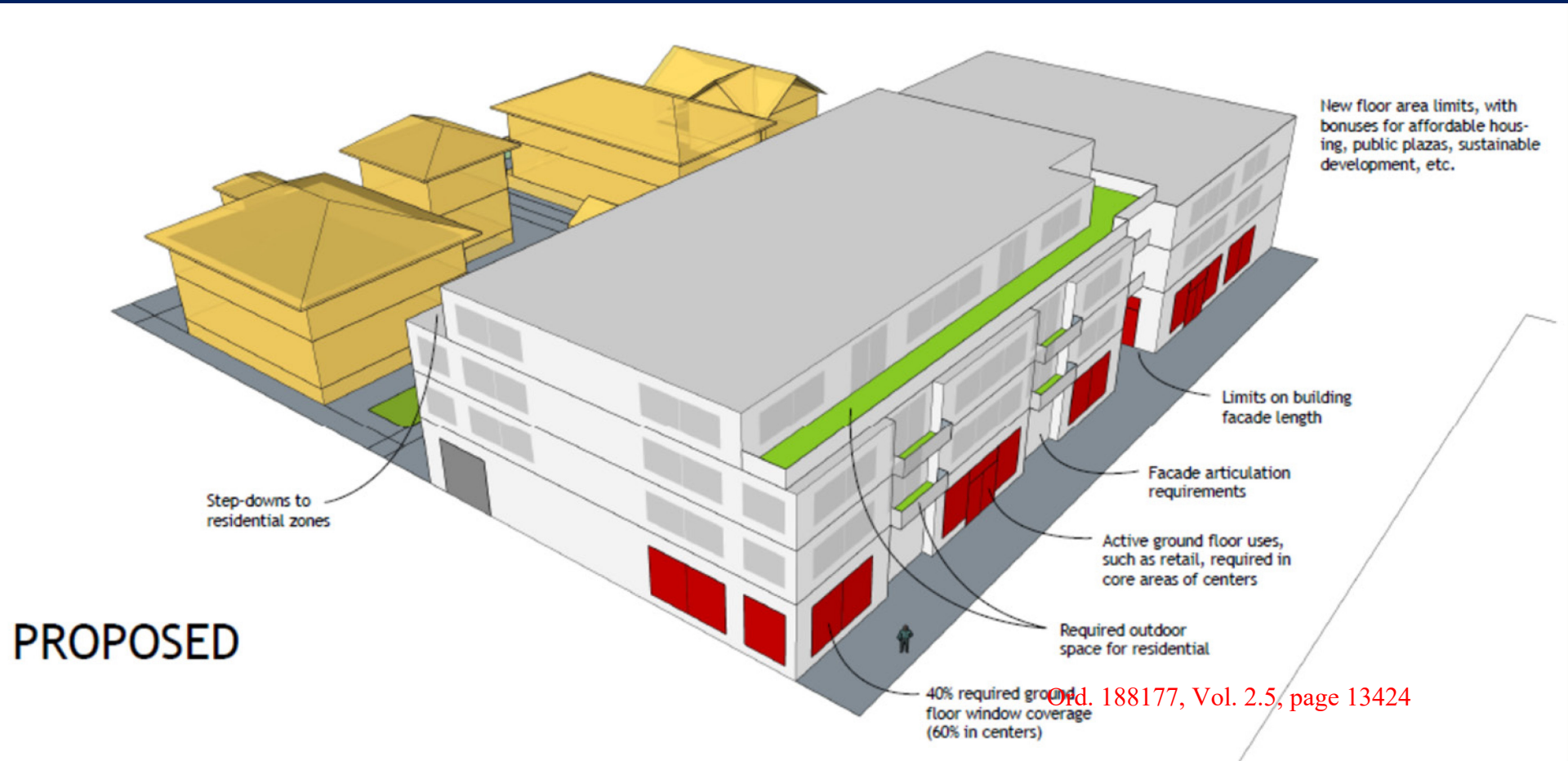


Replace with base zone regulations:

- Prohibition of drive throughs and exterior work activities adjacent to residential zones.
- Requirements for setbacks and landscape buffers.
- Requirements for transitions across local streets.

Highlights: Development Standards

- Transitions: step-down to R-zones; step-back on narrow streets (CM3)
- Façade articulation and building length standards
- Lot coverage and landscaping based on pattern areas, w/ green options
- Increase ground floor windows; outdoor area for residents



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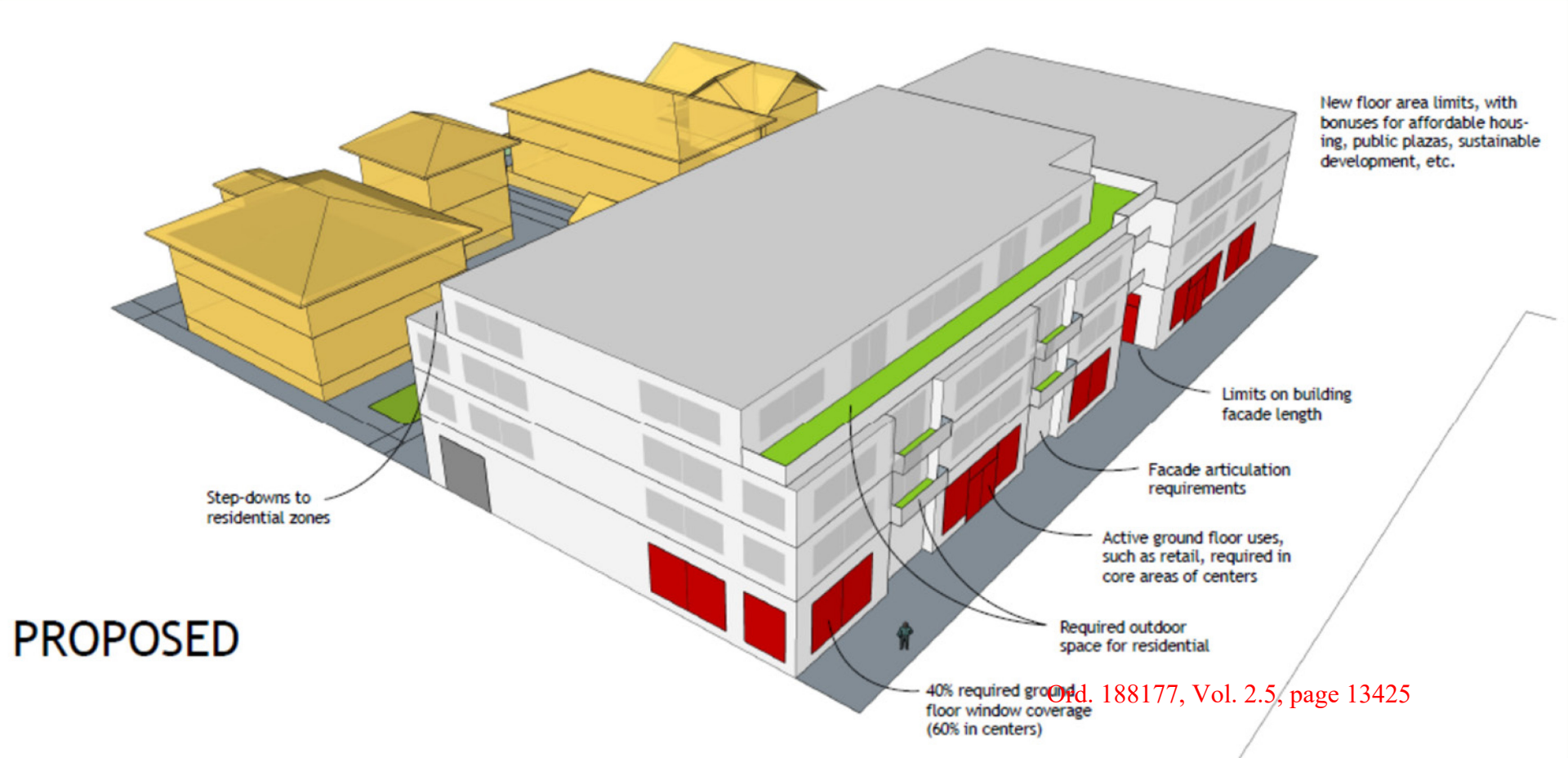
Highlights: Development Standards

- Expand exterior display allowances in most zones
- Prohibit drive-thru in CM1, 2, 3; allow in CE; rebuild in CM2, CM3
- Parking – relate to transit service; broaden commercial allowances
- Neighborhood contact requirement for 10K or 5 units



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Thank You

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Consider Proposed Code Changes
close testimony May 17, 2016

Work session on code and map amendments
June 28, 2016

Consider Proposed Map Changes
close testimony July 12, 2016

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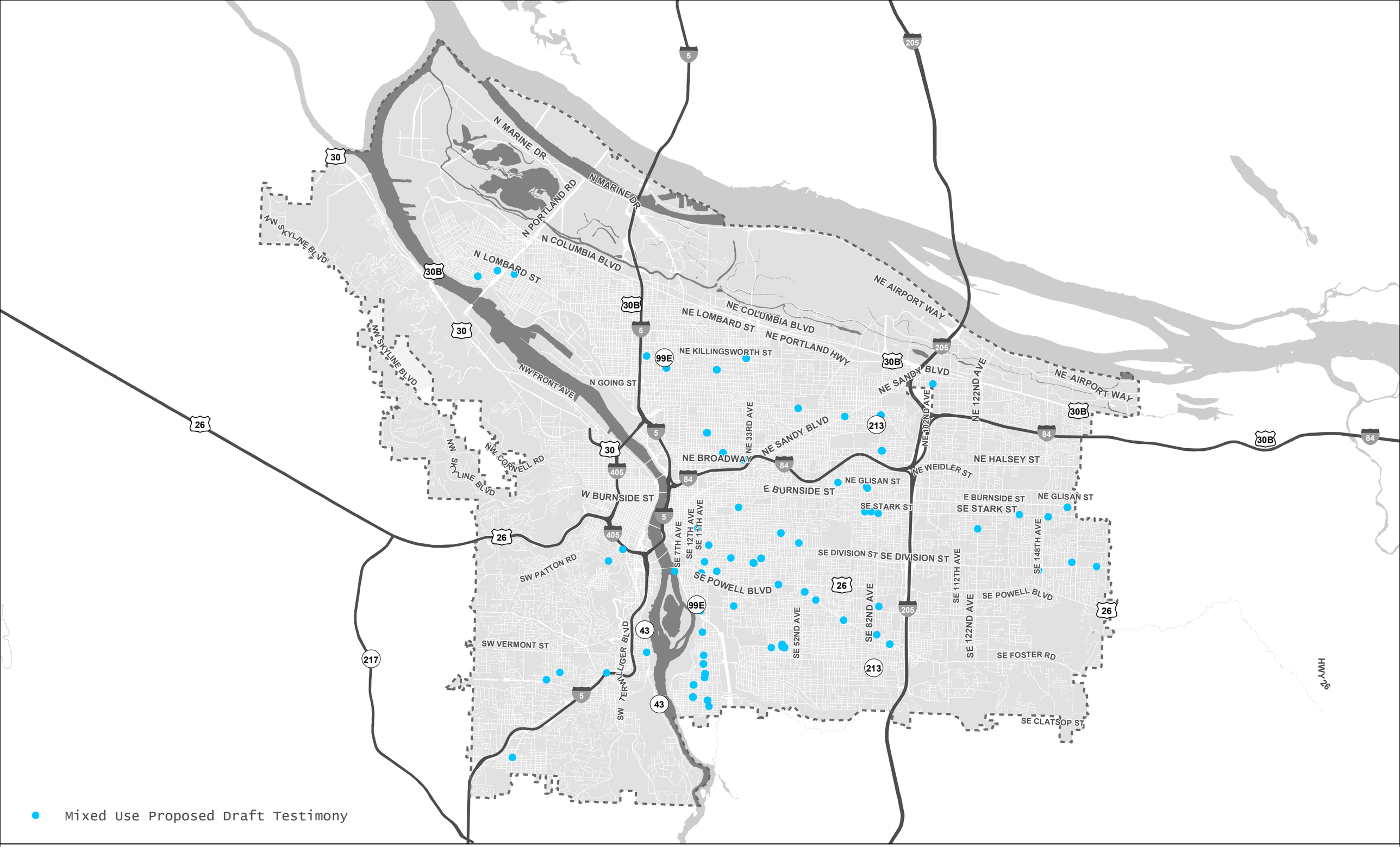

Mixed Use Proposed Draft Testimony

City of Portland | Mixed Use Proposed Draft Testimony

May 10, 2016

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

NORTH

0 1 2 3 Miles

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MEMO

DATE: May 5, 2016

TO: Planning and Sustainability Commission

FROM: Barry Manning, project manager

CC: Susan Anderson, Joe Zehnder, Eric Engstrom, Bill Cunningham, BPS

SUBJECT: Mixed Use Zones Project

The PSC had a briefing on the Mixed Use Zones Project Proposed Draft of zoning code and zoning map amendments on March 22, 2016. The PSC will hold a public hearing at the May 10, 2016 meeting. The hearing will be continued to May 17, 2016, 5:00 p.m. in order to accommodate overflow or additional testimony in a different time frame. This memo provides a review of key upcoming dates for work sessions, identifies a procedural issue, and highlights issues that will likely be heard in testimony and be of interest to the PSC.

Hearing and Schedule: We expect to have a large turnout for testimony at the public hearing on May 10. Staff plans to do a short overview presentation to inform the audience and remind the Commission of key components of the proposal. As noted, we expect a continued hearing on May 17. If we don't need the full time for testimony at the second meeting, time could be used as a work session. Additional work sessions are currently scheduled for June 28, 2016 and July 12, 2016.

EG Zoning notification issue: The proposal included rezoning of several properties currently zoned EX to EG1, and some zoned CO2 to EG2, rather than to mixed use. These are discussed in Section VII of the Proposed Draft. There was an error made in legally required notification to these property owners. We sent the owners courtesy notices informing them of this error and telling them to anticipate future legal notice for another hearing.

This is a reminder for the upcoming work sessions that because of the error, the PSC should not discuss or take any action on these properties until July 12 when the PSC will have a public hearing on the zoning of these properties in conjunction with consideration of the consolidated zoning map. We regret any confusion this creates for the Commission, owners or other interested parties.

PSC requested follow-up work: The PSC raised questions about several topics in the briefing, and requested more information on the economics of the proposed zones and construction costs associated with specific building issues such as step-backs and step-downs. The PSC also requested more information on the zoning capacity of streets that are potential streetcar routes.

As part of the project, development prototypes were created and economic modeling performed to understand the feasibility of prototypes as well as to understand the viability of the incentive/bonus program. Work was initially done by the project consultants (Dyett and Bhatia with DECA Architecture and Johnson Economics) and is captured in the MUZ Concept Report Appendix. Information about the prototype and economic work is here. Additional economic feasibility work by EcoNW is in the process of being finalized and will be forwarded when available. Staff expects to provide more information on this at work sessions or possibly by the May 17 hearing.

The following are topics that will likely generate testimony:

1. **Low-rise Commercial Storefront proposal:** This proposal calls for reducing the allowed scale (height, mass, floor area) of buildings in selected areas within Neighborhood Centers. The proposal is to apply the CM1 zone with some expanded floor area, building coverage and use size allowances, in areas that are predominated by 1-2 story pre-war or streetcar era commercial buildings. These properties were originally proposed for the CM2 zone through the Discussion Draft, but were proposed for CM1 to respond to general community concern about the scale of development, and specific concerns about the impact of 4-5 story developments occurring in the core of community-valued commercial centers. This zoning map proposal has generated concerns among some property owners of these sites due to the reduction in height and floor area in the CM1 zone compared to the CM2 zone.

2. **Drive-throughs and auto-accommodating zoning:** The proposal allows new drive through and quick vehicle servicing uses in the CE zone, but prohibits them in the CM1, CM2, and CM3 zone. Based on a conversion table, the CE zone is typically applied in areas where the current CG zone is applied. However in response to the Comprehensive Plan framework of centers and corridors, the proposal calls for applying the more-urban, pedestrian friendly CM2 and CM3 zones in many centers where CG existed. As a result, the amount of CE zoning is reduced compared to the amount of CG zoning applied today, thus limiting areas where Quick Vehicle Servicing uses and drive-through development will be allowed.

   In response to comments about creation on nonconforming development, staff has proposed expanded allowances for existing drive throughs - which would become nonconforming - to be rebuilt. These allowances are intended to allow complete removal and reconstruction of drive through facilities on sites where they currently exist in CM2 and CM3 (with limitations), a liberalization of the current nonconforming situation allowances. Note the proposal does not include the same liberalization for Quick Vehicle Servicing uses.

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A related topic generating discussion are setbacks and other development standards that create a pedestrian building orientation; this is a concern for large retailers and other uses where visible parking and flexible site configurations are desired. The proposal does include a reduced building size threshold for use of the alternative setback options for large retailers (33.130.215.F), the threshold is reduced from 100K to 60K square feet. The proposal to limit the application of auto-accommodating zones and development allowances has generated concern from commercial property and large retail stakeholders.

3. **Bonus structure and inclusionary zoning:** The legislature passed Senate Bill 1553, which allows jurisdictions to implement inclusionary zoning (IZ), near the end if the MUZ process. The MUZ proposal includes development incentives for affordable housing via a two-tier FAR system with bonuses. In general, the IZ legislation allows for FAR bonuses like those in the proposed code to be integrated as one component of a larger IZ approach. Administration details of the MUZ bonus proposal for affordable housing and affordable commercial space will require additional coordination with partner agencies Bureau of Housing and the Portland Development Commission prior to implementation. This will also involve integrating those details with the new IZ program. BPS anticipates that work on administrative rules would occur in late 2016 and 2017. This is described starting on page 45 of the proposed draft.

4. **FAR allowances in base zones:** The proposed base zone FARs represent a change compared to the existing zones, as they set new levels of development allowances that, unlike current Commercial zones, include residential uses. The bonus FAR for public benefits was seen as a return of and addition to development potential for zones in which residential development was formerly unconstrained within the zoning height limits. Development community members and property owners have expressed concern over this issue.

5. **Height, bulk and design issues:** Community members have testified or commented about the scale of allowed development along corridors and in centers throughout Portland. During the MUZ process, the PAC and staff consistently heard concerns that allowed height of buildings (4 stories or more) and mass (edge to edge/limited setbacks) was too large for many situations and created significant impacts to neighborhoods. The design and appearance of many larger residential and mixed use development has also been a topic of discussion.

   In order to maintain adequate capacity to accommodate growth, staff generally proposed to apply new zones that are the closest match to the height and development allowances of existing base zones. One notable exception to this are the Low-rise Commercial Storefront areas noted above in #1; additional zoning adjustments were also made during development of the Proposed Zoning Map. Staff anticipates that community members will testify about the scale of development allowed by MUZ.

6. **Context-sensitive code:** Goals of the MUZ included simplification and clarification of the zoning code for Commercial/Mixed Use development. In the MUZ process, the array of commercial/mixed use zones applied outside Central City and Gateway has been reduced

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from nine to four, simplifying the zoning map designations in the City. From a regulatory standpoint, additional tools intended to address Comprehensive Plan goals and community-driven concerns has resulted in a code that may be more nuanced and context sensitive than the existing Commercial zoning code. Some may interpret context sensitive code as added complexity. It is a change, but we believe it provides a path for a more responsive code.

7. **Parking for residential uses:** Many community members remain concerned that the city's parking requirements in Commercial/Mixed-Use Zones are not adequate to meet demand. Staff has coordinated with PBOT staff on initiatives to address travel and parking demand (TDM) and address neighborhood parking issues (Centers and Corridors Parking Study), however it was not within the MUZ scope to address recently adopted parking standards.

Please contact me at 503-823-7965 or barry.manning@portlandoregon.gov prior to the meeting if you have any questions.

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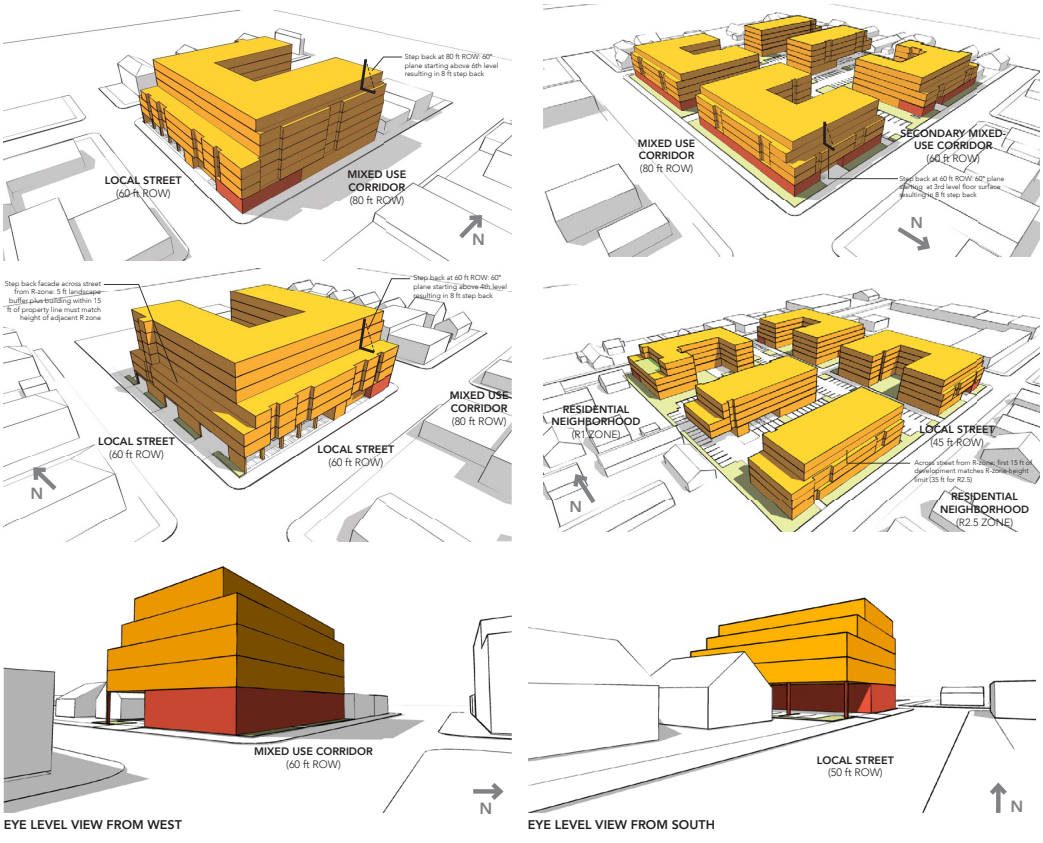
Mixed Use Building Form Prototypes and Financial Analysis

April 2015



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DYETT & BHATIA
Urban and Regional Planners

Deca Architecture, Inc.

Johnson Economics

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Mixed Use Building Form Prototypes and Financial Analysis

April 2015

Prepared for the
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Urban and Regional Planners

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1 Introduction

1.1 Conceptual Mixed Use Zones

The City of Portland is in the process of updating its Comprehensive Plan, which will orient future growth along "corridors" and in "centers" throughout Portland. To help ensure that new development contributes positively to the urban fabric, the City is developing a new palette of mixed use zones to replace the current commercial zones outside the central city. As described in the Mixed Use Zones Preliminary Zoning Concept, a set of four zoning districts is proposed to replace the current array of nine zones. The new Mixed Use Zones (MUZ) framework would include zones that allow "small" "medium" and "large" scale mixed-use development, as well as a medium-scale zone that would allow a broader array of commercial and employment uses. Each of the conceptual zoning districts would provide base development standards as well as FAR and/or height bonuses, or incentives, for the provision of public benefits or meeting performance objectives.

- The **Commercial Mixed Use 1 (CM1)** zone is intended for sites in smaller-scale centers and corridors and in smaller mixed use nodes within lower-density residential areas. This zone allows a mix of commercial and residential uses. Buildings are generally expected to be up to three stories. Development is intended to be pedestrian-oriented and generally compatible with the scale of surrounding residentially zoned areas.
- **Commercial Mixed Use 2 (CM2)** is intended for sites in a variety of centers and corridors, and in smaller mixed use areas that are well served by frequent transit or that are within a larger area zoned for multi-dwelling development. The zone allows a mix of commercial and residential uses, as well as other employment uses that have limited off-site impacts. Buildings are generally expected to be three to four stories unless bonuses are used to provide additional public benefits. Development is intended to be pedestrian-oriented and complement the scale of surrounding residentially zoned areas.
- **Commercial Mixed Use 3 (CM3)** is intended for sites in larger centers and Civic Corridors, particularly in locations close to the Central City or in high-capacity transit station areas. The zone allows a mix of commercial and residential uses, as well as other employment uses that have limited off-site impacts. Buildings are generally expected to be four to six stories unless bonuses are used to provide additional public benefits. Development is intended to be pedestrian-oriented, but buildings may be larger than those allowed in lower-intensity zones. Design review is typically required.

- The **Commercial Employment (CE)** zone is intended for sites along corridors in areas in between centers, especially along Civic Corridors that are also Major Truck Streets or Priority Truck Streets. The zone allows a mix of commercial and residential uses, as well as some light manufacturing and distribution/employment uses that have few off-site impacts. Buildings are generally expected to be up to four stories. Development is intended to be pedestrian-oriented, but also auto-accommodating, and complement the scale of surrounding areas.

A Centers Overlay zone would also be created and applied to core areas of centers, with regulations that limit or prohibit drive-through development and other uses that do not contribute to pedestrian activity; enhanced ground-floor window requirements; and minimum floor area or residential density.

The work was based on initial development parameters set by the Bureau of Planning and Sustainability (BPS) with advice from Dyett & Bhatia Urban and Regional Planners, based on research into Portland's current zoning code, and best practices from other cities in the U.S. The proposed set of zoning districts is intended to balance community, developer, architect and business stakeholder feedback about development in centers and corridors of various scales called out in the Comprehensive Plan.

The conceptual set of new mixed use zoning districts is detailed under separate cover in the Mixed Use Zones Code Concepts Report. The Code Concepts Report includes information on both the Preliminary Zoning Concept (November 2014) which was the subject of the planning team's analysis of building form and economic feasibility contained herein, and a Revised Zoning Concept (February 2015), a refined version of the zoning concept that resulted from the planning team prototype and economic analysis.

1.2 Key Implications for Community Design

In order to understand the way draft development standards for the new mixed use zones would affect building form, a set of building prototypes was designed. For each of the proposed zones (CM1, CM2, CM3, and CE), a selection of typical sites was chosen to reflect a range of development contexts: smaller and larger sites, narrower and wider streets, locations in inner and outer neighborhoods. For each site, at least two buildings were modeled, to show a building form that would result from use of the draft "base" standards and a building form that would result from the draft "bonus" standards. For some sites, additional modeling was done to test different approaches to upper level stepbacks or building articulation. Altogether, 18 building forms were modeled. This exercise will help the City adjust the draft standards to result in building forms that are successful from a community standpoint and viable from a development standpoint.

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SITE PLANNING ASSUMPTIONS

The building prototypes are meant to reflect realistic design and development choices in the context of mixed use corridors in inner and outer neighborhoods of Portland. In each case, these buildings generally seek to maximize development under either base or bonus provisions of the draft zones. All of the prototypes also have two features in common with regard to parking. First, vehicle parking spaces are mainly provided at or near the minimum required parking level ; for some small building prototypes with unit counts under 30, no vehicle parking is provided and in other cases the prototypes include parking that is not required by code but might be included in a development. When provided, parking would meet current parking code requirements (ranging from 0.20 to 0.33 spaces per unit for developments with more than 30 units). Second, parking is provided at surface level, either in the rear or to the side of buildings or tucked under upper-level housing and behind street facing commercial space. Structured, above- or below-grade parking is not included even in the highest-density prototypes. The combination of limited parking and accommodation at ground level is seen as helping to make these projects viable. In some cases, it plays a role in limiting the project from maximizing allowed development.

DEVELOPMENT MEETING THE DRAFT BASE ALLOWANCES

In each of the proposed zoning districts, mixed use building forms that maximize development under preliminary base Floor Area Ratio (FAR) standards leave substantial building envelope (i.e., development to the maximum height and setbacks) unused. Buildings that meet the draft base standards are often one or even two stories lower than would be allowed by the draft height limits, and are not constrained by limits on building coverage or required setbacks from rear lot lines. This phenomenon allows for considerable variation in building form and site planning without sacrificing floor area. Building features that are desirable from a community design perspective such as façade articulation and upper level stepbacks may be incorporated without the loss of development capacity.

DEVELOPMENT MEETING THE DRAFT BONUS ALLOWANCES

On the other hand, prototypical mixed use buildings that would maximize the preliminary "bonus" FAR in each of the conceptual zones would also reach or approach the maximum building envelope allowed with the bonus. Thus, if the preliminary thresholds were to be used, buildings that include affordable housing or a combination of other performance bonuses would be likely to use the maximum height, occupy nearly the maximum allowed amount of the site, and extend toward the rear lot line as far as allowed. With building envelope regulations playing a constraining role, less variation in building form and more limited options for community design enhancements may be expected.

Development on large sites (200 by 200 feet and larger) will be unlikely to achieve the maximum FAR due to the need for space, light and air between buildings. Large sites in outer locations are likely to be dominated by ground level parking, if building sizes approach maximum FAR. The

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market will likely not drive structured parking solutions at most sites. To allow development on large sites to achieve allowable FAR, the City could consider relating the FAR limit to site size, increasing height allowances on large sites, or creating a Transfer of Development Rights (TDR) style system.

Non-residential projects in the draft CE zone may have difficulty achieving maximum FAR in locations where the zoning code requires parking for commercial space (areas with infrequent transit service) and where market demand for parking is high.

OTHER OBSERVATIONS

Several specific observations were made during prototype development about the relationship of the preliminary development standards and the building forms likely to result. These are summarized below.

Viability of Mixed Use Development

True mixed use may be an unlikely outcome in the base CM1 zone. Low FAR limits combined with the construction complexities of mixed-use may result in more all-residential and all-commercial development in this zone.

Required Outdoor Space and Public Plazas

Balconies will likely be a more cost-effective option for meeting the required outdoor space requirement for smaller developments (more than 30 units), due to the expense of constructing elevated outdoor space. 48 square feet is relatively large for a balcony; a smaller area may be more appropriate for buildings with only a few units.

The proposed rule for required outdoor space to be adjacent to living units makes it difficult to locate on the ground level and limits its contribution to any public plaza or other ground level green space.

Public open space will be easier to achieve on larger sites (200 by 200 feet and larger), since the scale of the site will require gaps between building massing.

Landscaping

Due to Portland's small block size and the need for apartment unit windows to be set back from property lines, required landscaping will likely take the form of thin strips along building edges.

Required Setbacks from Lot Lines

The 5 to14 foot setback from residential zones required under the draft development standards may be overly restrictive, especially on side lot lines where mixed use zones abut residential zones along a mixed-use corridor. In this scenario, a smaller setback may be more appropriate.

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Stepbacks

For certain building prototypes, variations on upper level stepbacks were tested. "Daylight planes" extending at a 45-degree angle from a point 20 feet above the rear property line, and at a 60-degree angle from the top of a specified upper floor on the street-facing facade were modeled to understand how such geometric regulations would shape buildings. More substantial stepbacks were also tested for certain prototypes. Required stepbacks would have a clear relationship to building form, especially where building envelope standards are the primary constraint. Several observations were made about stepback requirements:

- While providing flexibility in design, angled plane step-backs at front facades may result in odd "wedding cake" shaped urban forms. The structural, waterproofing and roof drainage challenges poses by multiple stepbacks are a factor that may deter this building shape. A dimensional approach to step-backs may be more appropriate.
- In upper level stepback scenarios, allowances should be made for a small (perhaps 20 percent) amount of façade that does not meet the requirement. Offsetting stairs, shafts and other vertical elements to meet this requirement could be challenging. A small allowance for deviation could also drive a more sculptural urban form.
- Stepbacks on two sides (front and back) increase the challenges posed by the stepback. The City should consider allowing a larger rear stepback or façade articulation measures to be utilized in lieu of front stepbacks. Allowing other measures such as public plazas to be provided in lieu of stepbacks could be a good incentive.
- Front stepbacks of 6 to 8 feet are unlikely to have a large impact on achievable FAR, unit count or the ability to lay out units efficiently.
- Care should be taken in creating stepback regulations that affect two adjacent facades (side street and front street). Differing stepbacks between the facades may be difficult to resolve and drive undesirable building forms.

Stepbacks can be a valuable mechanism to maintain sunlight in the public realm along mixed use corridors and in adjacent residential lots. Based on feedback from the Project Advisory Committee (PAC), Technical Advisory Group (TAG), and other stakeholders, stepback regulations are likely to be implemented in a more straightforward manner, using dimensions of setback above specified floor levels rather than using angled planes. This should accomplish the same thing with less complexity.

Height

FAR allowances resulting in seventh stories are unlikely to be constructed in the near term. Building code currently allows a maximum of five stories of wood frame construction over a noncombustible base story (podium construction). Achieving seven stories currently requires switching to more expensive construction types (steel or concrete).

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Current zoning code methodology for measuring building height references an outdated building code standard and is confusing. Measuring to roof surface instead of parapet would allow more flexibility in parapet height, driving more variation in building massing.

Ground-Floor Windows

Ground floor window standards should be crafted with a recognition that smaller (1- to 3-story buildings) will likely use a framed shear wall system and require more solid wall area than larger (5- to 6-story) buildings. On tight urban sites with a single frontage, accommodation for trash rooms, electrical rooms and other windowless spaces should be considered.

Bike Storage

Long-term bike storage may occupy a significant amount of space at larger building scales, reducing ground level commercial space. Although bikes are sometimes stored within apartment units, the resulting wear and tear on the building poses a management challenge.

1.3 Cost Implications

Building Form Characteristics

For the most part, the prototypes are concrete podium buildings with wood-frame construction above, although the smaller prototypes (4 stories or less) would likely be built as all wood frame construction. The Code does not require a podium for buildings this small, and light frame wood is the most economical construction type.

The cost implications of required stepbacks relative to total project construction costs will vary for different building scenarios. For a 4-story, 32,000-square foot, $4.8 million building on a 100-by 100-foot lot, a required fourth-floor stepback might represent $20,000 to $80,000 in added construction costs, or approximately 2 to 8 percent of the cost of building the floor. This would be true whether the required stepback were on the front or rear façade.

As with stepbacks, the cost implications of required open space would likely depend substantially on the site and the project. On some sites, there may be enough land to meet the requirement at the ground level with no loss of buildable area, so the cost would be almost nothing. On tight urban sites built to a higher density, buildings would need to include roof decks and/or balconies to meet the open space requirement, which could be $60 to $90 per square foot to construct. At 48 square feet per unit, that would represent a cost of $3,000 to $4,500 per unit; however, providing these features would also likely command a higher rent.

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Analysis of Performance Bonuses

The financial analysis of mixed use building prototypes addresses the relationship between the value of performance bonuses for affordable housing and other features, and the cost to provide those features. The analysis is "pro forma driven," viewing the variables (e.g., the value of additional floor area, the cost of providing bonus features) from the perspective of a developer evaluating a project. A primary assumption is that the developer's decisions will reflect a desire to maximize return on investment.

The Value of Additional FAR

The value of an increase in allowable Floor Area Ratio (FAR) varies significantly, and is dependent upon a series of financial, market and site-specific variables. These include:

- Achievable pricing, or the rents that can be achieved on a given site;
- Capitalization rate, or the rate of return acceptable in the local development market;
- The physical configuration of the site, including size, shape and setback requirements;
- Other characteristics of the site that affect its market value, including visibility, access, exposure.

In general, the value of additional FAR is greater in areas where higher rents can be charged (i.e., where "achievable pricing" is higher). This means that the FAR bonus will be more valuable for developers of sites in inner Portland neighborhoods, and less valuable in outer neighborhoods.

The Cost of Bonus Requirements

The estimated cost of meeting the requirements for additional FAR is primarily a function of lost revenue. For affordable housing, affordable commercial space, or community services, reduced rental income is the primary "cost". Reduced income would be measured as the difference between achievable market rents and rents that would be allowed under the affordability requirement or that could be paid by a community service tenant. The cost of providing affordable housing or affordable commercial space is greatest in areas with higher achievable pricing – in other words, where higher rents can be charged.

There may be other costs associated with affordable housing, such as increased administrative costs for compliance and a potential reduction in the marketability of the remainder of the project; these were not factored into the analysis. On the other hand, a number of programs are available to improve the viability of affordable housing, including Low Income Housing Tax Credits (LIHTC), System Development Charge (SDC) waivers, and the Multiple-Unit Limited Tax Exemption (MULTE) program. In addition, many affordable housing providers are mission driven, and are not primarily motivated by return.

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Other potential bonus features, including historic preservation, public plazas, and high-performance green features, were also considered. For these features, the primary cause of lost revenue is smaller floor area and/or higher upfront construction costs, rather than reduced rents.

Evaluating the Incentives

The analysis finds that additional allowed FAR would only be an effective incentive for providing affordable housing or other bonus features in central markets, where higher rents would support higher-density development. An FAR bonus would not be expected to be effective in outer markets with lower lease rates In other words, the bonus provisions would be likely to be used in inner Portland neighborhoods, resulting in higher-density buildings and performance features such as affordable housing and public open space. New development in outer Portland would be more likely stay within the "base" standards, and less likely to result in bonus features.

The base and bonus FARs that were initially modeled were a starting place. Based on questions about the financial viability of development under the conceptual base and bonus thresholds, expressed by stakeholders, the Project Advisory Committee and Technical Advisory Group for the MUZ project, additional financial feasibility testing has been conducted. This is included in Appendix C.

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2 Building Form Prototypes

The planning team developed architectural diagrams that illustrate building form that would result from conceptual zoning districts. The building prototypes were designed to apply to situations that capture a broad range of development contexts: in inner and outer neighborhoods; on narrower (60 feet) and wider (80 feet) streets; and on lots ranging from 5,000 square feet to over 200,000 square feet, or about 4.6 acres. Eight sites were defined based on these characteristics. For each site, between two and four variations were modeled, to allow for visualization and testing of different building heights, stepbacks, and massing. In total, 18 options were modeled. These are summarized in Table 2-1.

For each option, 3-dimensional, plan, and section views of the prototype building are accompanied by data on the building, and draft standards for the conceptual zone in which the building would be developed. In this way, the maximum floor area and building envelope (height, required setbacks or stepbacks, etc.) that would be allowed in the zone can be directly compared to development forms that "fill out" that maximum floor area and envelope, either using the "base" allowance or a "bonus" allowance associated with meeting performance standards or providing public benefits such as affordable housing or community open space.

2.1 Options for the CM1 Zone

The conceptual CM1 zone would have a maximum base FAR of 1:1 and a maximum bonus FAR of 2.5:1, with utilization of performance bonuses providing defined public benefits. In either case, maximum height would be 35 feet (three stories). Two sites were modeled for the conceptual CM1 zone, and two options were modeled for each site. These are summarized below and shown in Figures 2-1A through 2-2B.

OPTIONS 1A AND 1B

Options 1A and 1B show two variations on a 5,000 square foot site on a narrow (60-foot) street in an inner neighborhood. Option 1A shows a two-story building occupying 50 percent of the lot area, resulting in a building FAR at the base maximum (1:1) for the proposed CM1 zone. While the building would maximize allowable floor area, it would be one story lower than allowed, well beneath the amount of lot coverage allowed, would provide substantially more open space than required, and would provide a 50-foot rear yard adjacent to the adjoining residential district, substantially more than would be required.

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Option 1B shows a three-story building with 83 percent lot coverage, filling out the maximum bonus FAR (2.5:1) and height limit (35 feet) envisioned for the CM1 zone. In this case, the building would nearly maximize the site coverage limit and extend nearly to the extent allowed while providing the minimum rear yard.

OPTIONS 2A AND 2B

Options 2A and 2B show two variations on a 10,000-square foot site on a corner lot on a 60-foot street in an inner neighborhood. As in the first set of options, the base (1:1) and bonus (2.5:1) FAR limits translate to two- and three-story buildings, respectively.

Option 2A reaches the base FAR limit without including a third story, covers 50 percent of the lot (compared to the 85 percent allowed), and provides substantially more than the required rear yard. Option 2A includes only the minimum amount of outdoor space, as the remainder is occupied by parking.

Option 2B shows that on this site, a building that fills out the allowable envelope under bonus FAR conditions may not achieve the full 2.5 FAR that would be allowed with the bonus. This means that a developer wishing to make use of the bonus provisions would have limited flexibility in building form. The modeled prototype features non-required parking. Because parking is not required at this unit count, a developer may choose to omit this feature, potentially allowing more flexibility in design and the ability to utilize the maximum bonus FAR.

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Table 2-1: Building Form Prototypes and Site Modeling Options

Site Features				*Building Features*					*Design Features*				
Option	*Pattern*	*ROW*	*Lot size*	*Building Height*	*Footprint / Building Coverage*	*Building Area*	*Building FAR*	*Program*	*Height Transitions*	*Façade % limits*	*Setbacks*	*Minimum Land-scaping*	*Required Outdoor Space*
Commercial Mixed Use 1 (CM1) Zone													
1A	Inner	60 ft	50x100 ft / 5,000 sf	2 stories / 24 ft	2,500 sf / 50%	5,000 sf	1:1	Ground level commercial with apartments above (3-4 units)	no	no	5-14 ft at R-zone	no	yes
1B	Inner	60 ft	50x100 ft / 5,000 sf	3 stories / 35 ft	4,166 sf / 83%	12,500 sf	2.5:1	Ground level commercial with 2 floors of apartments above (8-10 units), limited parking	no	no	5-14 ft at R-zone	no	yes
2A	Inner	60 ft	100x100 ft / 10,000 sf	2 stories / 25 ft	5,000 sf / 50%	10,000 sf	1:1	Ground level commercial with apartments above (6-8 units), limited parking	no	no	5-14 ft at R-zone	no	yes
2B	Inner	60 ft	100x100 ft / 10,000 sf	3 stories / 35 ft	8,500 sf / 85%	22,200	2.2:1	Ground level commercial with 2 floors of apartments above (16-18 units), with limited parking	no	yes	5-14 ft at R-zone	no	yes
Commercial Mixed Use 2 (CM2) Zone													
3A	Inner	60 ft	100x100 ft / 10,000 sf	3 stories / 35 ft	6,666 sf / 67%	20,000 sf	2:1	Ground level commercial with 2 floors of apartments above (14-16 units), with parking	no	no	5-14 ft at R-zone	no	yes
3B	Inner	60 ft	100x100 ft / 10,000 sf	5 stories / 55 ft	8,600 sf / 86%	29,7650 sf	2.97:1	Ground level commercial with 3 floors of apartments	step back above 3rd floor	yes	5-14 ft at R-zone	no	yes

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Table 2-1: Building Form Prototypes and Site Modeling Options

Site Features				*Building Features*					*Design Features*				
Option	*Pattern*	*ROW*	*Lot size*	*Building Height*	*Footprint / Building Coverage*	*Building Area*	*Building FAR*	*Program*	*Height Transitions*	*Façade % limits*	*Setbacks*	*Minimum Land-scaping*	*Required Outdoor Space*
								above (30-40 units), with parking					
3C	Inner	80 ft	100x100 ft / 10,000 sf	3 stories / 35 ft	6,666 sf / 67%	20,000 sf	2:1	Ground level commercial with 2 floors of apartments above (14-16 units), with parking	no	no	5-14 ft at R-zone	no	yes
3D	Inner	80 ft	100x100 ft / 10,000 sf	5 stories / 55 ft	7,000 sf / 70%	35,000 sf	3.5:1	Ground level commercial with 4 floors of apartments above (24-28 units), with parking	step back above 4th floor	yes	5-14 ft at R-zone	no	yes
4A	Outer	80 ft	150x220 ft / 33,000 sf	3 stories / 35 ft	16,500 sf / 50%	66,000 sf	2:1	Ground level commercial with 2 floors of apartments above (38-44 units), with parking	no	yes	10 ft at street, 5-14 ft at R-zone	minimum 15%	yes
4B	Outer	80 ft	150x220 ft / 33,000 sf	5 stories / 55 ft	23,100 sf / 70%	115,500	3.5:1	Ground level commercial with 4 floors of apartments above (100-120 units), with tuck-under parking	step back above 4th floor	yes	10 ft at street, 5-14 ft at R-zone	minimum 15%	yes
5A	Outer	80 ft	450x450 ft / 202,500 sf	3 stories / 35 ft	135,000 sf / 67%	405,000 sf	2:1	Likely two buildings, GF commercial towards front of site, apartments above and in rear.	no	yes	10 ft at street, 5-14 ft at R-zone	minimum 15%	yes

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Table 2-1: Building Form Prototypes and Site Modeling Options

Site Features				*Building Features*					*Design Features*				
Option	*Pattern*	*ROW*	*Lot size*	*Building Height*	*Footprint / Building Coverage*	*Building Area*	*Building FAR*	*Program*	*Height Transitions*	*Façade % limits*	*Setbacks*	*Minimum Land-scaping*	*Required Outdoor Space*
5B	Outer	80 ft	450x450 ft / 202,500 sf	5 stories / 55 ft	141,750 sf / 70%	708,750 sf	3.5:1	Likely multiple buildings, GF commercial towards front of site, apartments above and in rear.	step back above 4th floor	yes	10 ft at street, 5-14 ft at R-zone	minimum 15%	yes
Commercial Mixed Use 3 (CM3) Zone													
6A	Inner	60 ft	100x100 ft / 10,000 sf	4 stories / 45 ft	8,600 sf / 86%	31,550 sf	2.79:1	Ground level commercial with 3 floors of apartments above (26 units), limited parking	yes	yes	5-14 ft at R-zone	no	yes
6B	Inner	60 ft	100x100 ft / 10,000 sf	7 stories / 75 ft	8,600 sf / 86%	48,550 sf	4.39:1	Ground level commercial with 6 floors of apartments above (48 units), limited parking	yes	yes	5-14 ft at R-zone	no	yes
7A	Inner	80 ft	200x200 ft / 40,000 sf	5 stories / 55 ft	36,000 sf / 90%	133,000 sf	2.9:1	Ground level commercial with 4 floors of apartments above (121 units), limited parking	yes	yes	5-14 ft at R-zone	no	yes
7B	Inner	80 ft	200x200 ft / 40,000 sf	7 stories / 75 ft	36,000 sf / 90%	184,700 sf	3.98:1	Ground level commercial with 6 floors of apartments above (192 units), limited parking	yes	yes	5-14 ft at R-zone	no	yes

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Table 2-1: Building Form Prototypes and Site Modeling Options

Site Features				*Building Features*					*Design Features*				
Option	*Pattern*	*ROW*	*Lot size*	*Building Height*	*Footprint / Building Coverage*	*Building Area*	*Building FAR*	*Program*	*Height Transitions*	*Façade % limits*	*Setbacks*	*Minimum Land-scaping*	*Required Outdoor Space*
Commercial Employment (CE) Zone													
8A	Outer	80 ft	150x220 ft / 33,000 sf	3 stories / 35 ft	22,000 sf / 67%	66,000 sf	2:1	Ground level commercial with 2 floors apartments above (52-60 units), limited parking	TBD	yes	10 ft at street, 5-14 ft at R-zone	minimum 15%	yes
8B	Outer	80 ft	150x220 ft / 33,000 sf	4 stories / 45 ft	24,750 sf / 75%	99,000 sf	3:1	Ground level commercial with 3 floors apartments above (96-110 units), limited parking	TBD	yes	10 ft at street, 5-14 ft at R-zone	minimum 15%	yes

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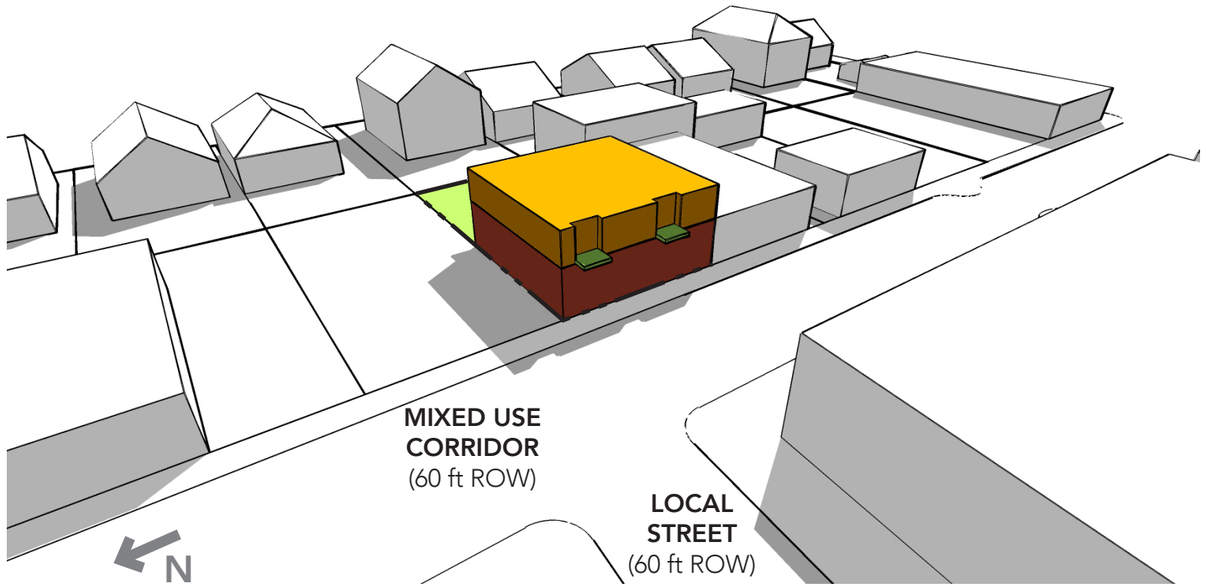
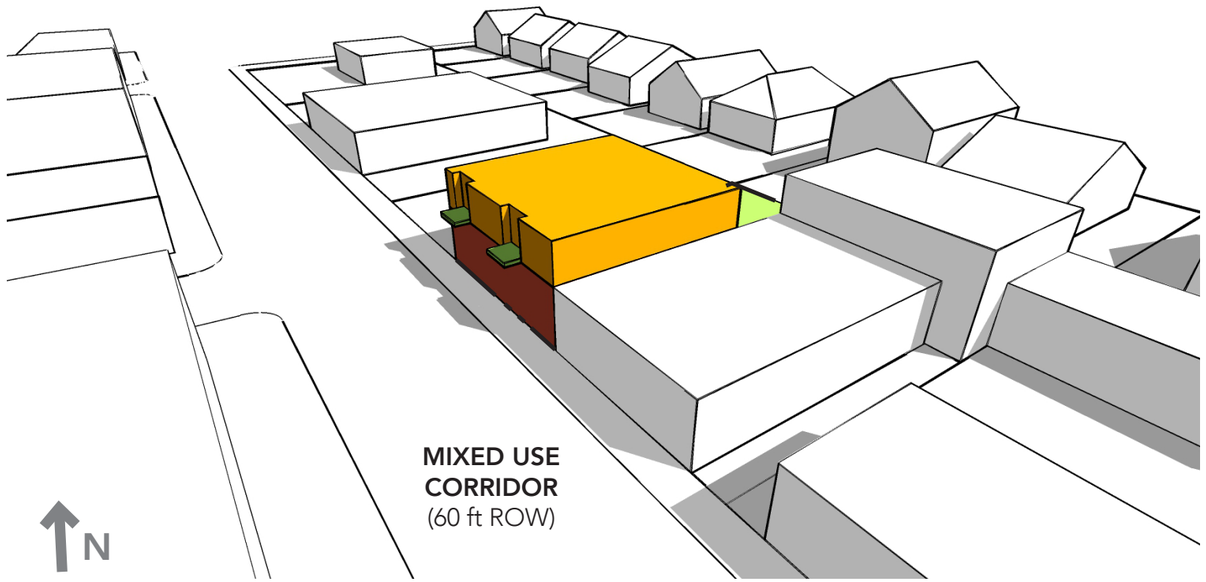
Figure 2-1A: Option 1A





CM1 ZONE STANDARDS

ROW width:	60 ft
Max Height:	35 ft / 3 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	none
Max FAR:	1:1 (no bonus)
Max Building Coverage:	85%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	none
Short-term bike	4 spaces
Long-term bike:	7 spaces
Front Setback:	none
Side Setbacks:	5-14 ft @ R-zone
Rear Setback:	5-14 ft @ R-zone

BUILDING PROTOTYPE

Site Area:	5,000 sf / 50x100	
Height:	25 ft / 2 stories	
Step-backs:	none	
Building Area:	Residential	3,150 gsf
	Commercial	1,850 gsf
	Total	5,000 gsf
FAR:	1:1	
Building Coverage:	2,500 sf / 50%	
Landscaping:	0 sf / 0%	
Outdoor Space:	2500 sf (shared)	
Parking Provided:		
Vehicle:	none	
Short-term bike:	4 spaces	
Long-term bike	7 spaces	
Front Setback:	none	
Side Setbacks:	none	
Rear Setback:	50 ft	
Apartment Units:	4 (790 gsf per unit overall)	

MUZ BUILDING PROTOTYPES **OPT 1A**

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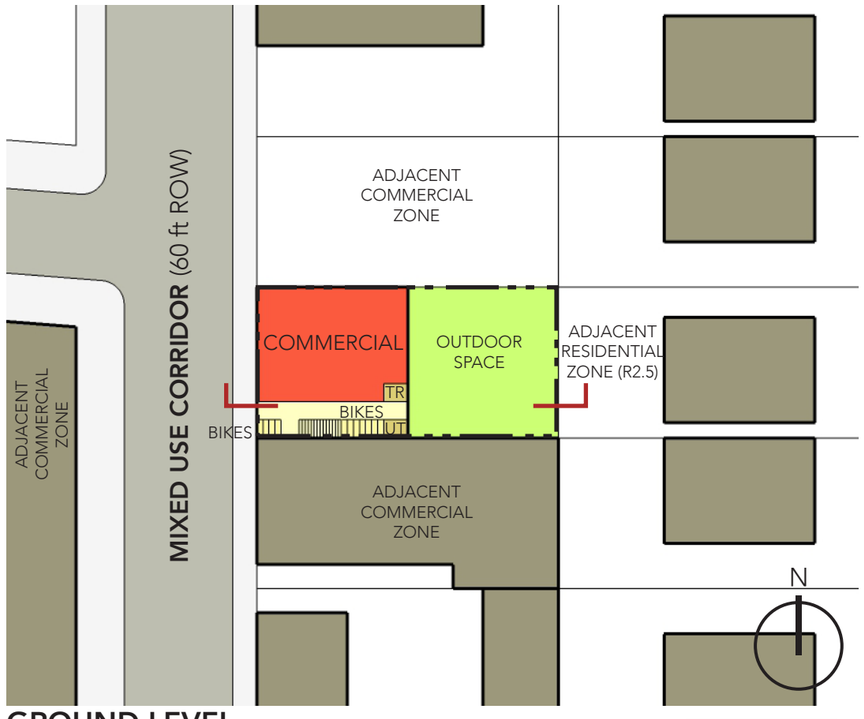
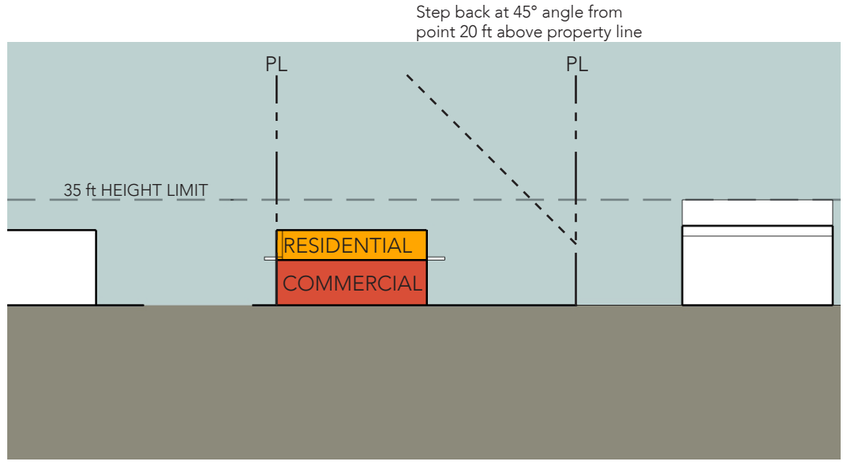
Figure 2-1A: Option 1A



LEVEL 2
2,500 gsf



GROUND LEVEL
2,500 gsf



SITE SECTION

MUZ BUILDING PROTOTYPES **OPT 1A**

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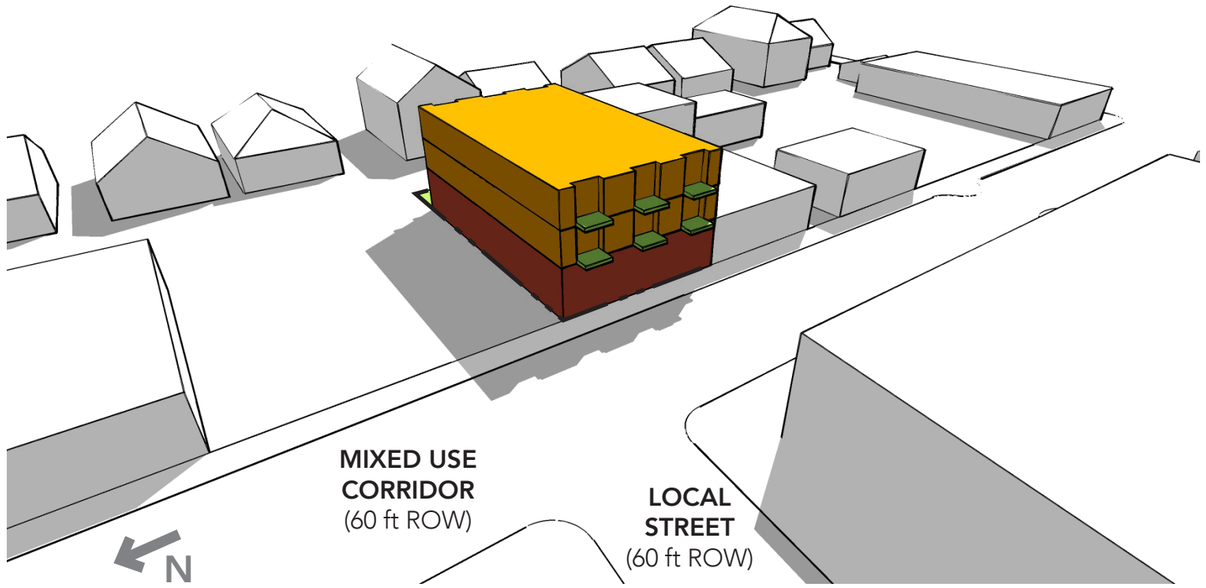
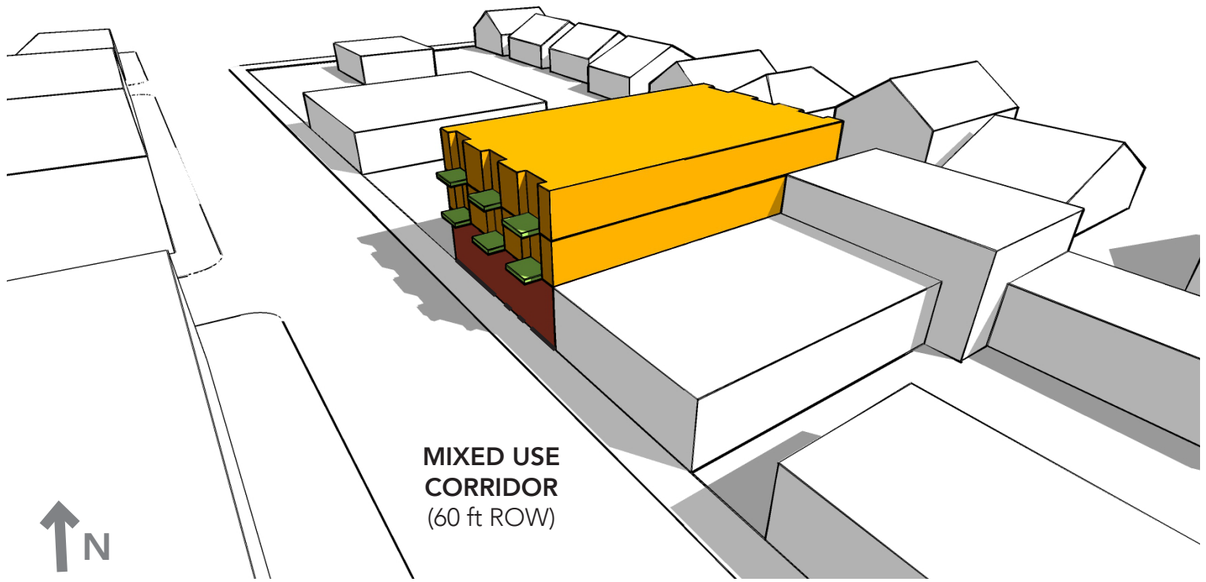
Figure 2-1B: Option 1B





CM1 ZONE STANDARDS

ROW width:	60 ft
Max Height:	35 ft / 3 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	none
Max FAR:	2.5:1 (with bonus)
Max Building Coverage:	85%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	none
Short-term bike	4 spaces
Long-term bike:	18 spaces
Front Setback:	none
Side Setbacks:	5-14 ft @ R-zone
Rear Setback:	5-14 ft @ R-zone

BUILDING PROTOTYPE

Site Area:	5,000 sf / 50x100	
Height:	35 ft / 3 stories	
Step-backs:	none	
Building Area:	Residential	11,100 gsf
	Commercial	1,400 gsf
	Total	12,500 gsf
FAR:	2.5:1	
Building Coverage:	4,166 sf / 83.3%	
Landscaping:	0 sf / 0%	
Outdoor Space:	1,400 sf	
Parking Provided:		
Vehicle:	none	
Short-term bike:	4 spaces	
Long-term bike	18 spaces	
Front Setback:	none	
Side Setbacks:	none	
Rear Setback:	16.66 ft	
Apartment Units:	14 (793 gsf per unit overall)	

MUZ BUILDING PROTOTYPES **OPT 1B**

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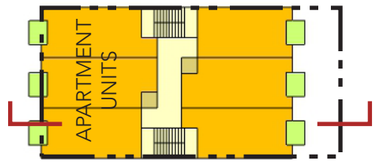
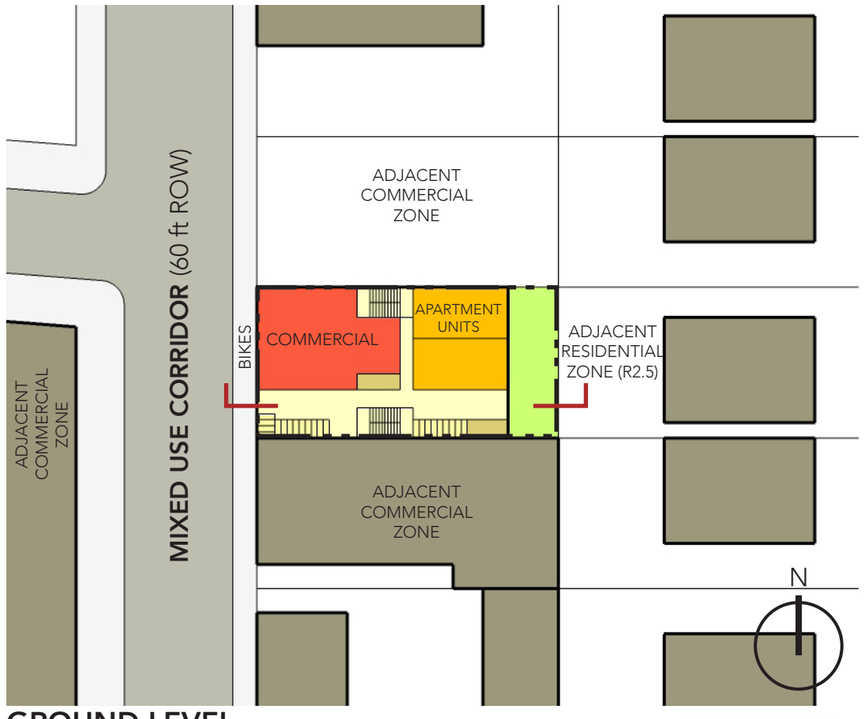
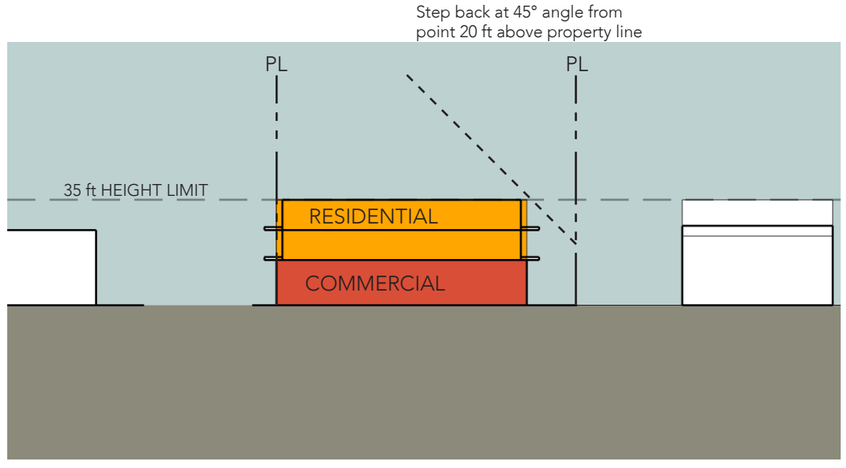
Figure 2-1B: Option 1B



LEVELS 2-3
4,166 gsf



GROUND LEVEL
4,166 gsf



SITE SECTION

MUZ BUILDING PROTOTYPES **OPT 1B**

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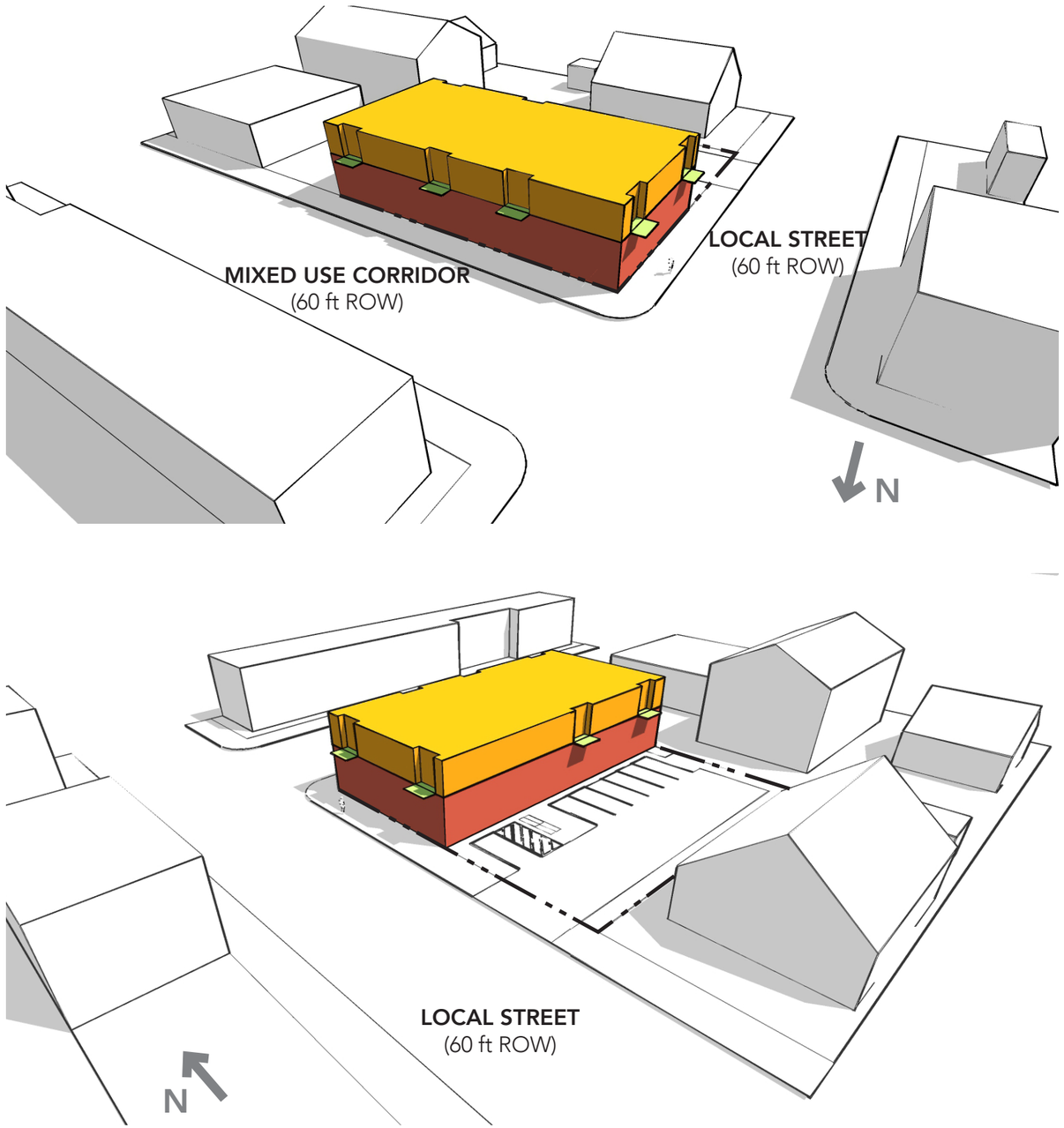
Figure 2-2A: Option 2A



CM1 ZONE STANDARDS

ROW width:	60 ft
Max Height:	35 ft / 3 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	none
Max FAR:	1:1 (no bonus)
Max Building Coverage:	85%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	none
Short-term bike	4 spaces
Long-term bike:	11 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	5-14 ft @ R-zone

BUILDING PROTOTYPE

Site Area:	10,000 sf / 100x100	
Height:	25 ft / 2 stories	
Step-backs:	none	
Building Area:	Residential	7,200 gsf
	Commercial	2,800 gsf
	Total	10,000 gsf
FAR:	1:1	
Building Coverage:	5,000 sf / 50%	
Landscaping:	1,600 sf / 16%	
Outdoor Space:	384 sf (8 decks x 48 sf ea.)	
Parking Provided:		
Vehicle:	6 stalls + 1 ADA	
Short-term bike:	4 spaces	
Long-term bike	11 spaces	
Front Setback:	none	
Side Setbacks:	none	
Rear Setback:	50 ft	
Apartment Units:	8 (900 gsf per unit overall)	

NOTE: In non-commercial districts, an all residential scheme is likely

MUZ BUILDING PROTOTYPES **OPT 2A**

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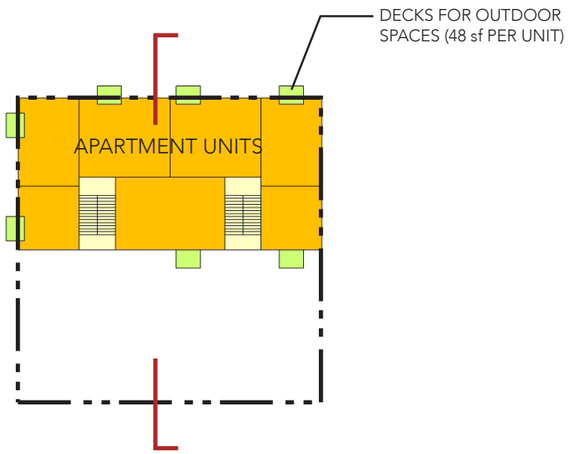
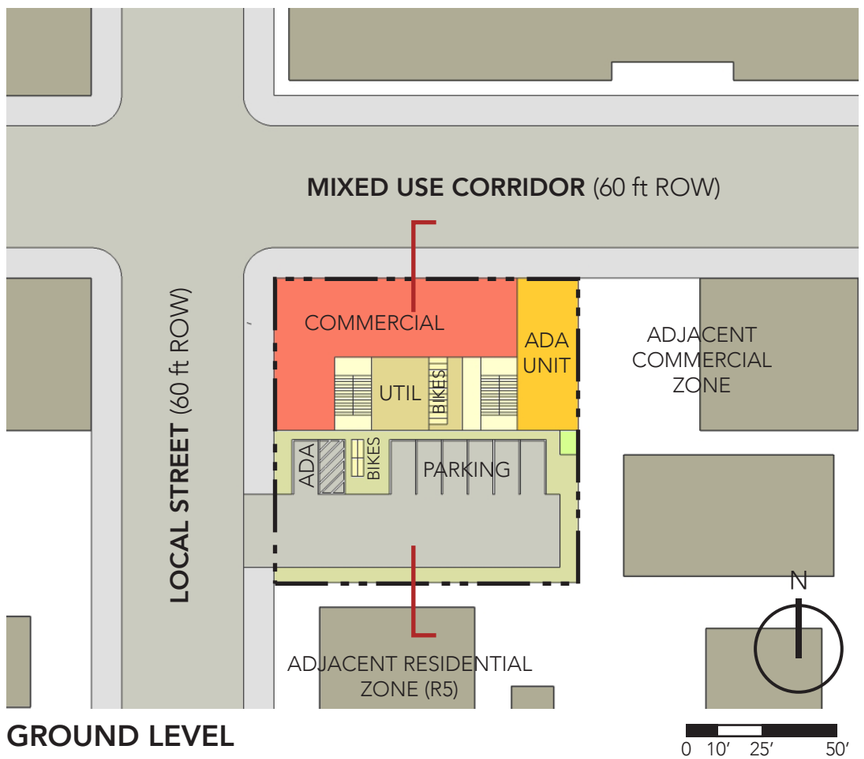
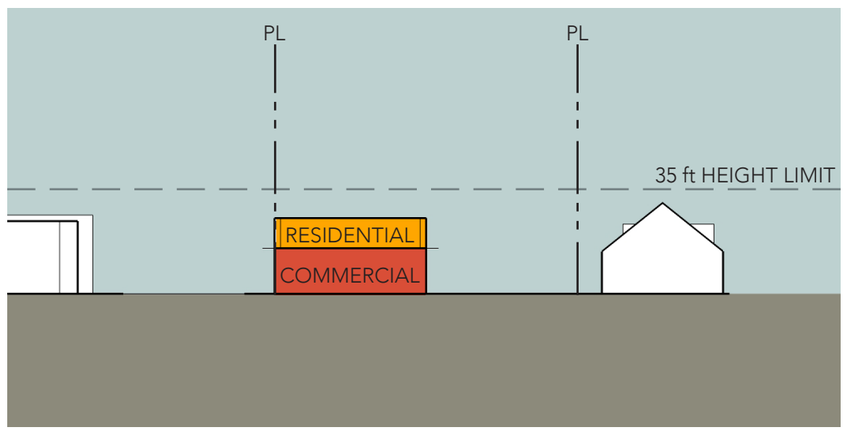
Figure 2-2A: Option 2A



2nd LEVEL



GROUND LEVEL



SITE SECTION

MUZ BUILDING PROTOTYPES **OPT 2A**

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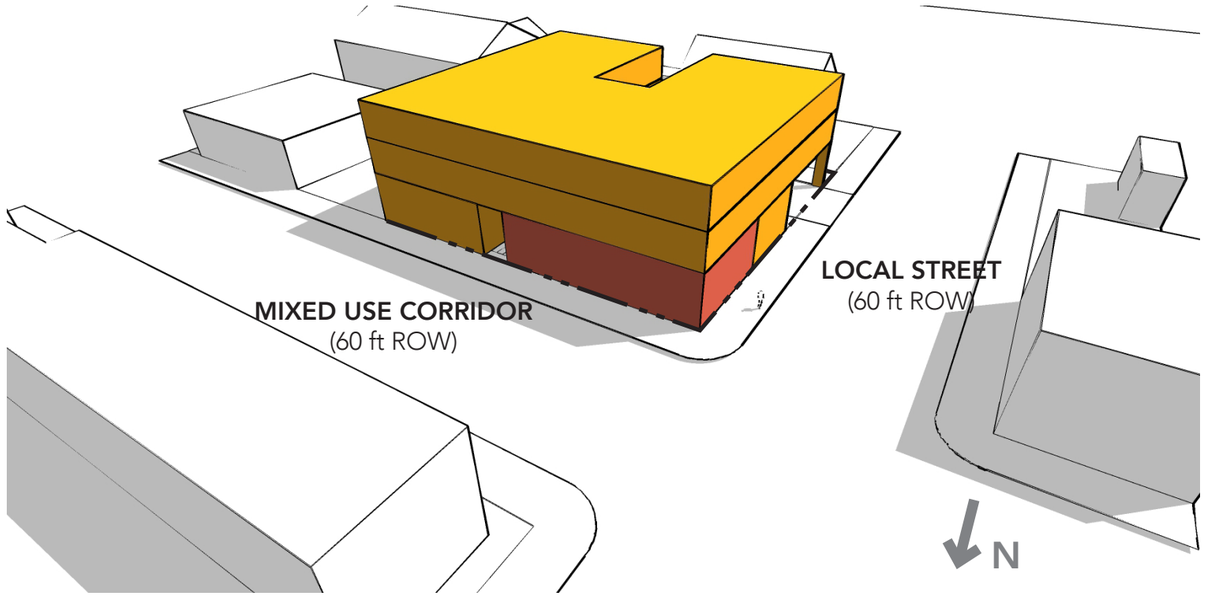
Figure 2-2B: Option 2B





CM1 ZONE STANDARDS

ROW width:	60 ft
Max Height:	35 ft / 3 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	none
Max FAR:	2.5:1 (w/ bonus)
Max Building Coverage:	85%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	none
Short-term bike	4 spaces
Long-term bike:	25 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	5-14 ft @ R-zone

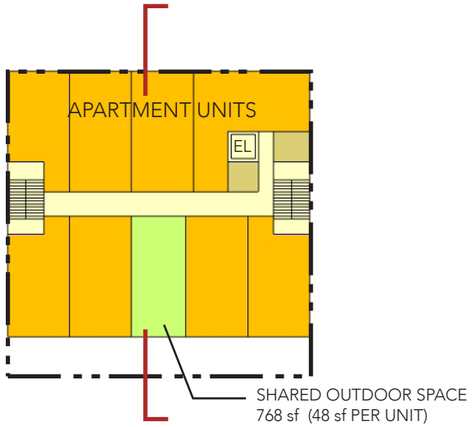
BUILDING PROTOTYPE

Site Area:	10,000 sf / 100x100
Height:	35 ft / 3 stories
Step-backs:	none
Building Area:	Residential 19,800 gsf
	Commercial 2,400 gsf
	Parking 4,300 gsf
	Total 26,500 gsf
FAR:	2.22:1 (not including parking)
Building Coverage:	8,500 sf / 85%
Landscaping:	1,500 sf / 15%
Outdoor Space:	768 sf shared area
Parking Provided:	
Vehicle:	6 stalls + 1 ADA
Short-term bike:	4 spaces
Long-term bike	25 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	14 ft
Apartment Units:	16 (1,237 gsf per unit overall)

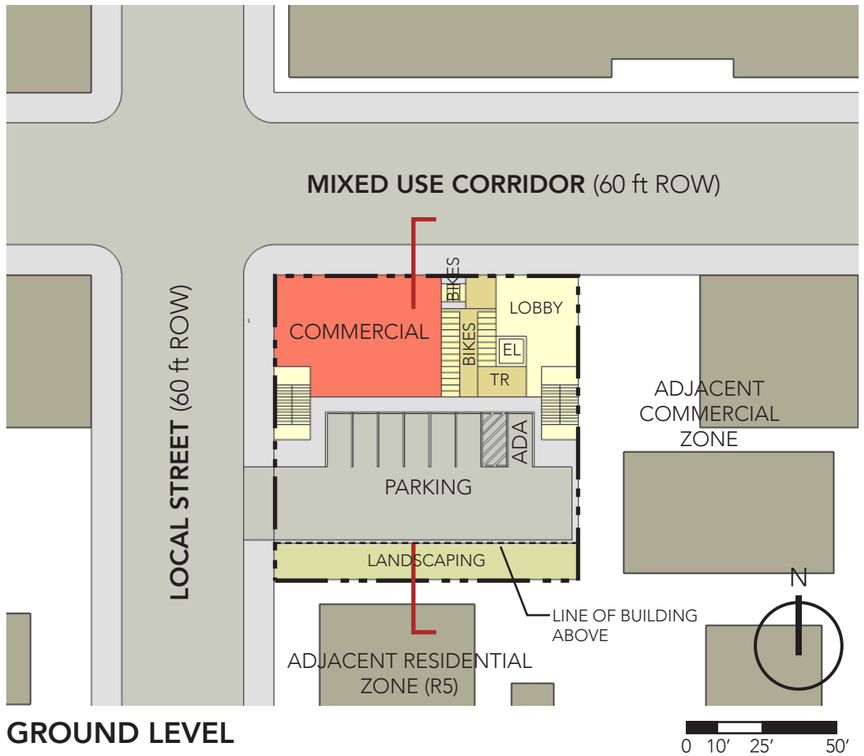
MUZ BUILDING PROTOTYPES **OPT 2B**

Ord. 188177, Vol. 2.5, page 13459

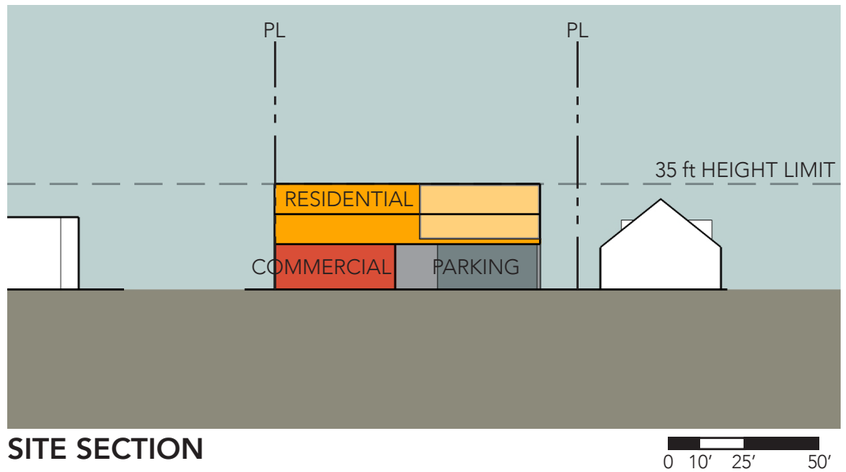
Figure 2-2B: Option 2B



2nd LEVEL



GROUND LEVEL



SITE SECTION

MUZ BUILDING PROTOTYPES **OPT 2B**

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2.2 Options for the CM2 Zone

The CM2 zone would have a maximum base FAR and height of 2:1 and 45 feet (four stories), and a maximum bonus FAR and height of 3.5:1 and 55 feet (five stories), with the provision of performance measures with defined public benefits. Three sites and a total of eight variations were modeled for the conceptual CM2 zone, summarized below and shown in Figures 2-3A through 2-5B.

OPTIONS 3A, 3B, 3C, AND 3D

The third prototypical site is a 10,000 square on a corner lot in an inner neighborhood; options 3A and 3B would be on a 60-foot street, while 3C and 3D would be on an 80-foot street.

Options 3A and 3C show a three-story building that would maximize allowed FAR under base conditions (2:1). This building would come close to lot coverage limits (75 or 80 percent compared to an allowed 90 percent), but would still leave more rear yard than required and would be one story lower than allowed. Parking is provided at surface level, tucked under upper story residential units. Stepback requirements would only apply above a fourth level, and are not needed for either 3A or 3C.

Options 3B and 3D show a five-story building that would nearly maximize allowed FAR under bonus conditions (3.5:1). The building would also reach the height limit and the minimum rear yard, and nearly maximize allowed lot coverage. Parking would be "tucked under" upper story housing, and ten (Option 3B) or eleven (3D) vehicle spaces would be provided for 35 housing units (which exceeds required parking standards). For Option 3B, the building would "step back" above the third floor, on both the front and rear facades, approximating a "daylight plane" to provide more light and air to both the narrow street and adjoining houses. Variations are shown for how these stepbacks may be designed. Option 3D would employ similar stepbacks as 3B on the rear of the building, but the front stepback would only occur on the top level, because the additional daylight would be less of an issue on a wide street.

OPTIONS 4A AND 4B

The fourth site is a 33,000-square foot site on a wide street in an outer neighborhood. The deep lot modeled here is typical of outer eastside Portland, where the street grid is less fully developed than in inner neighborhoods.

Option 4A shows a building that maximizes base FAR (2:1). This building also reaches the height limit (four stories) and the minimum rear setback, and comes close to maximizing lot coverage. The design provides 35 vehicle parking spaces for 69 units, at ground level tucked under upper-level apartments. Variation in building height and articulation of the front façade break up the large building mass, and a sizable (4,400-square foot) common open space is provided in a courtyard at the second level, above parking.

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Option 4B shows a building designed to make use of the bonus FAR (3.5:1). The building reaches the five-story height limit and nearly fills out the allowed building envelope, but falls short of maximum FAR, only achieving 2.86:1, while providing 35 vehicle parking spaces for 104 units. Stepbacks and building articulation are less successful in breaking up the volume of this building, which is more massive than Option 4A. Variations are shown for side yard stepbacks above the third level. These would achieve greater separation from adjoining residential lots, while reducing FAR to 2.66:1 or 2.62:1.

OPTIONS 5A AND 5B

The fifth site is the largest site studied, at 202,500 square feet on a 450-by-450-foot lot. The site is in an outer neighborhood, at the intersection of wide (80-foot) and narrow (60-foot) corridors. For this site, a complex of multiple buildings is shown in two options, with 5A designed for the base FAR and 5B designed for the bonus FAR. Notably, neither design is able to maximize allowable development.

Option 5A shows a complex of four, four-story buildings arranged around a surface parking area in the site interior. The buildings would step back above the third level at the rear lot frontage and along the narrower street frontage, while building articulation would break up long facades along the wider street. At 1.56 FAR, the conceptual project would fall short of the 2:1 FAR allowed, while translating to only 40 percent lot coverage compared to 85 percent allowed. Much of the site area is used for surface parking, though only 121 vehicle spaces are provided for 348 units. This is reasonably seen as the most viable outcome on this site, despite not achieving full FAR.

Option 5B shows a complex of five, five-story buildings that make use of the height bonus provision, but reach only the base FAR allowance of 2.0. Buildings are set back from the rear property line and along street facades, with the stepback occurring above the third level along the narrow street and above the fourth level along the wide street. As with 5A, the project would cover far less of the site than allowed; remaining lot area is used to accommodate 159 vehicle parking spaces for 482 units.

It is notable that achieving the maximum FAR allowed with bonuses is increasingly difficult on large sites given the height limits specified in the CM2 zone. This is largely due to the need for parking and site circulation on large sites where a large number of residential units may be developed. For large sites (generally over one acre), additional height would likely be needed to accommodate the allowed bonus floor area.

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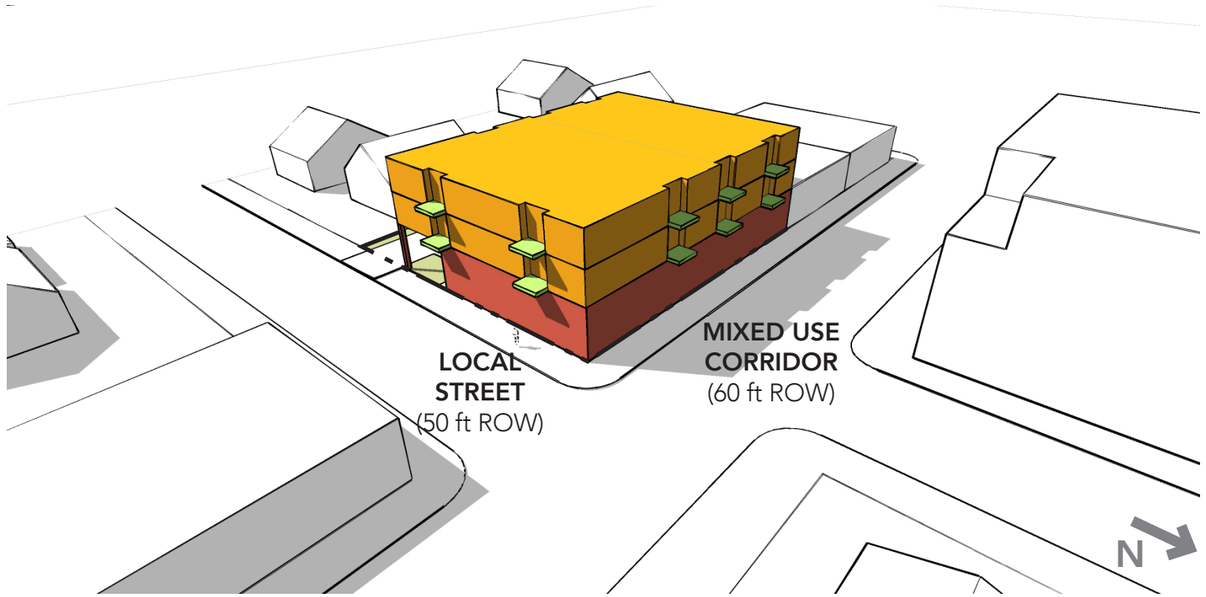
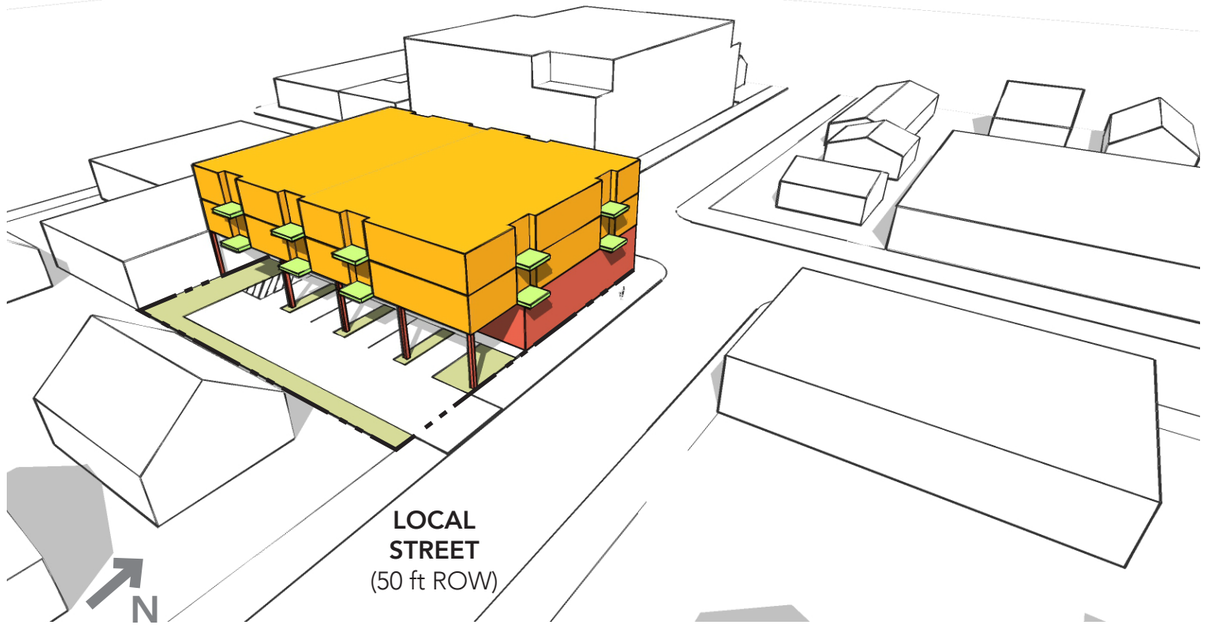
Figure 2-3A: Option 3A





CM2 ZONE STANDARDS

Pattern Area:	Inner
ROW width:	60 ft
Max Height:	45 ft / 4 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	60' ROW facades step back above 3rd level
Max FAR:	2:1 (no bonus)
Max Building Coverage:	90%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	none
Short-term bike	4 spaces
Long-term bike:	20 spaces
Front Setback:	none
Side Setbacks:	5-14 ft @ R-zone
Rear Setback:	5-14 ft @ R-zone

BUILDING PROTOTYPE

Site Area:	10,000 sf / 100x100
Height:	35 ft / 3 stories
Step-backs:	none
Building Area:	Residential 16,600 gsf Commercial 3,400 gsf Parking 2,900 gsf
	Total 22,900 gsf
FAR:	2:1 (not including parking)
Building Coverage:	7,500 sf / 75%
Landscaping:	1,400 sf / 14%
Outdoor Space:	768 sf (16 decks x 48 sf ea.)
Parking Provided:	
Vehicle:	5 stalls + 1 ADA
Short-term bike:	4 spaces
Long-term bike	22 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	25 ft
Apartment Units:	16 (1,038 gsf per unit overall)

MUZ BUILDING PROTOTYPES **OPT 3A**

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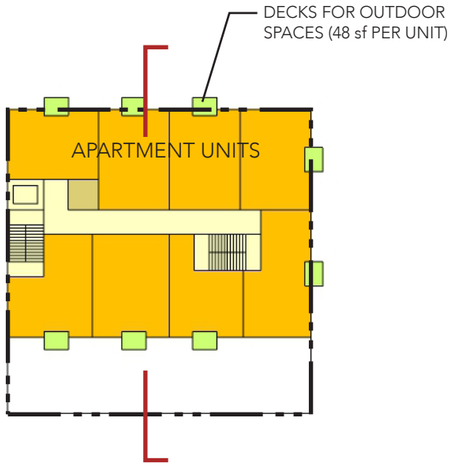
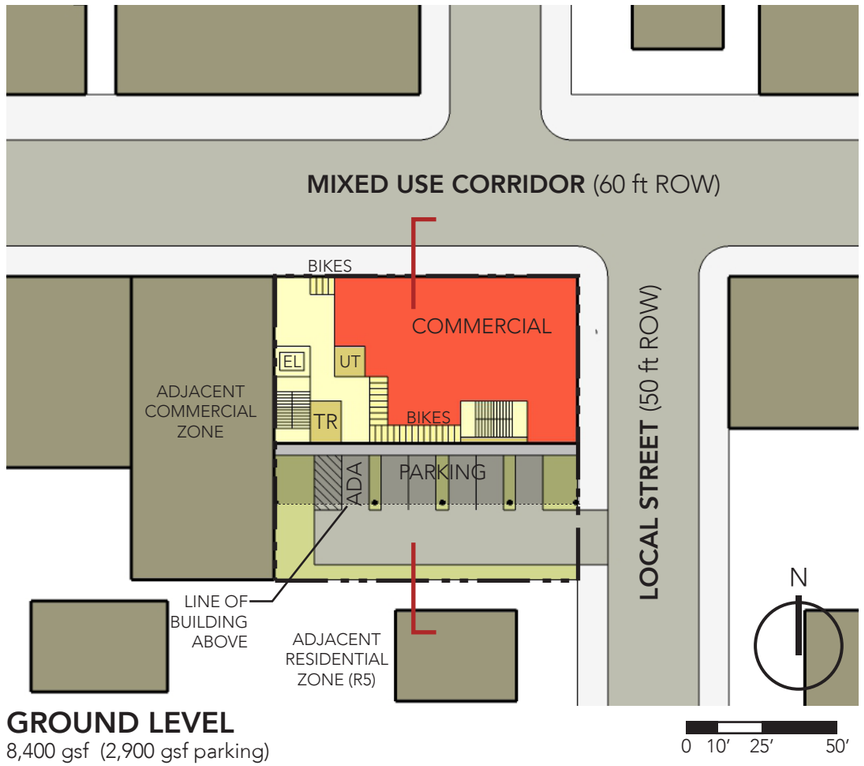
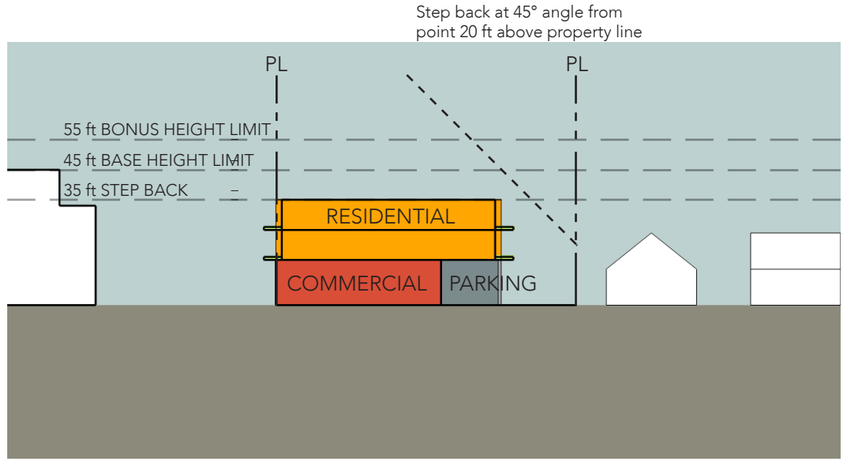
Figure 2-3A: Option 3A



LEVELS 2-3
7,250 gsf



GROUND LEVEL
8,400 gsf (2,900 gsf parking)



SITE SECTION

MUZ BUILDING PROTOTYPES **OPT 3A**

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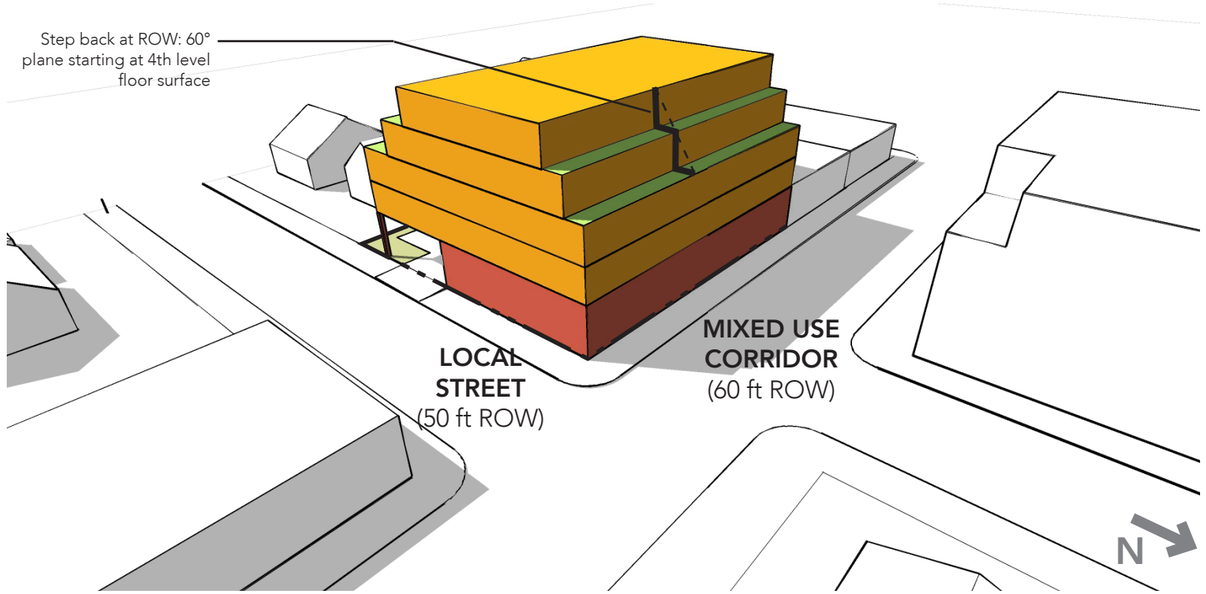
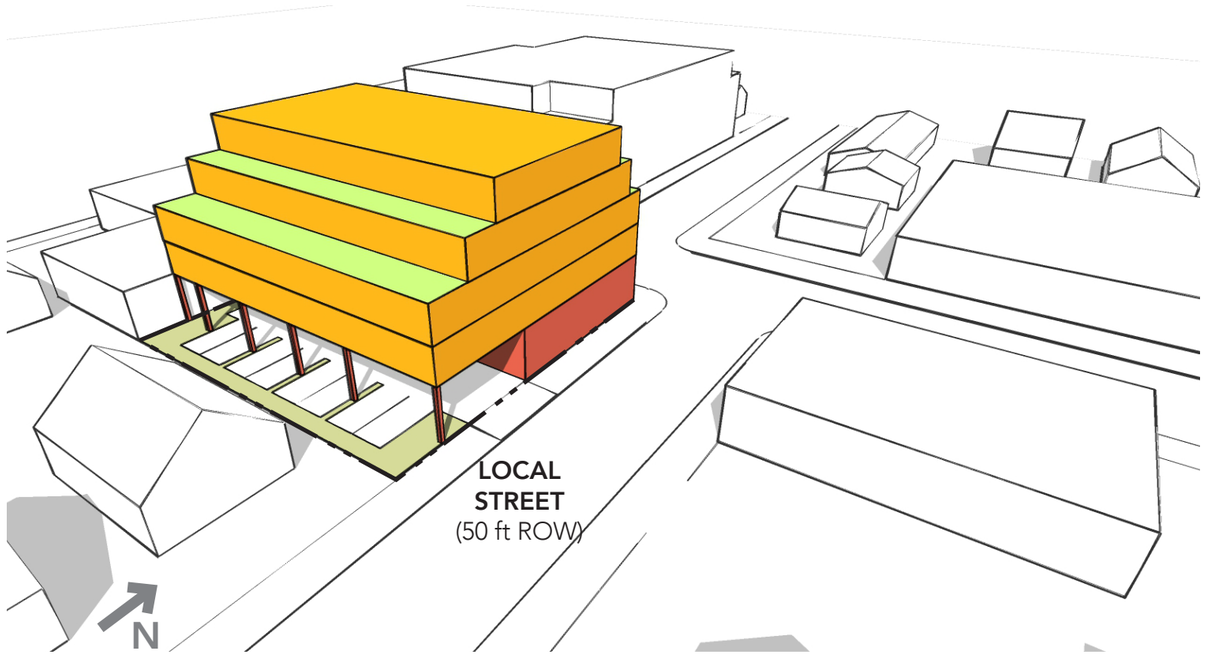
Figure 2-3B: Option 3B





CM2 ZONE STANDARDS

Pattern Area:	Inner
ROW width:	60 ft
Max Height:	55 ft / 5 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	street facades step back above 3rd level
Max FAR:	3.5:1 (w/bonus)
Max Building Coverage:	90%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	6 stalls +1 ADA
Short-term bike	4 spaces
Long-term bike:	41 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	5-14 ft @ R-zone

BUILDING PROTOTYPE

Site Area:	10,000 sf / 100x100	
Height:	55 ft / 5 stories	
Step-backs:	street facades step back 6 ft above 3rd level	
Building Area:	Residential	31,350 gsf
	Commercial	2,650 gsf
	Parking	4,000 gsf
	Total	38,000 gsf
FAR:	3.4:1 (not including parking)	
Building Coverage:	8,600 sf / 86%	
Landscaping:	1,250 sf / 12%	
Outdoor Space:	3,400 sf	
Parking Provided:		
Vehicle:	9 stalls + 1 ADA	
Short-term bike:	4 spaces	
Long-term bike	41 spaces	
Front Setback:	none	
Side Setbacks:	none	
Rear Setback:	14 ft	
Apartment Units:	35 (895 gsf per unit overall)	

MUZ BUILDING PROTOTYPES **OPT 3B**

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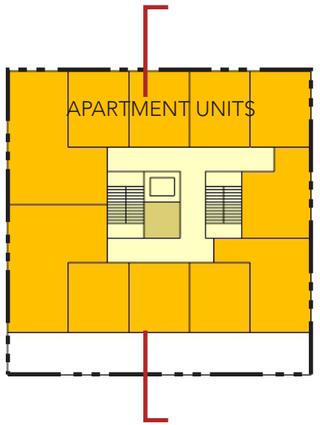
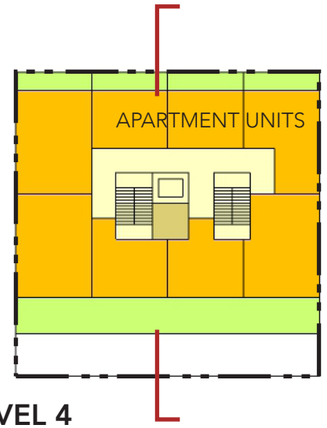
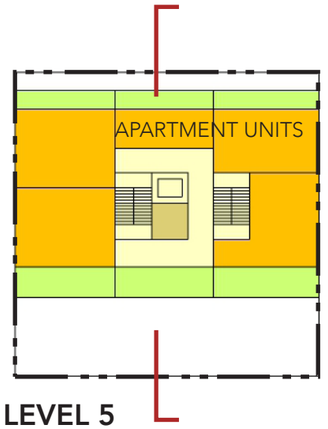
Figure 2-3B: Option 3B



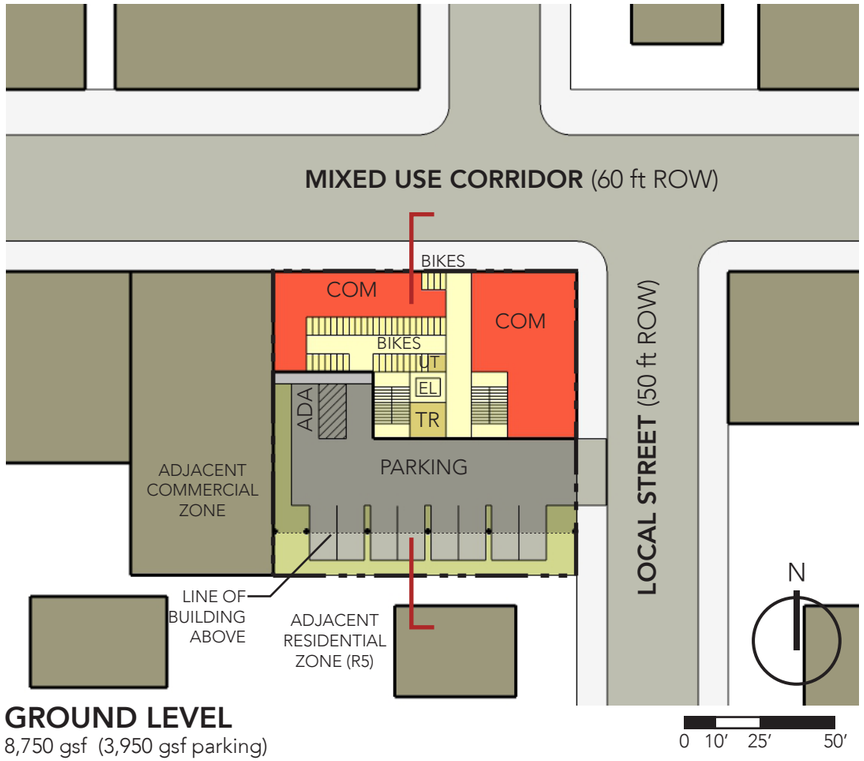
LEVELS 2-3
8,600 gsf



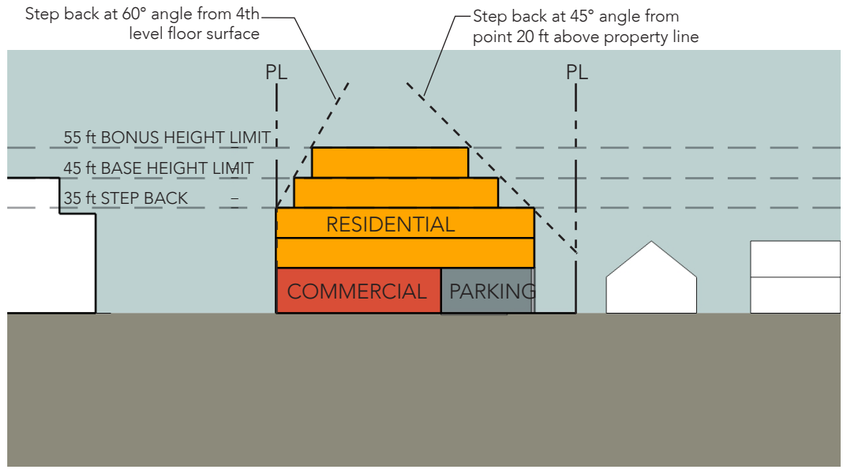
LEVEL 4
6,800 gsf



LEVEL 5
5,200 gsf



GROUND LEVEL
8,750 gsf (3,950 gsf parking)



SITE SECTION

MUZ BUILDING PROTOTYPES **OPT 3B**

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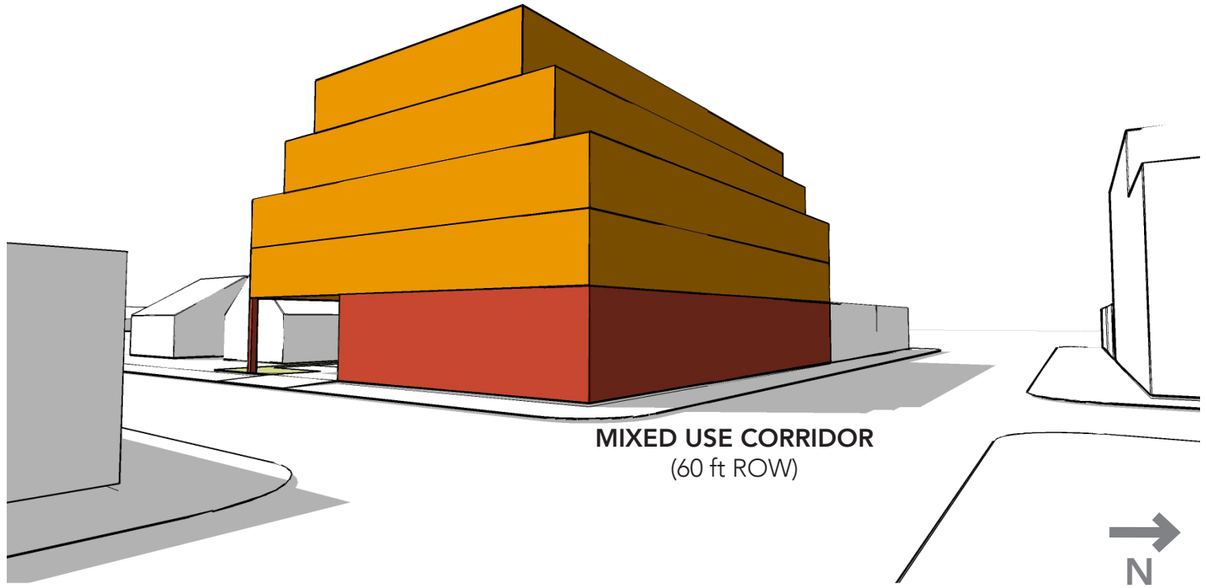
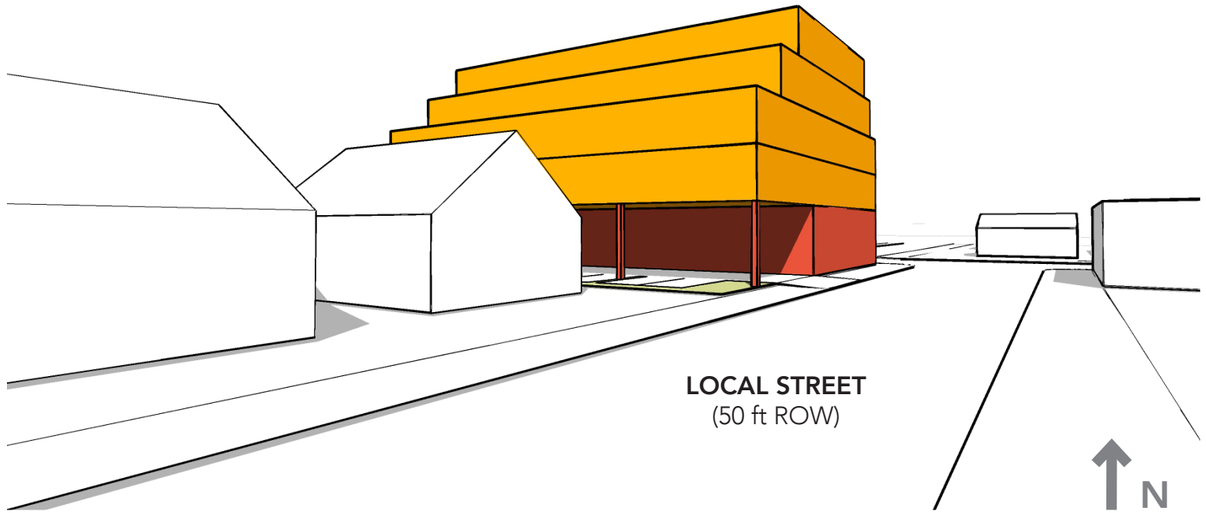
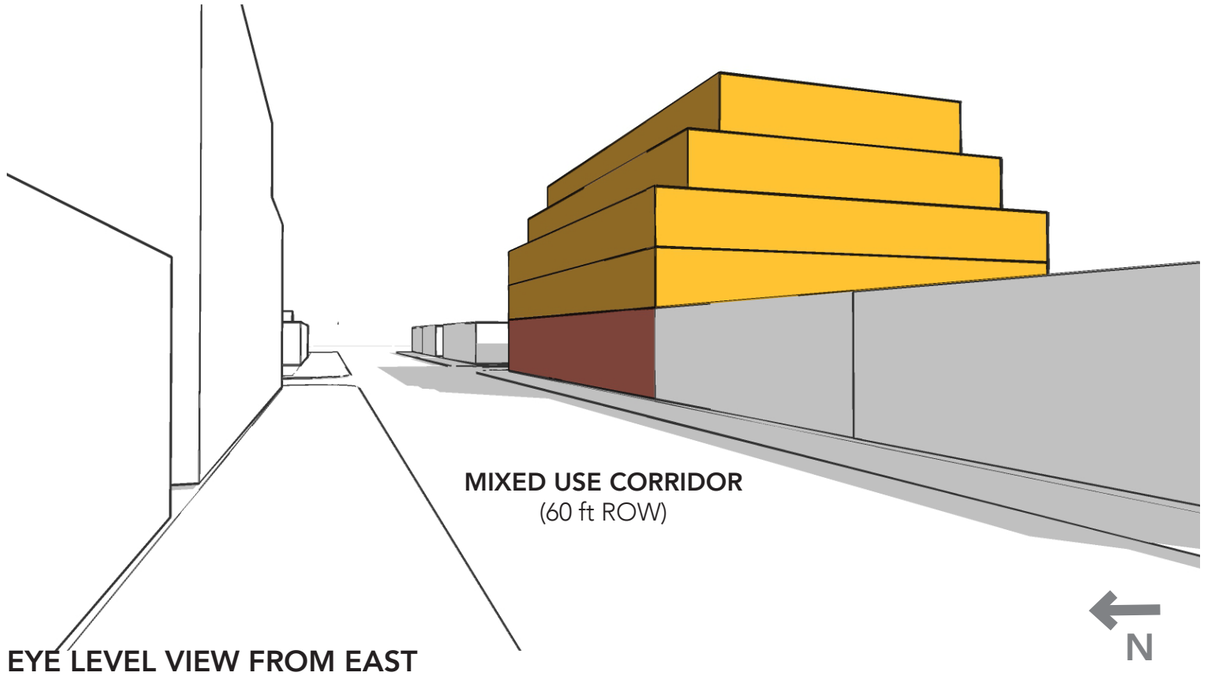
Figure 2-3B: Option 3B



EYE LEVEL VIEW FROM WEST



EYE LEVEL VIEW FROM SOUTH



EYE LEVEL VIEW FROM EAST

MUZ BUILDING PROTOTYPES **OPT 3B** **STREET LEVEL VIEWS**

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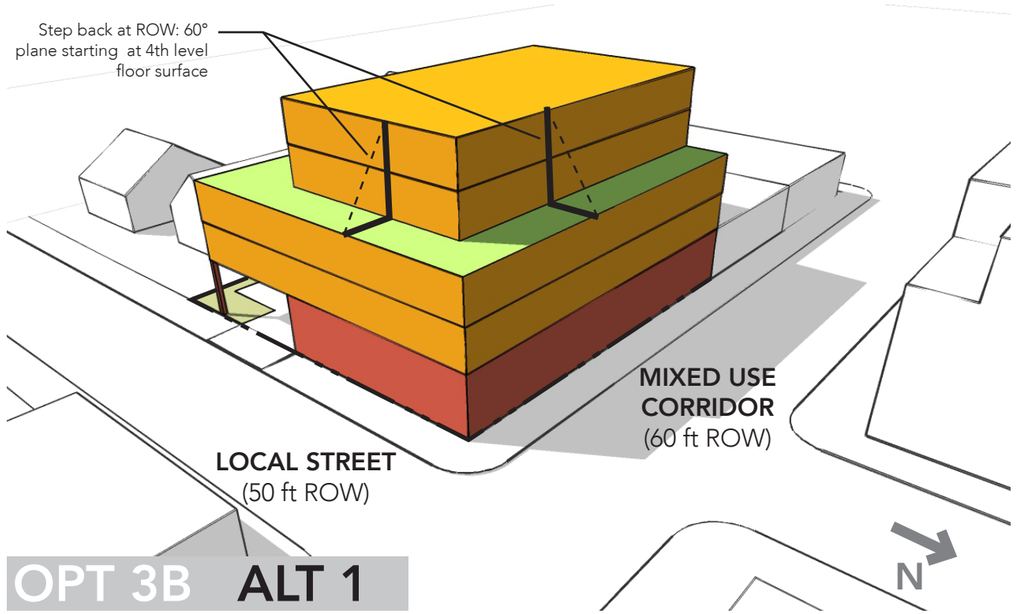
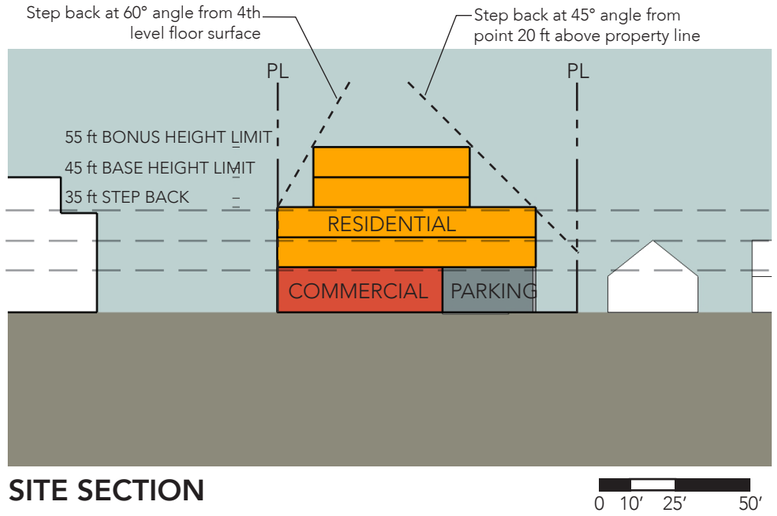


OPT 3B **ALT 1**

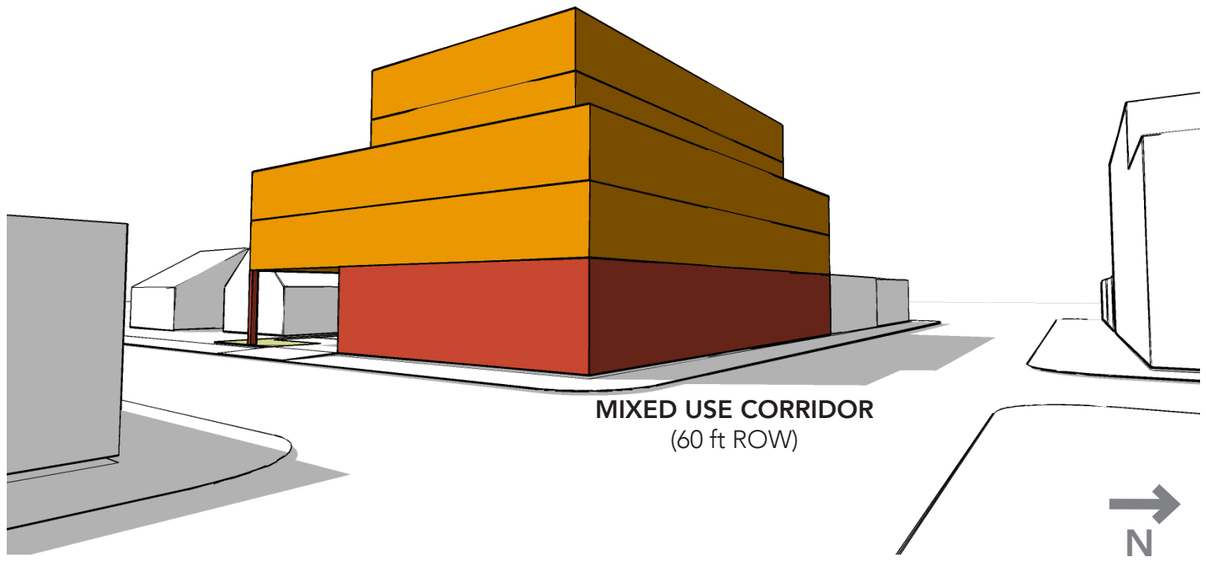


SITE SECTION

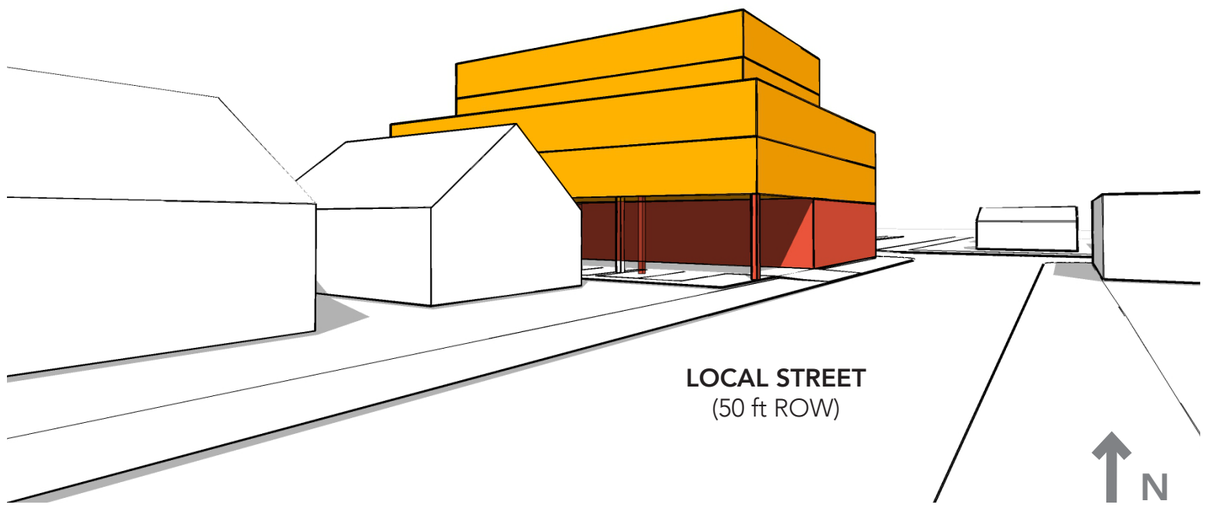
Figure 2-3B: Option 3B

BUILDING PROTOTYPE

Building Area:	Residential	28,550 gsf (-2,800)
	Commercial	2,650 gsf
	Parking	4,000 gsf
	Total	35,200 gsf (-2,800)
FAR:	3.1:1 (not including parking) (-.3)	
Apartment Units:	30 (-5) (950 gsf per unit overall)	



EYE LEVEL VIEW FROM WEST

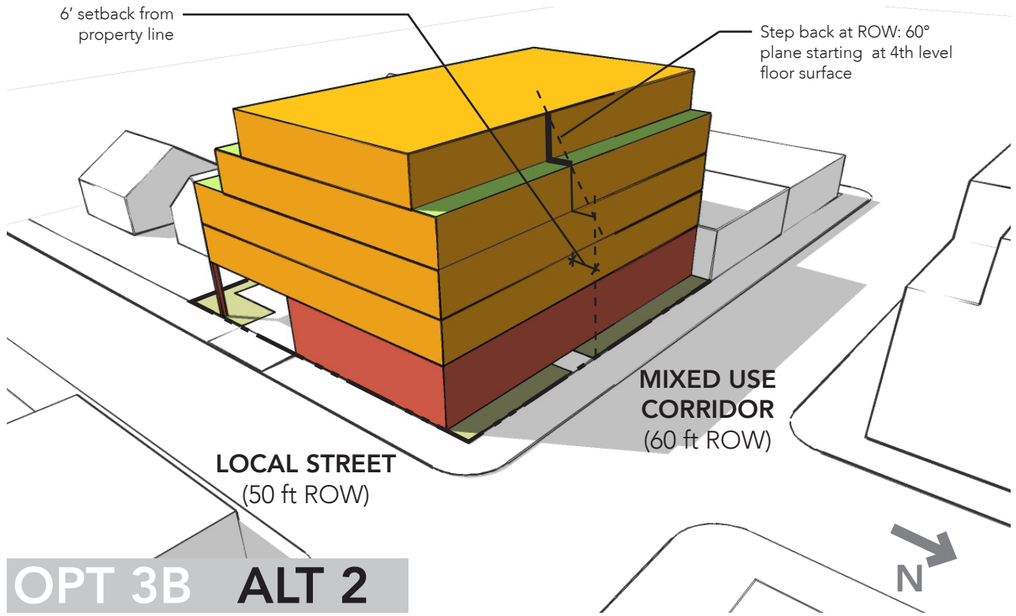


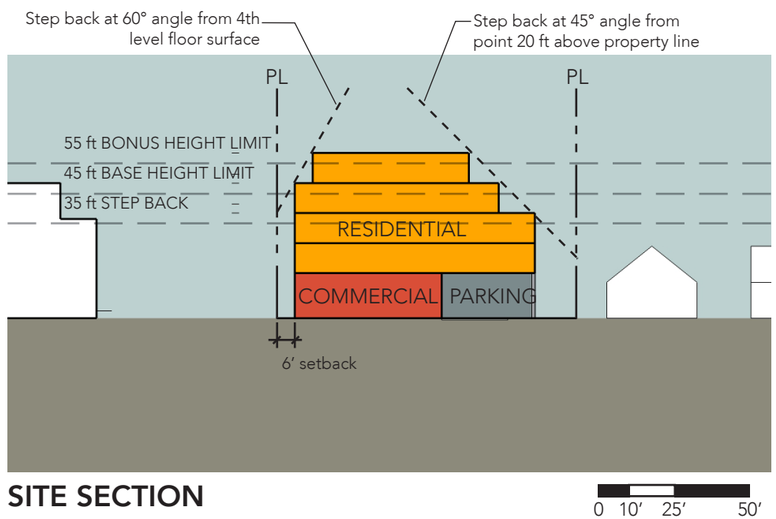
EYE LEVEL VIEW FROM SOUTH

MUZ BUILDING PROTOTYPES **OPT 3B** **STEP BACK TESTING**

Ord. 188177, Vol. 2.5, page 13468

Figure 2-3B: Option 3B

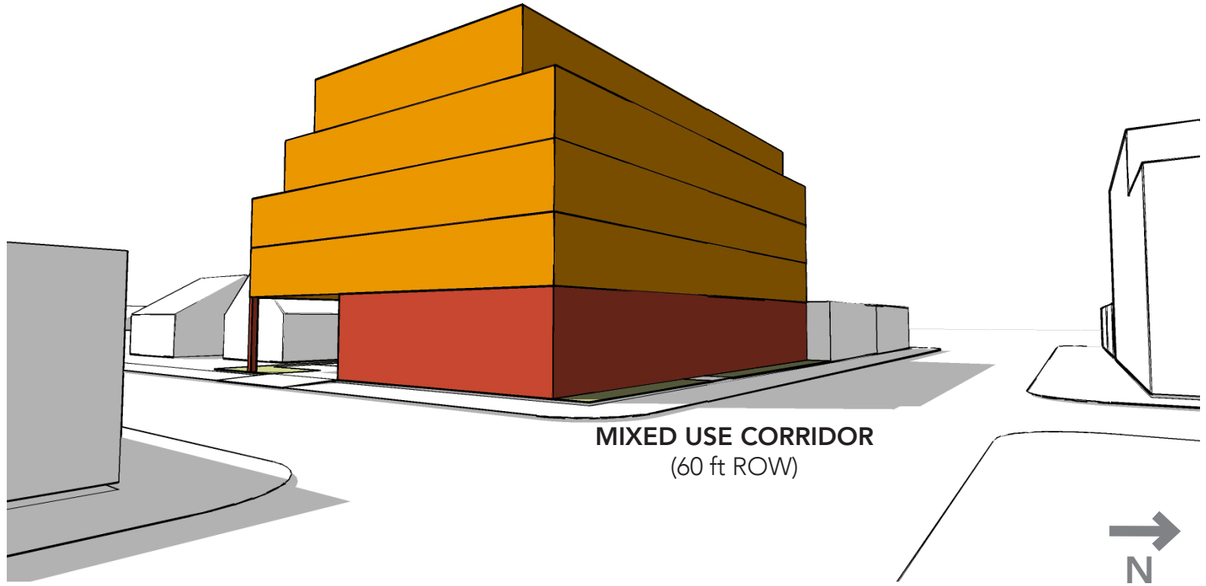




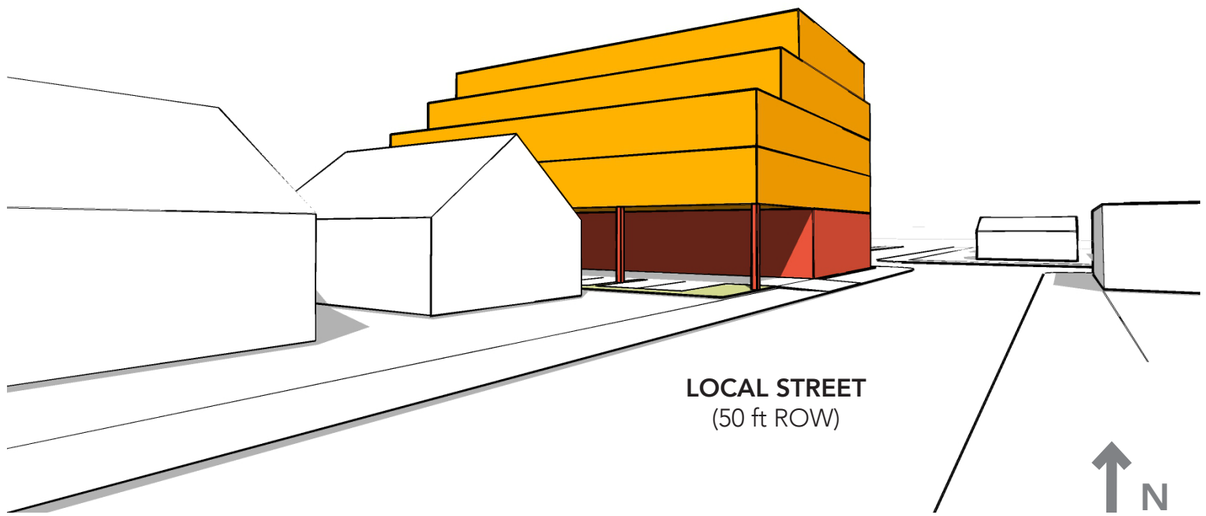
SITE SECTION

BUILDING PROTOTYPE

Building Area:	Residential	29,500 gsf (-1,850)
	Commercial	2,100 gsf (-550)
	Parking	4,000 gsf
	Total	35,600 gsf (-2,400)
FAR:	3.1:1 (not including parking) (-.3)	
Apartment Units:	31 (-4) (950 gsf per unit overall)	



EYE LEVEL VIEW FROM WEST

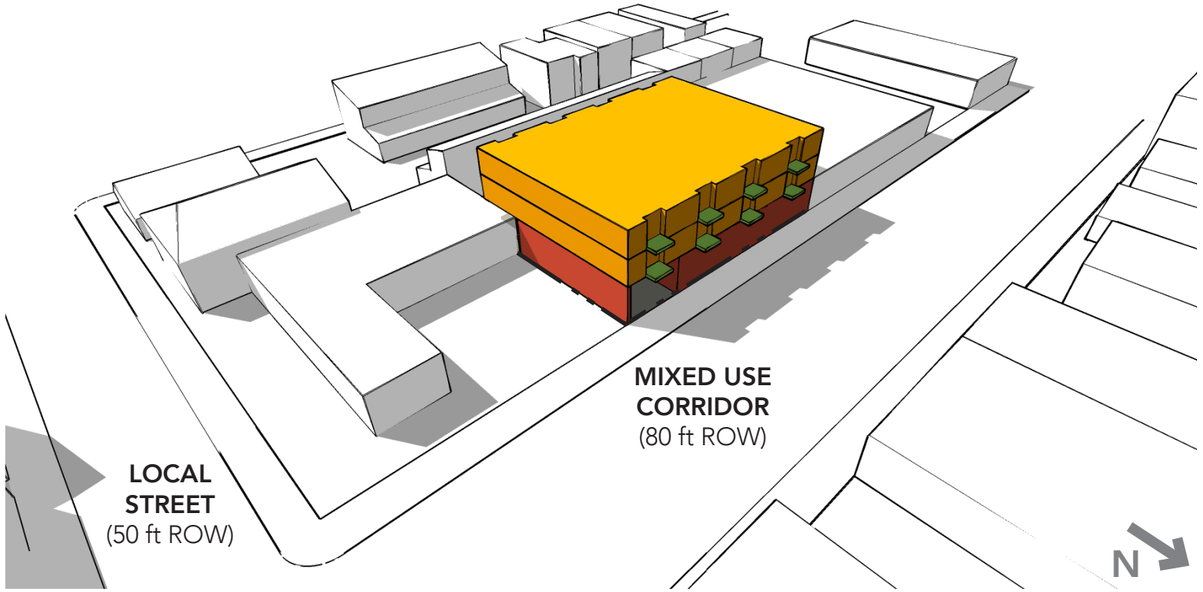


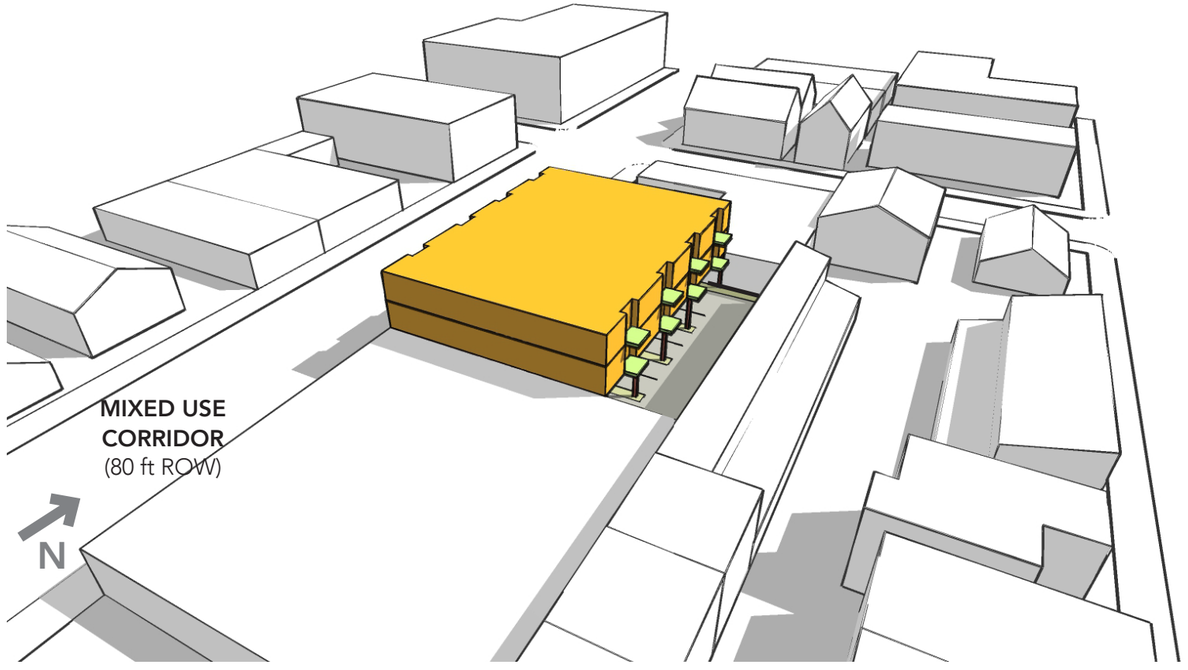
EYE LEVEL VIEW FROM SOUTH

MUZ BUILDING PROTOTYPES OPT 3B STEP BACK TESTING

Ord. 188177, Vol. 2.5, page 13469

Figure 2-3C: Option 3C





CM2 ZONE STANDARDS

Pattern Area:	Inner
ROW width:	80 ft
Max Height:	45 ft / 4 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	80' ROW facades step back above 3rd level
Max FAR:	2:1 (no bonus)
Max Building Coverage:	90%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	none
Short-term bike	4
Long-term bike:	20
Front Setback:	none
Side Setbacks:	5-14 ft @ R-zone
Rear Setback:	5-14 ft @ R-zone

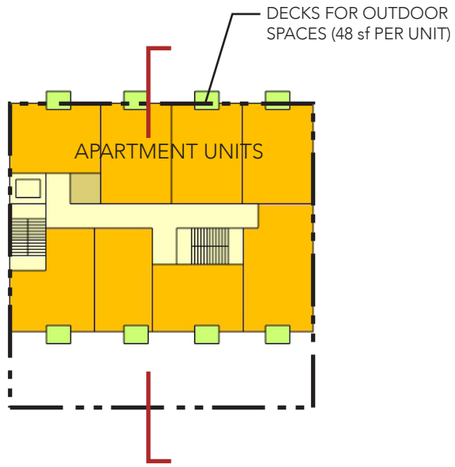
BUILDING PROTOTYPE

Site Area:	10,000 sf / 100x100
Height:	35 ft / 3 stories
Step-backs:	none
Building Area:	Residential 17,800 gsf Commercial 2,200 gsf Parking 4,350 gsf
	Total 24,350 gsf
FAR:	2:1 (not including parking)
Building Coverage:	8,000 sf / 80%
Landscaping:	900 sf / 9%
Outdoor Space:	768 sf (16 decks x 48 sf ea.)
Parking Provided:	
Vehicle:	5 stalls + 1 ADA
Short-term bike:	4 spaces
Long-term bike	22 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	20 ft
Apartment Units:	16 (1,100 gsf per unit overall)

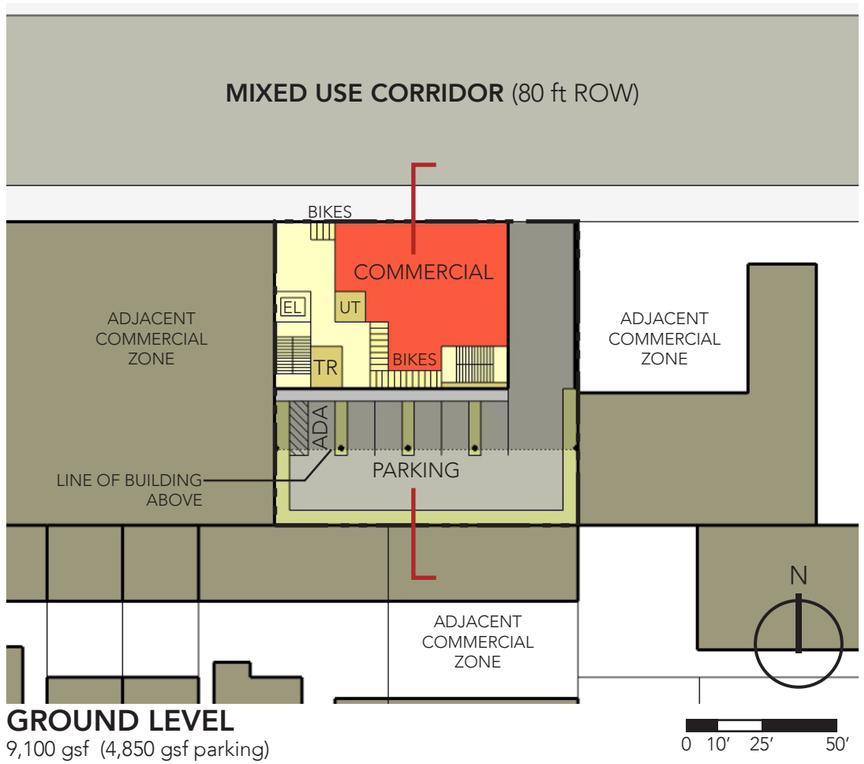
MUZ BUILDING PROTOTYPES **OPT 3C**

Ord. 188177, Vol. 2.5, page 13470

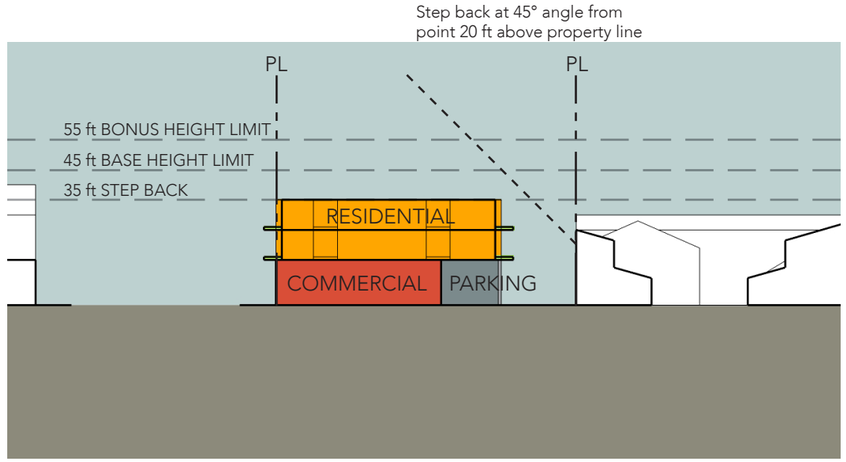
Figure 2-3C: Option 3C



LEVELS 2-3
7,875 gsf



GROUND LEVEL
9,100 gsf (4,850 gsf parking)

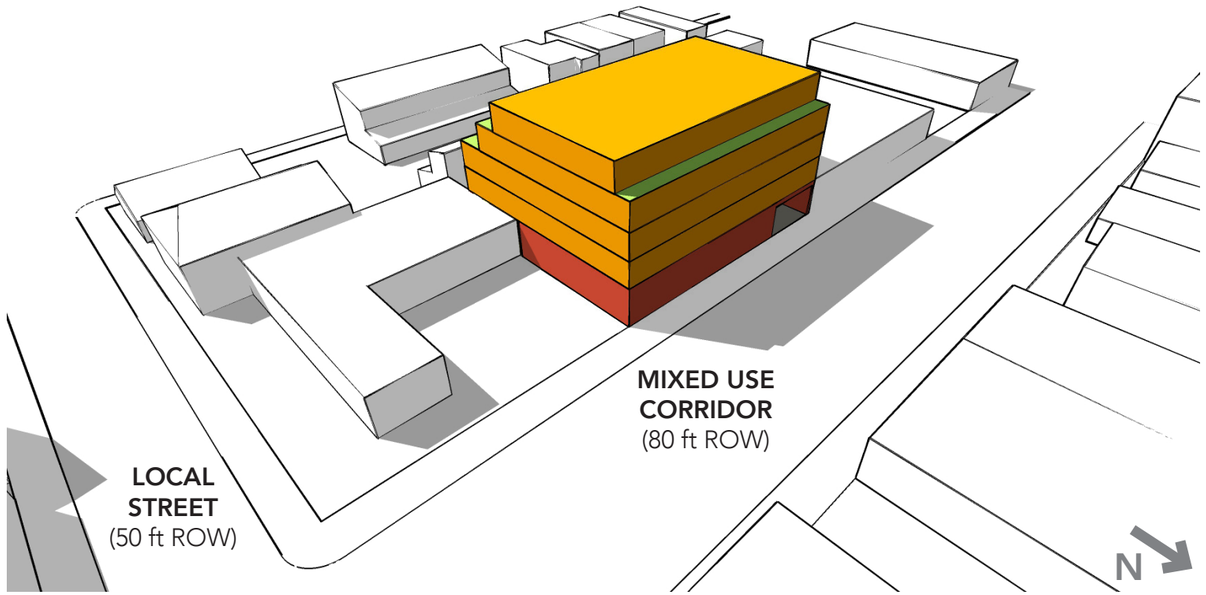


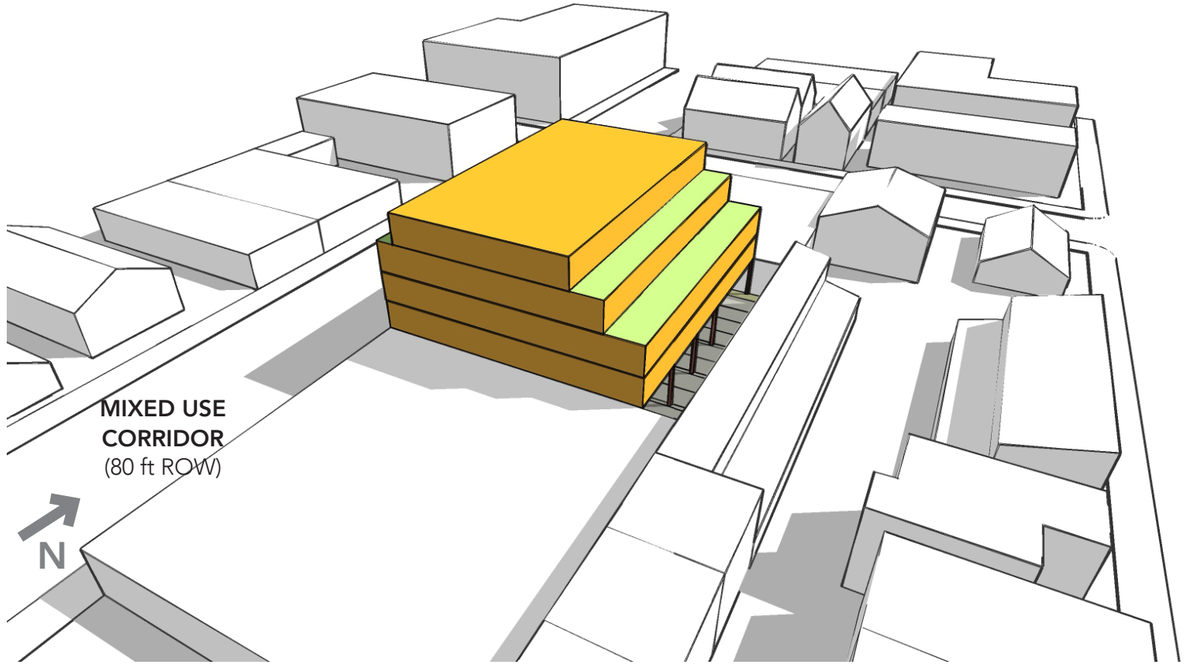
SITE SECTION

MUZ BUILDING PROTOTYPES **OPT 3C**

Ord. 188177, Vol. 2.5, page 13471

Figure 2-3D: Option 3D





CM2 ZONE STANDARDS

Pattern Area:	Inner
ROW width:	80 ft
Max Height:	55 ft / 5 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	80' ROW facades step back above 4th level
Max FAR:	3.5:1 (w/bonus)
Max Building Coverage:	90%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	6 stalls + 1 ADA
Short-term bike	4
Long-term bike:	41
Front Setback:	none
Side Setbacks:	5-14 ft @ R-zone
Rear Setback:	5-14 ft @ R-zone

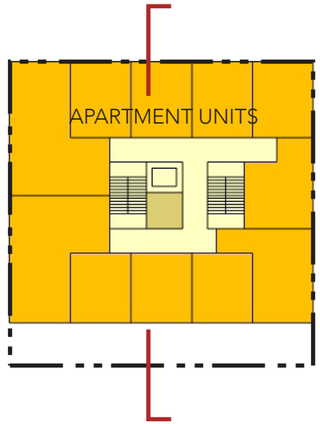
BUILDING PROTOTYPE

Site Area:	10,000 sf / 100x100
Height:	55 ft / 5 stories
Step-backs:	street facades step back 6 ft above 4th level
Building Area:	Residential 32,350 gsf
	Commercial 1,900 gsf
	Parking 5,050 gsf
	Total 39,300 gsf
FAR:	3.4:1 (not including parking)
Building Coverage:	8,600 sf / 86%
Landscaping:	1,000 sf / 10%
Outdoor Space:	2800 sf
Parking Provided:	
Vehicle:	10 stalls + 1 ADA
Short-term bike:	4 spaces
Long-term bike	41 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	14 ft
Apartment Units:	35 (925 gsf per unit overall)

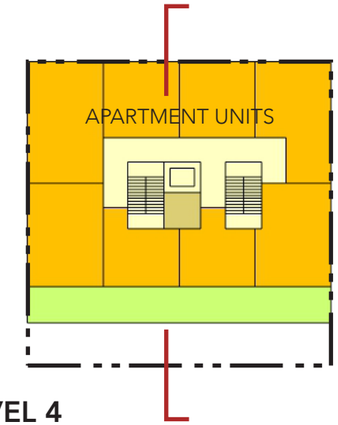
MUZ BUILDING PROTOTYPES **OPT 3D**

Ord. 188177, Vol. 2.5, page 13472

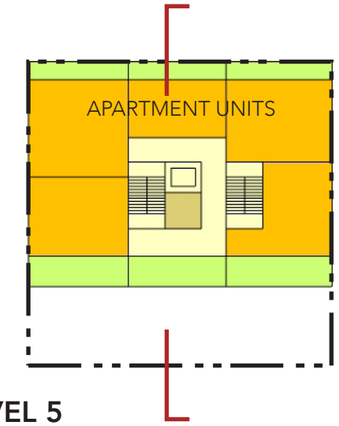
Figure 2-3D: Option 3D



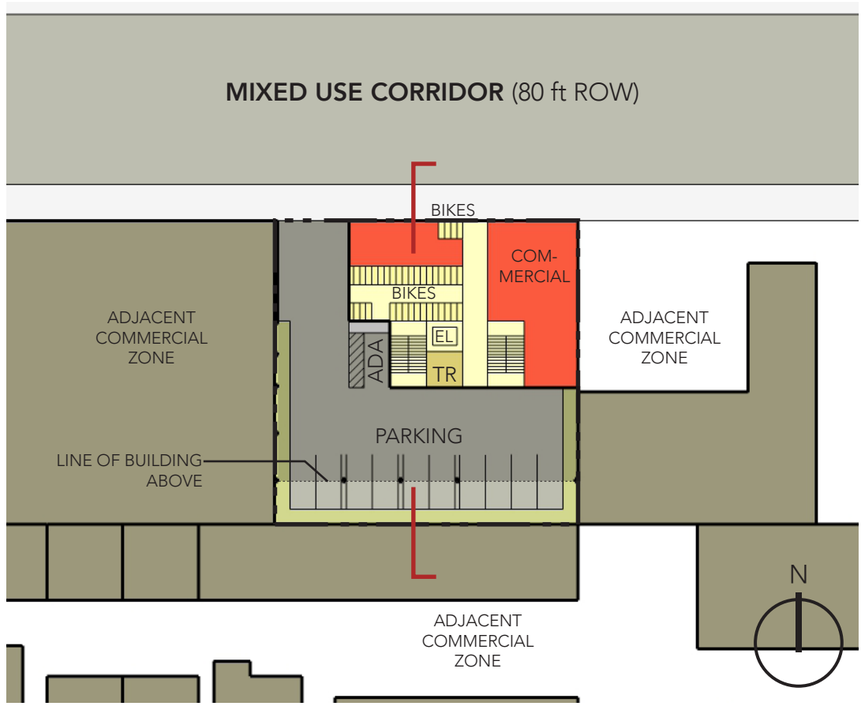
LEVELS 2-3
8,600 gsf



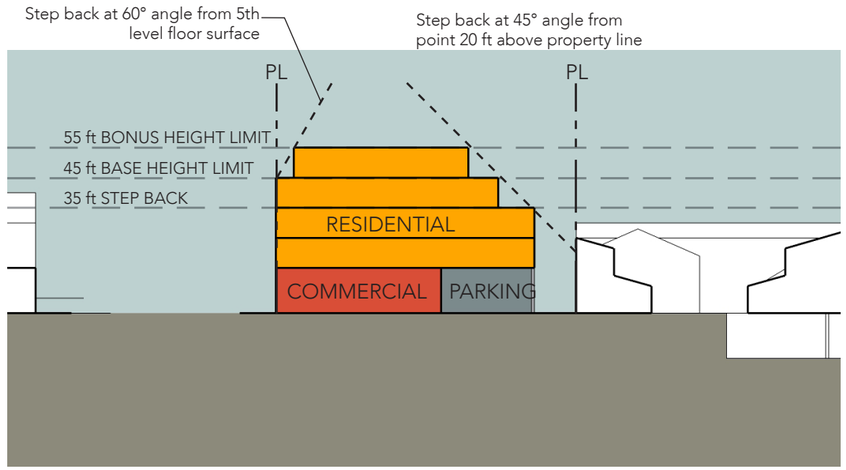
LEVEL 4
7,400 gsf



LEVEL 5
5,800 gsf



GROUND LEVEL
8,900 gsf (5,050 gsf parking)

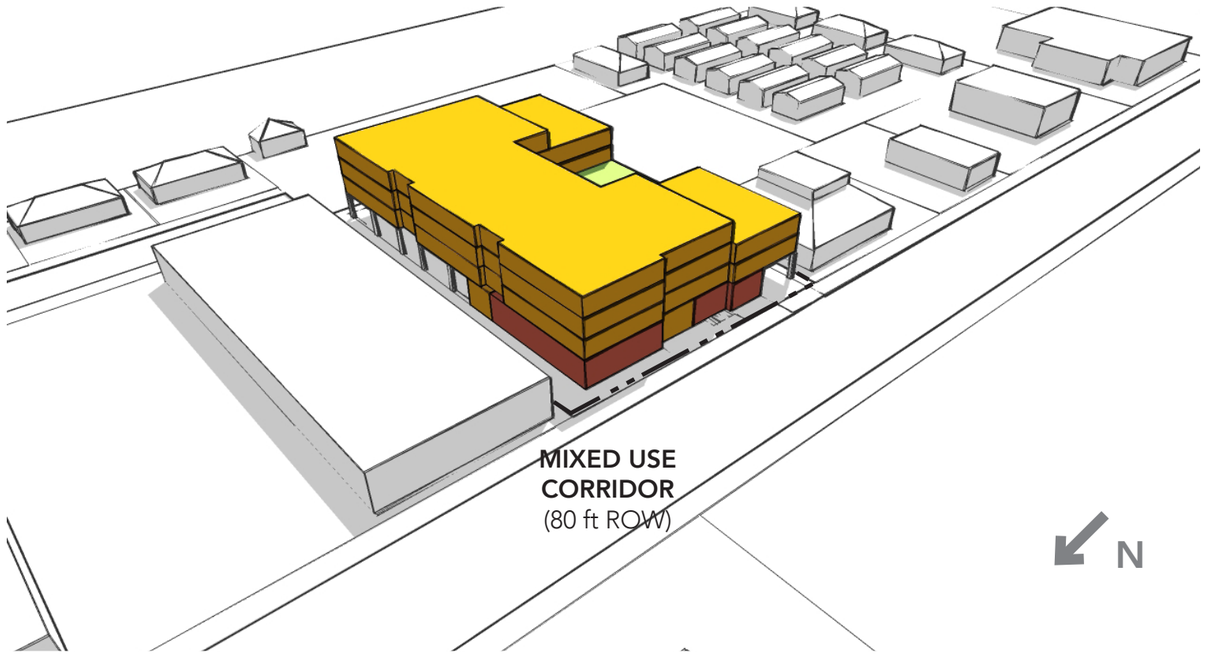


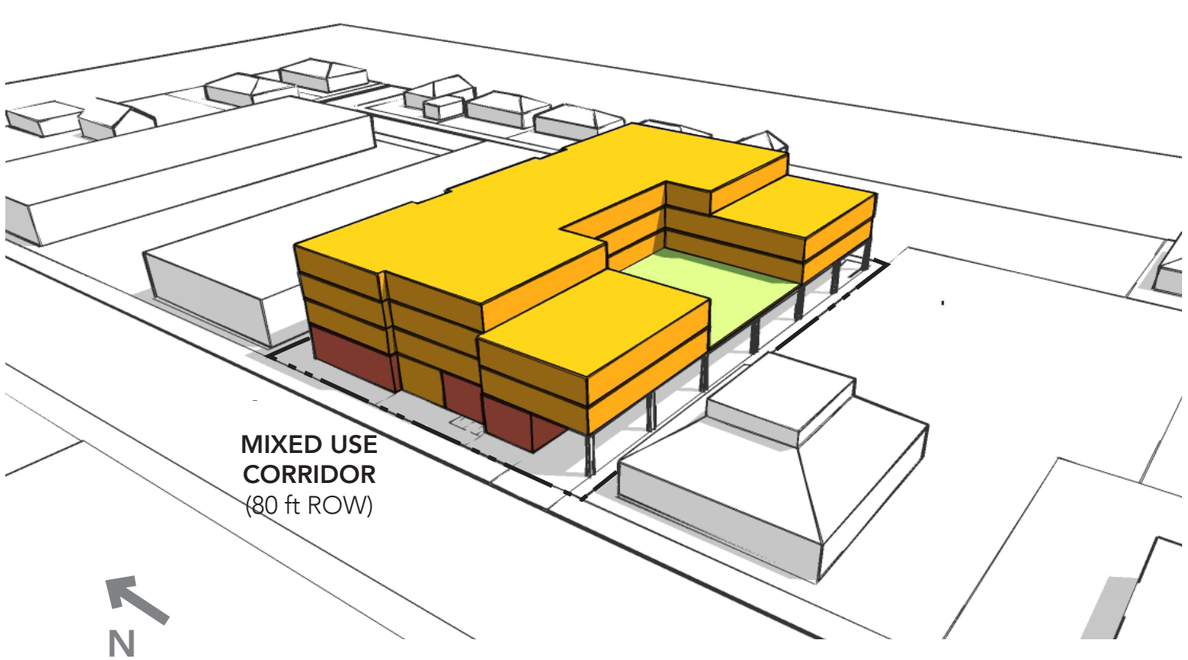
SITE SECTION

MUZ BUILDING PROTOTYPES **OPT 3D**

Ord. 188177, Vol. 2.5, page 13473

Figure 2-4A: Option 4A





CM2 ZONE STANDARDS

Pattern Area:	Outer
ROW width:	80 ft
Max Height:	45 ft / 4 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	80' ROW facades step back above 4th level
Max FAR:	2:1 (no bonus)
Max Building Coverage:	85%
Req'd Landscaping:	15%
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	none
Short-term bike	4 spaces
Long-term bike:	22 spaces
Street Setback:	10 ft
Side Setbacks:	5-14 ft @ R-zone
Rear Setback:	5-14 ft @ R-zone

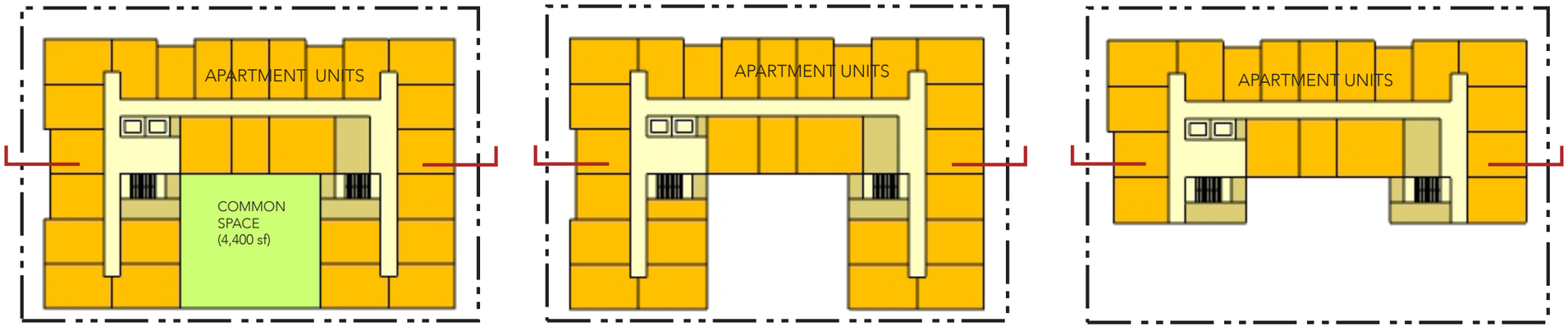
BUILDING PROTOTYPE

Site Area:	33,000 sf / 150x220	
Height:	45 ft / 4 stories	
Step-backs:	none	
Building Area:	Residential	60,300 gsf
	Commercial	4,600 gsf
	Parking	16,900 gsf
	Total	81,800 gsf
FAR:	1.97:1 (not including parking)	
Building Coverage:	25,700 sf / 77%	
Landscaping:	5,600 sf / 17%	
Paved:	1,700 sf / 6%	
Outdoor Space:	4,400 sf shared area	
Parking Provided:		
Vehicle:	33 stalls + 2 ADA	
Short-term bike:	7 spaces	
Long-term bike	76 spaces	
Front Setback:	10 ft	
Side Setbacks:	none	
Rear Setback:	11 ft	
Apartment Units:	69 (875 gsf per unit overall)	

MUZ BUILDING PROTOTYPES **OPT 4A**

Ord. 188177, Vol. 2.5, page 13474

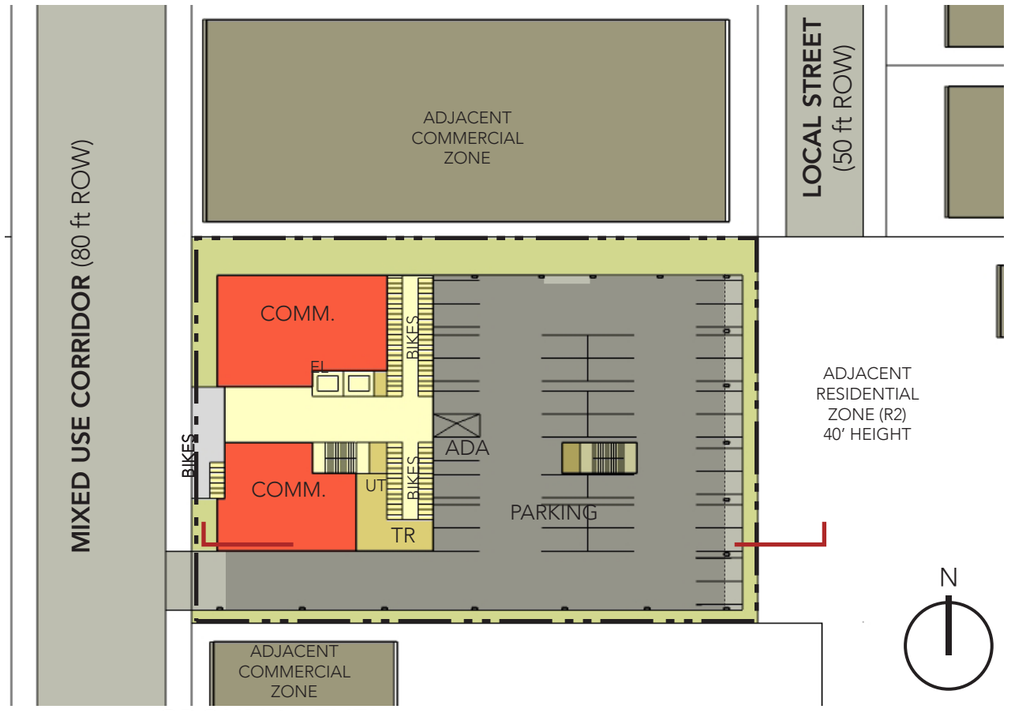
Figure 2-4A: Option 4A



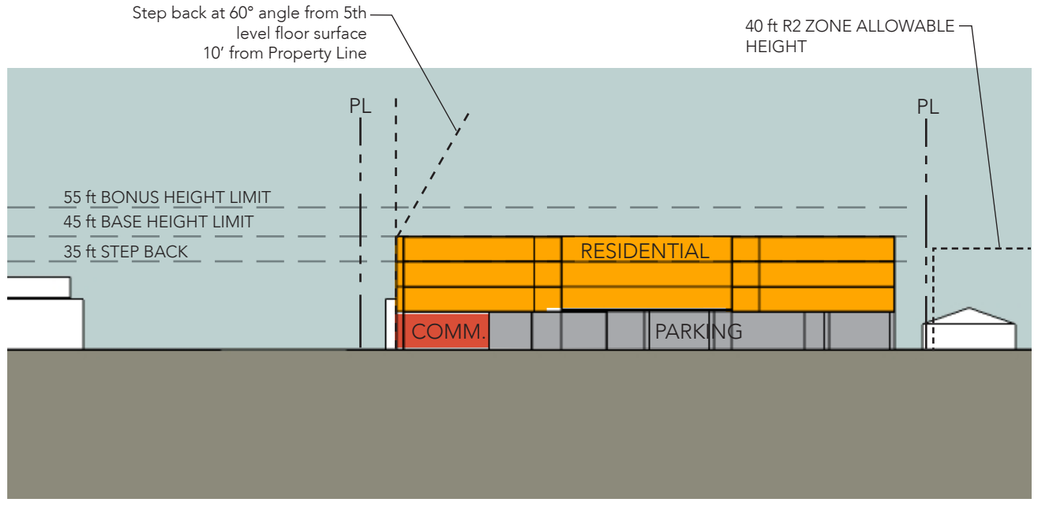
LEVEL 2
21,100 gsf

LEVEL 3
21,100 gsf

LEVEL 4
13,900 gsf



GROUND LEVEL
25,700 gsf (16,900 gsf parking)



SITE SECTION

MUZ BUILDING PROTOTYPES **OPT 4A**

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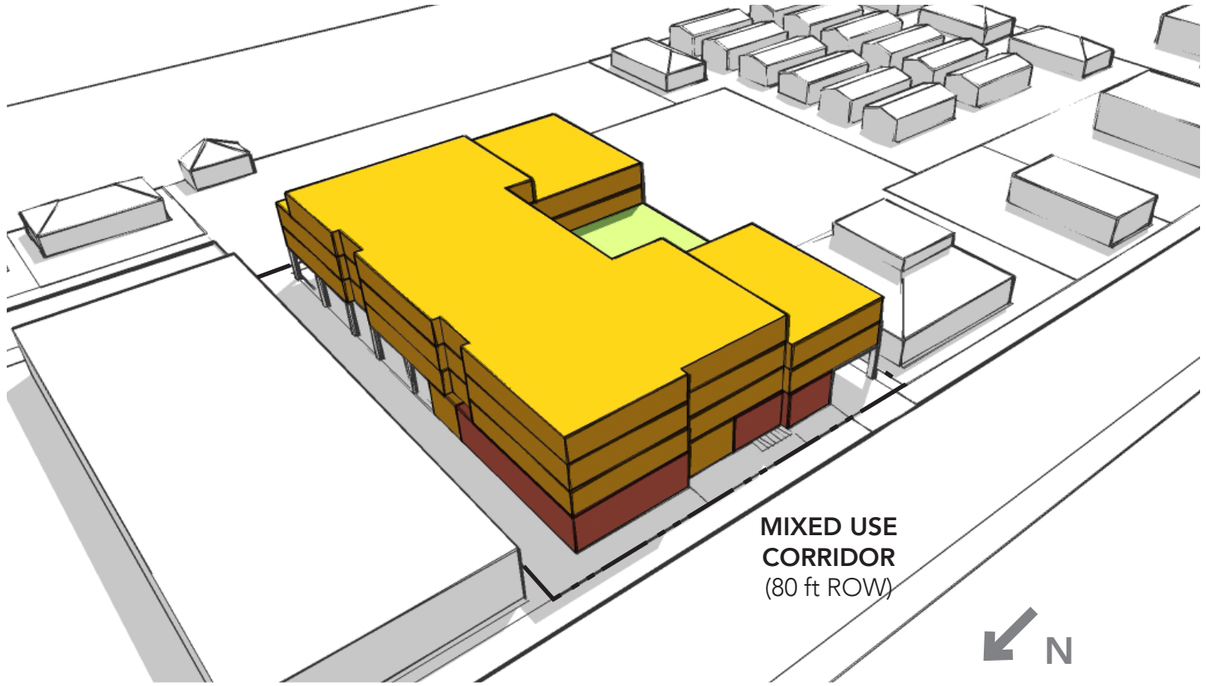
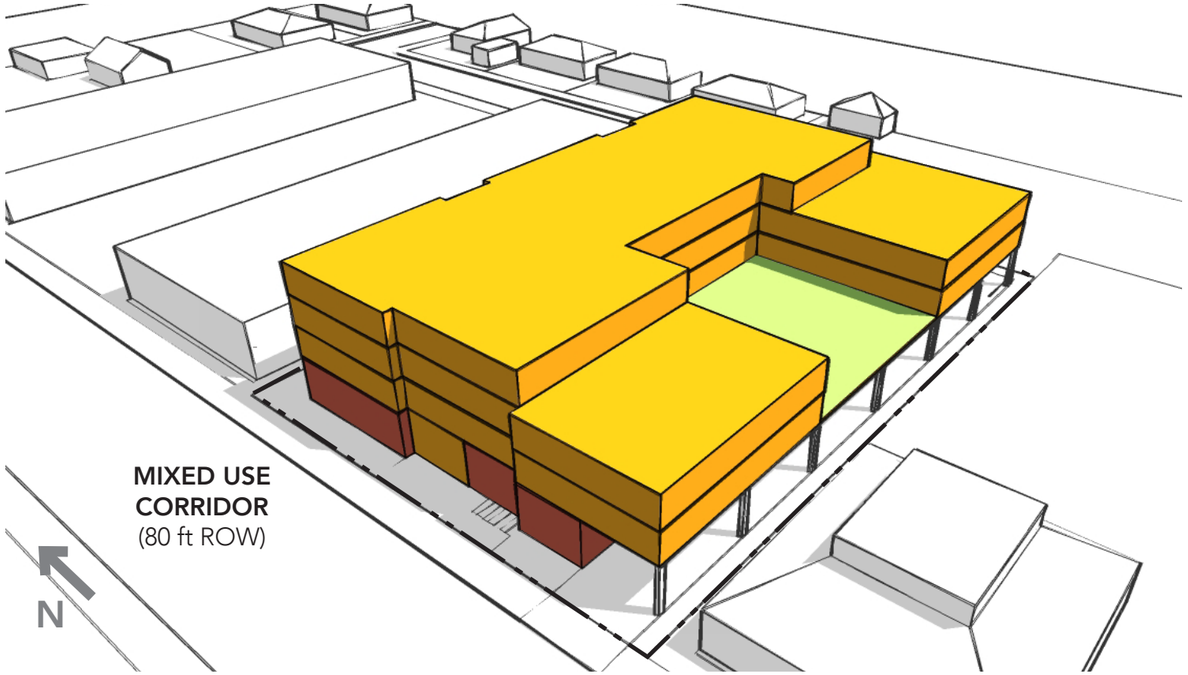
Figure 2-4A: Option 4A





CM2 ZONE STANDARDS

Pattern Area:	Outer
ROW width:	80 ft
Max Height:	45 ft / 4 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	80' ROW facades step back above 3rd level
Max FAR:	2:1 (no bonus)
Max Building Coverage:	90%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	none
Short-term bike	4 spaces
Long-term bike:	22 spaces
Street Setback:	10 ft
Side Setbacks:	5-14 ft @ R-zone
Rear Setback:	5-14 ft @ R-zone

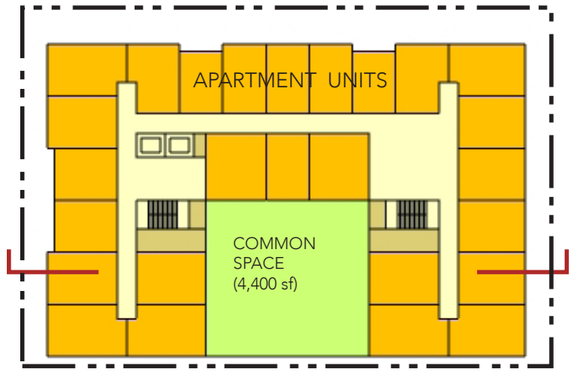
BUILDING PROTOTYPE

Site Area:	33,000 sf / 150x220	
Height:	45 ft / 4 stories	
Step-backs:	none	
Building Area:	Residential	59,950 gsf (-450)
	Commercial	4,600 gsf
	Parking	16,900 gsf
	Total	81,450 gsf (-450)
FAR:	1.96:1 (not including parking) (-.01)	
Building Coverage:	25,700 sf / 77%	
Landscaping:	5,600 sf / 17%	
Paved:	1,700 sf / 6%	
Outdoor Space:	4,400 sf shared area	
Parking Provided:		
Vehicle:	33 stalls + 2 ADA	
Short-term bike:	7 spaces	
Long-term bike	76 spaces	
Front Setback:	10 ft	
Side Setbacks:	none	
Rear Setback:	11 ft	
Apartment Units:	69 (870/gsf per unit overall)	

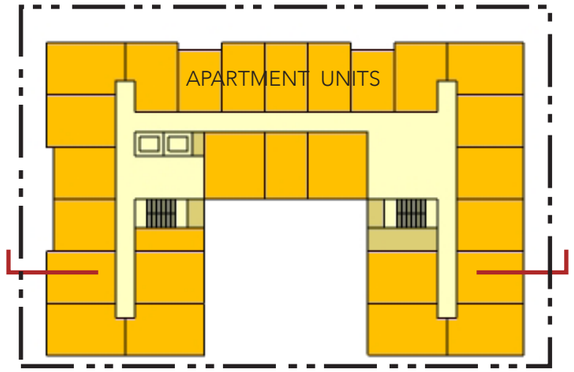
MUZ BUILDING PROTOTYPES **OPT 4A** **R2.5 ZONE AT REAR**

Ord. 188177, Vol. 2.5, page 13476

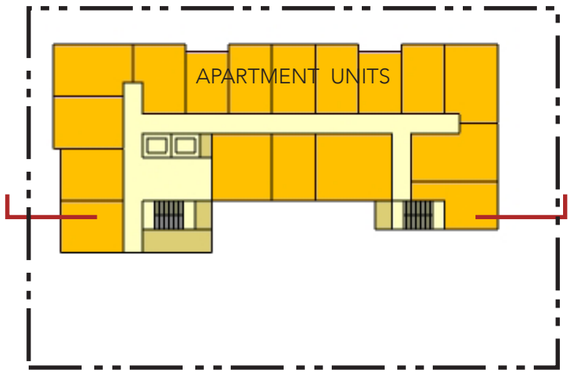
Figure 2-4A: Option 4A



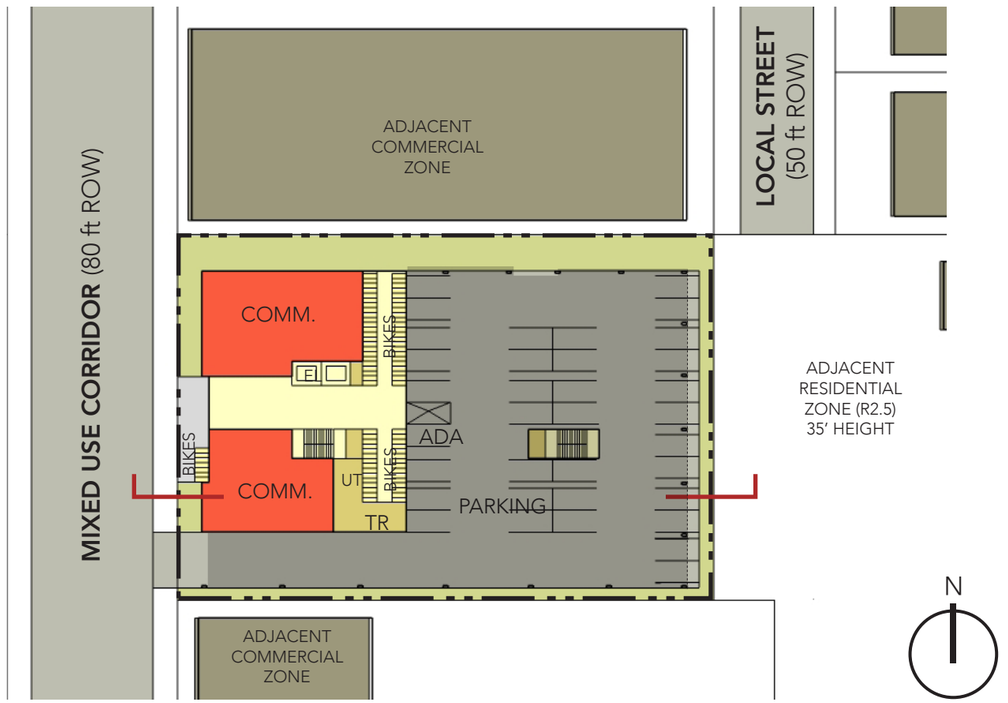
LEVEL 2
21,100 gsf



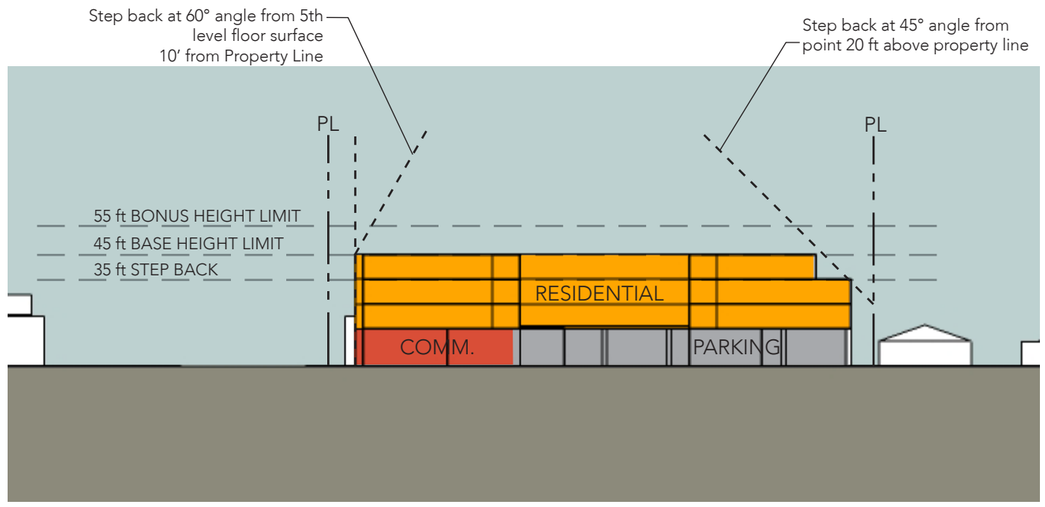
LEVEL 3
21,100 gsf



LEVEL 4
13,350 gsf



GROUND LEVEL
25,700 gsf (16,900 gsf parking)

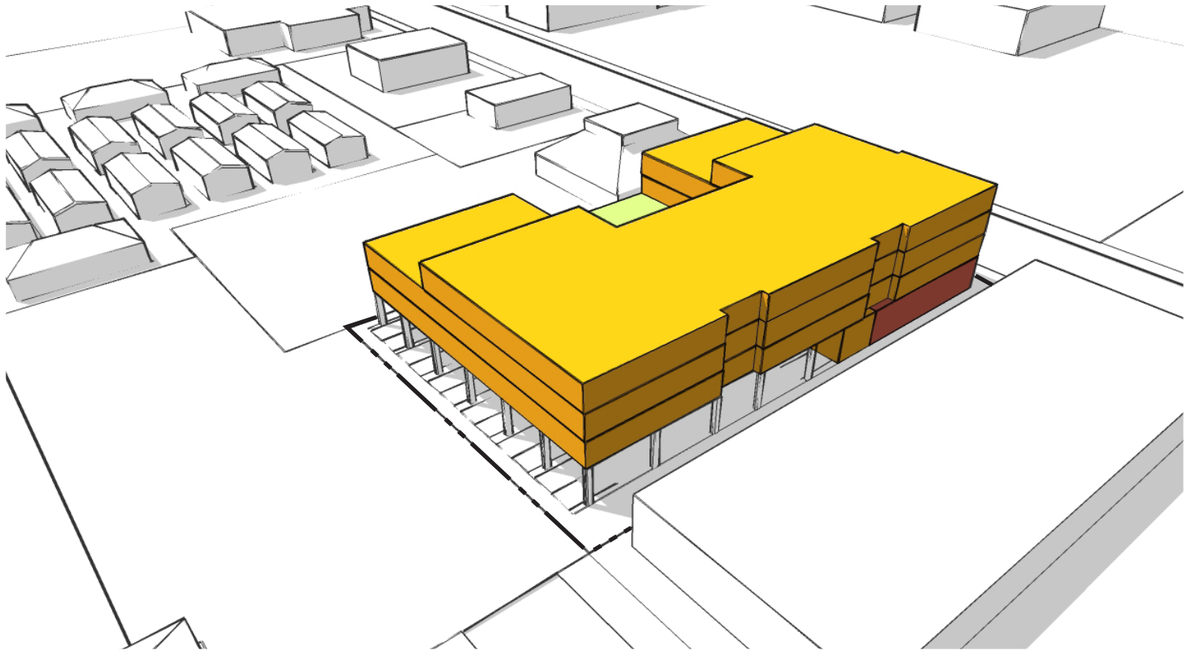


SITE SECTION

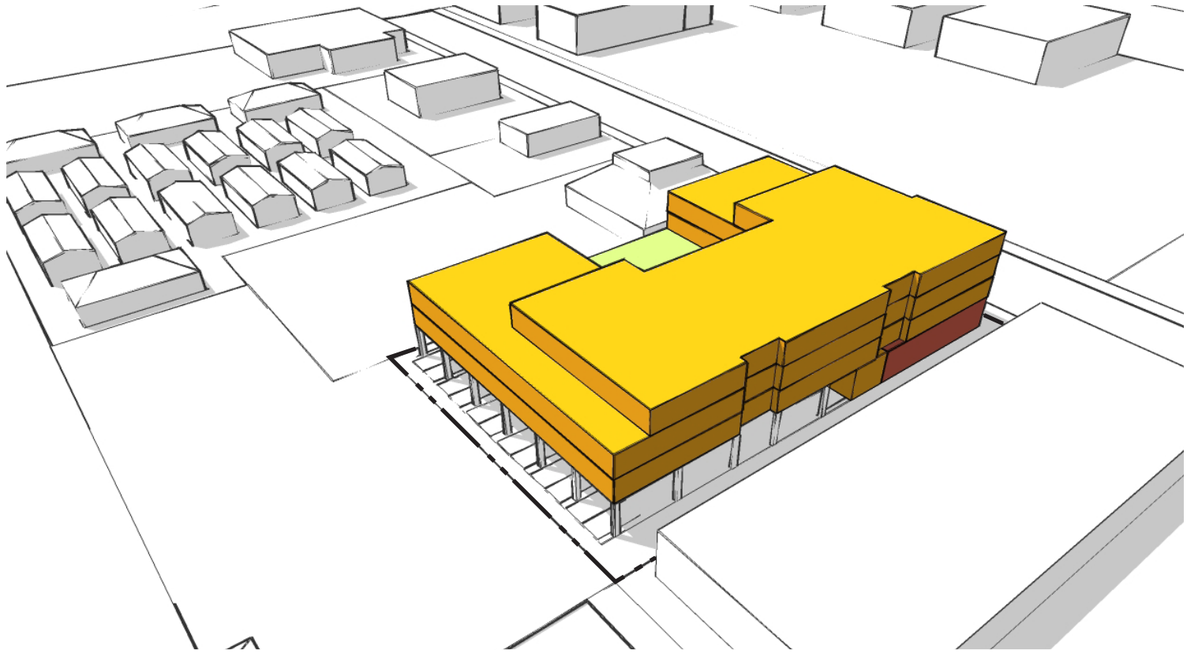
MUZ BUILDING PROTOTYPES OPT 4A R2.5 ZONE AT REAR

Ord. 188177, Vol. 2.5, page 13477

Figure 2-4A: Option 4A



OPT 4A NE VIEW AT R2 ZONE



OPT 4A NE VIEW AT R2.5 ZONE

MUZ BUILDING PROTOTYPES **OPT 4A** REAR SETBACKS AT R2 & R2.5

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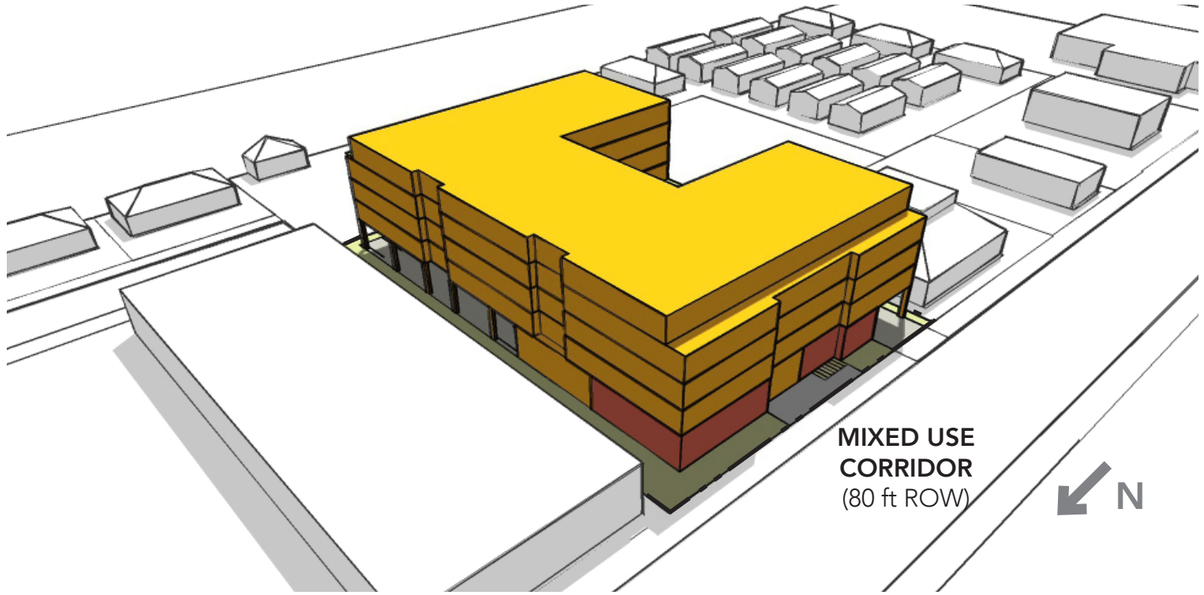
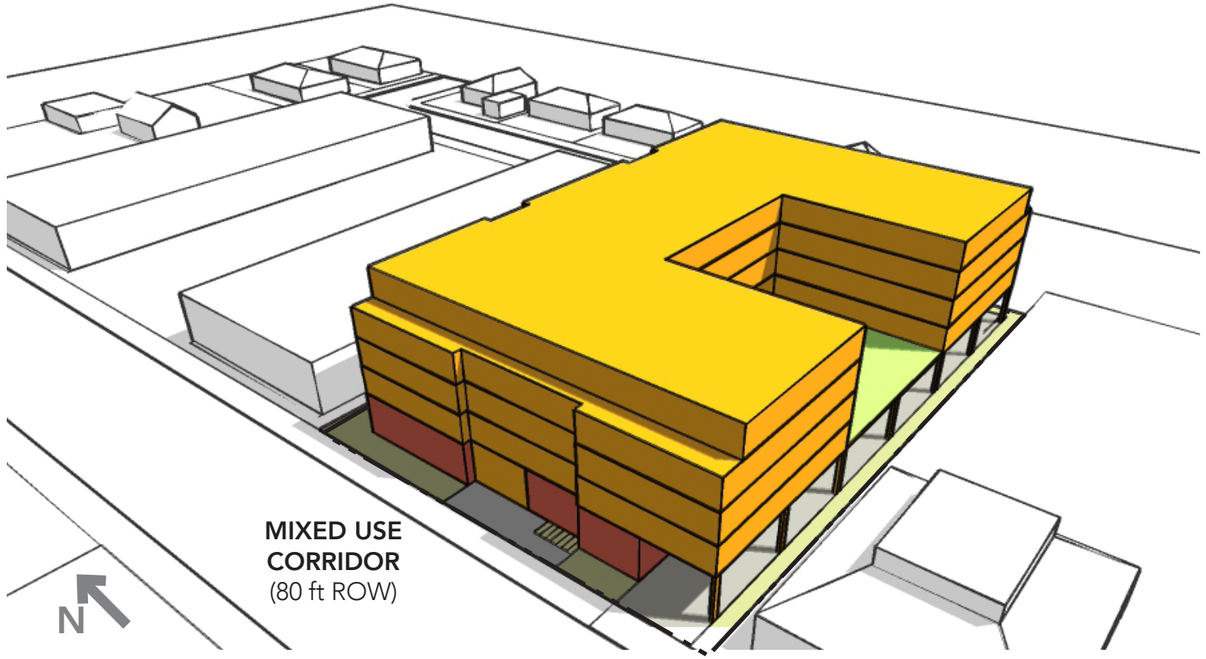
Figure 2-4B: Option 4B





CM2 ZONE STANDARDS

Pattern Area:	Outer
ROW width:	80 ft
Max Height:	55 ft / 5 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	Street facades at 80 ft ROW to step back above 4th level
Max FAR:	3.5:1 (w/ bonus)
Max Building Coverage:	90%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	6 stalls +1 ADA
Short-term bike	4 spaces
Long-term bike:	36 spaces
Street Setback:	10 ft
Side Setbacks:	none
Rear Setback:	5-14 ft @ R-zone

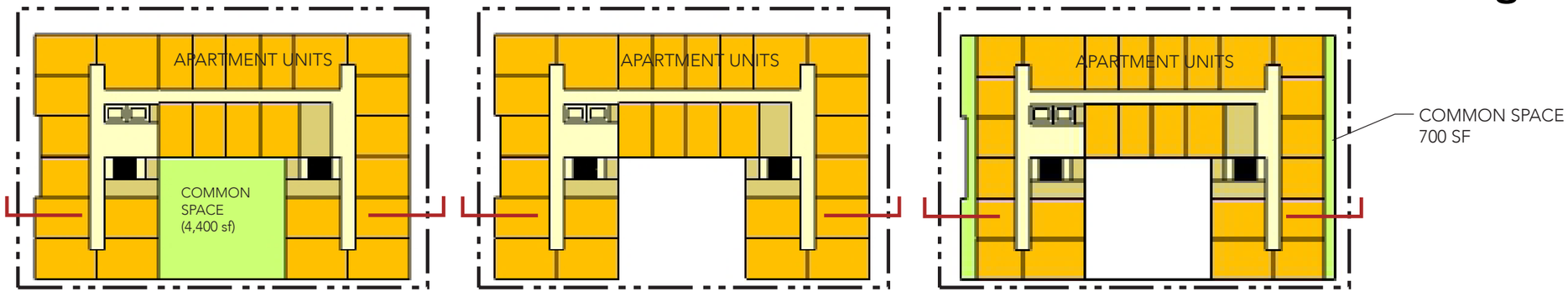
BUILDING PROTOTYPE

Site Area:	33,000 sf / 150x220
Height:	55 ft / 5 stories
Step-backs:	Is step back required if building is held back 10 ft?
Building Area:	Residential 90,590 gsf
	Commercial 3,800 gsf
	Parking 16,900 gsf
	Total 111,290 gsf
FAR:	2.86:1 (not including parking)
Building Coverage:	25,700 sf / 77%
Landscaping:	5,600 sf / 17%
Paved	1,700 sf / 6%
Outdoor Space:	6,000 sf
Parking Provided:	
Vehicle:	33 stalls + 2 ADA
Short-term bike:	7 spaces
Long-term bike	115 spaces
Front Setback:	10 ft
Side Setbacks:	none
Rear Setback:	11 ft
Apartment Units:	104 (870 gsf per unit overall)

MUZ BUILDING PROTOTYPES **OPT 4B**

Ord. 188177, Vol. 2.5, page 13479

Figure 2-4B: Option 4B



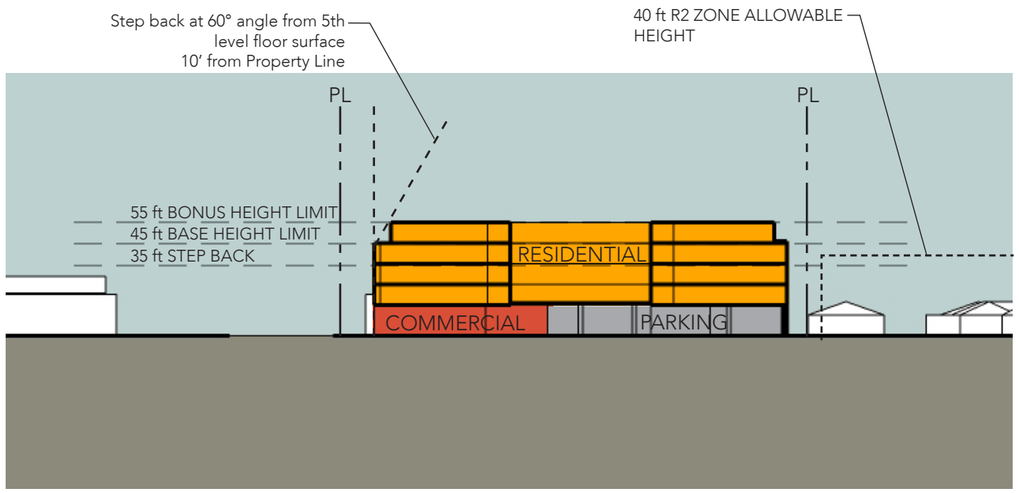
LEVEL 2
21,800 gsf

LEVELS 3 & 4
21,800 gsf each

LEVEL 5
21,050 gsf



GROUND LEVEL
8,500 gsf (3,850 gsf parking)



SITE SECTION

MUZ BUILDING PROTOTYPES **OPT 4B**

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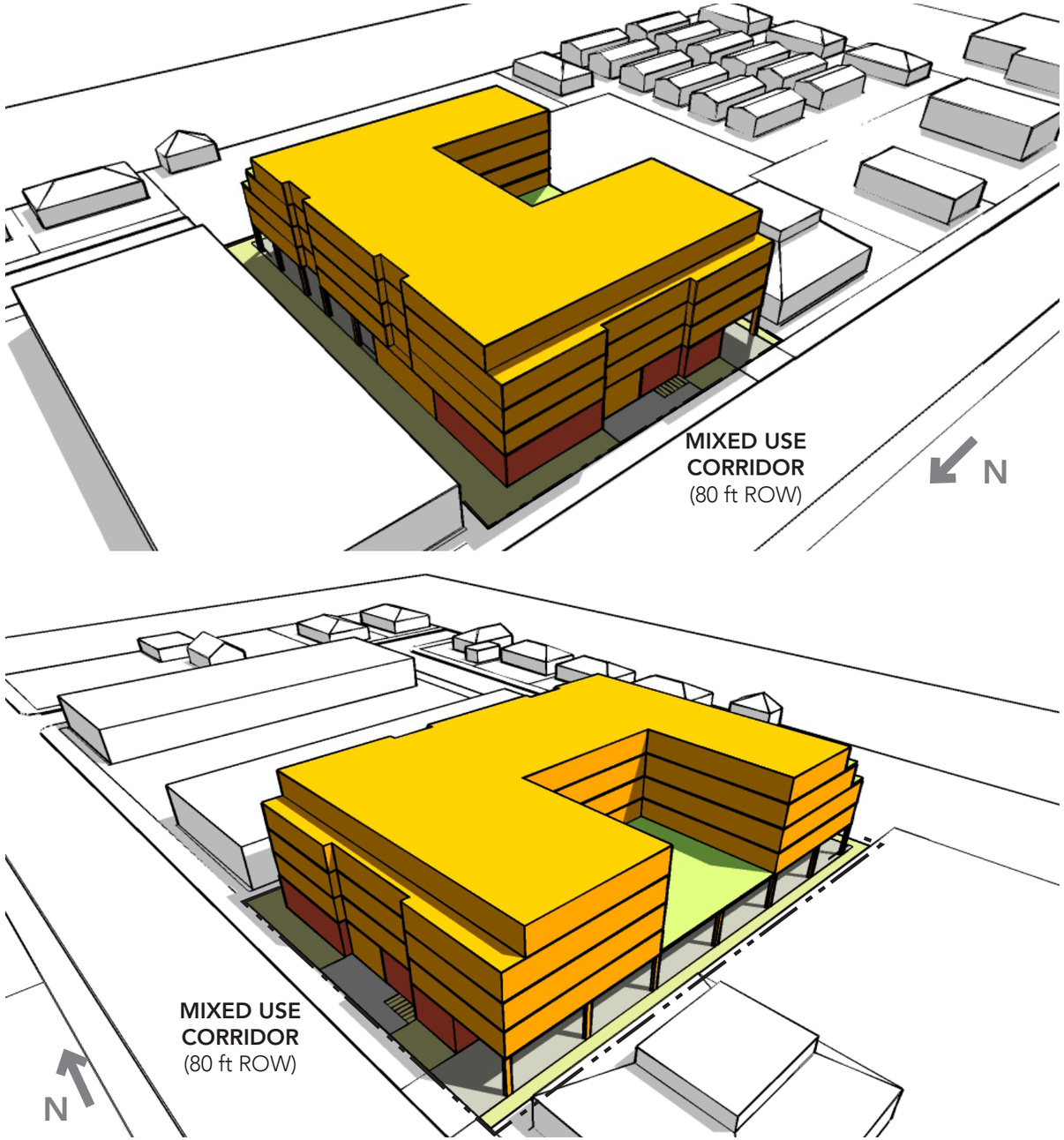
Figure 2-4B: Option 4B



CM2 ZONE STANDARDS

Pattern Area:	Outer
ROW width:	80 ft
Max Height:	55 ft / 5 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	street facades step back above 3rd level
Max FAR:	3.5:1 (no bonus)
Max Building Coverage:	90%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	6 stalls +1 ADA
Short-term bike	4 spaces
Long-term bike:	36 spaces
Street Setback:	10 ft
Side Setbacks:	none
Rear Setback:	5-14 ft @ R-zone

BUILDING PROTOTYPE

Site Area:	33,000 sf / 150x220	
Height:	55 ft / 5 stories	
Step-backs:	Rear facade step back at 45 degree slope. Front facade 5th level step back required if building is held back 10 ft.?	
Building Area:	Residential	83,990 gsf (-6,600)
	Commercial	3,800 gsf
	Parking	16,900 gsf
	Total	104,690 gsf (-6,600)
FAR:	2.66:1 (not including parking) (-.20)	
Building Coverage:	25,700 sf / 77%	
Landscaping:	5,600 sf / 17%	
Paved	1,700 sf / 6%	
Outdoor Space:	7,910 sf	
Parking Provided:		
Vehicle:	33 stalls + 2 ADA	
Short-term bike:	7 spaces	
Long-term bike	105 spaces	
Front Setback:	10 ft	
Side Setbacks:	none	
Rear Setback:	15 ft	
Apartment Units:	95 (-9 units) (884 gsf per unit overall)	

MUZ BUILDING PROTOTYPES **OPT 4B-1** **R2.5 ZONE AT REAR**

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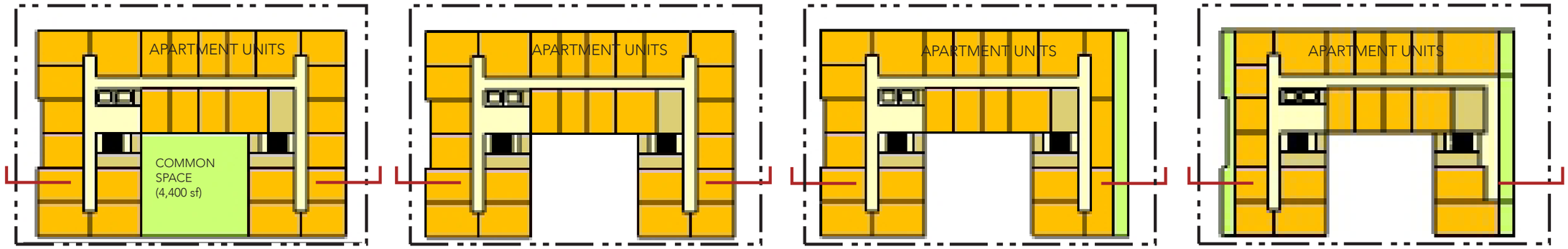
Figure 2-4B: Option 4B

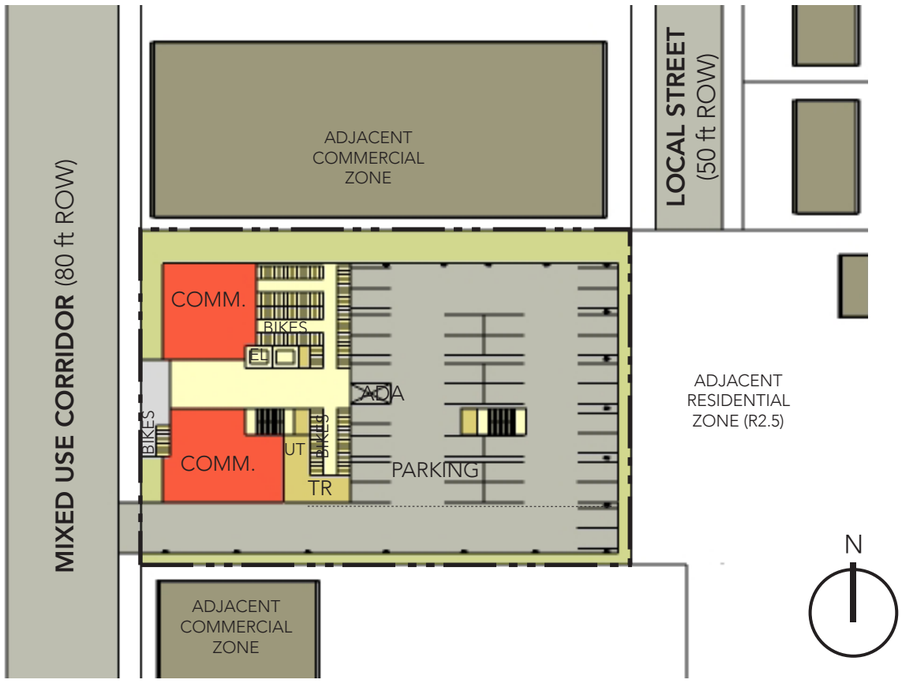


LEVEL 2
20,950 gsf

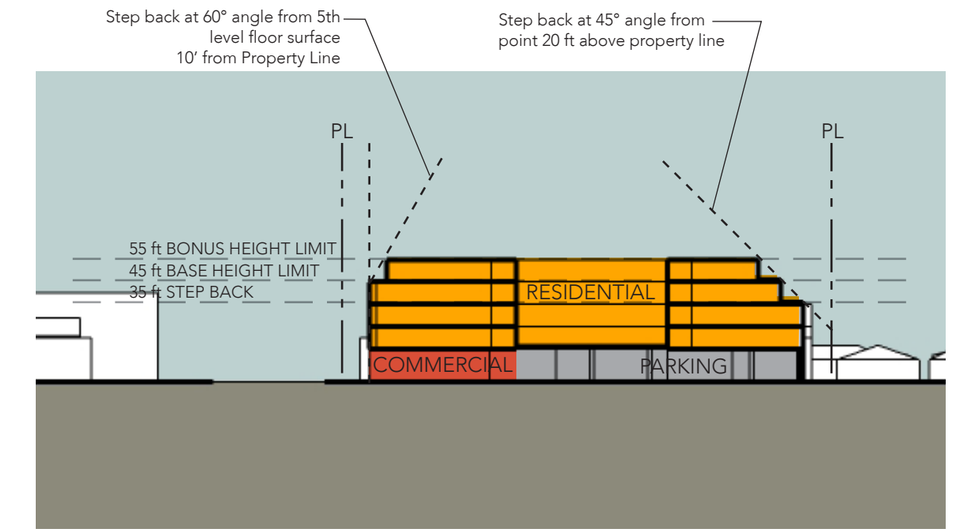
LEVEL 3
20,950 gsf

LEVEL 4
19,650 gsf

LEVEL 5
17,440 gsf



GROUND LEVEL
8,500 gsf (3,850 gsf parking)



SITE SECTION

MUZ BUILDING PROTOTYPES OPT 4B-1 R2.5 ZONE AT REAR

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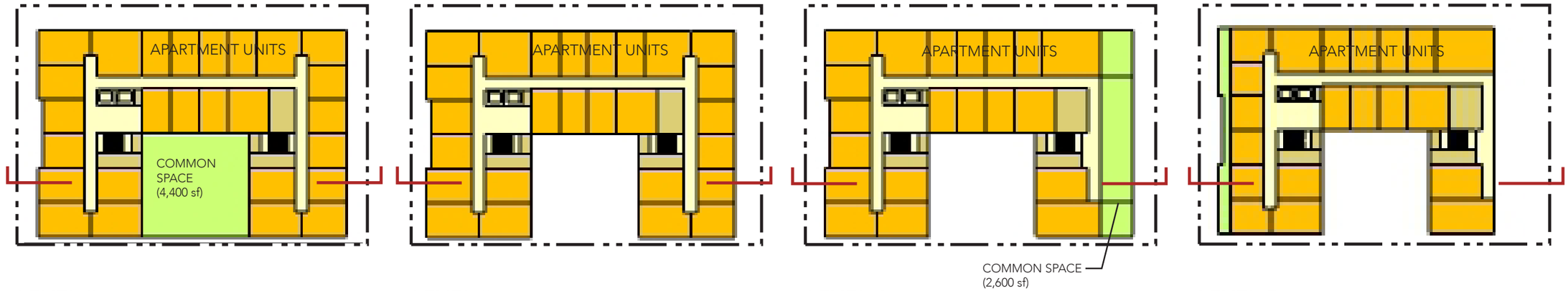
Figure 2-4B: Option 4B

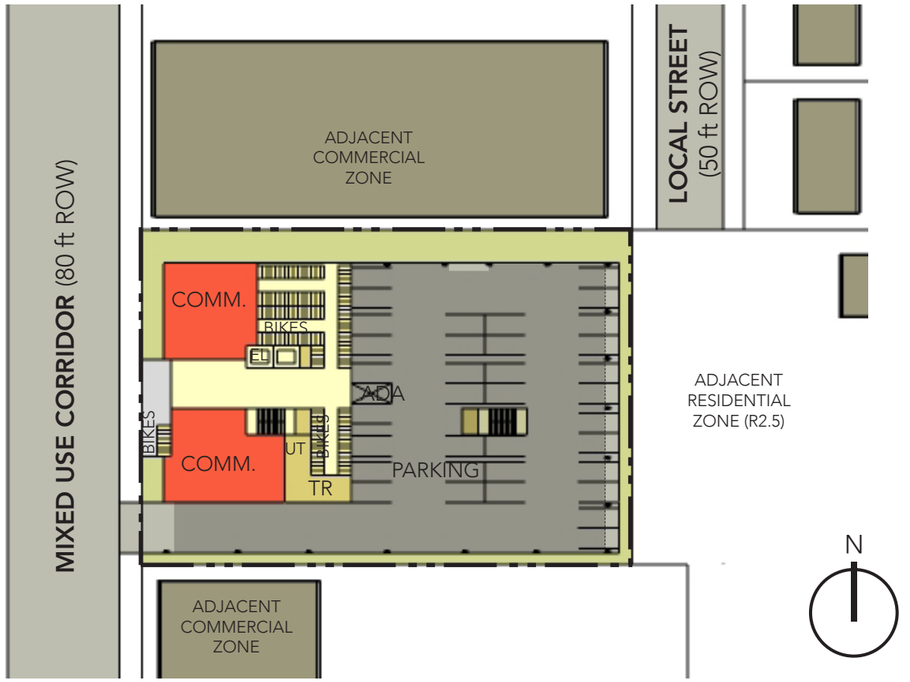


LEVEL 2
20,950 gsf

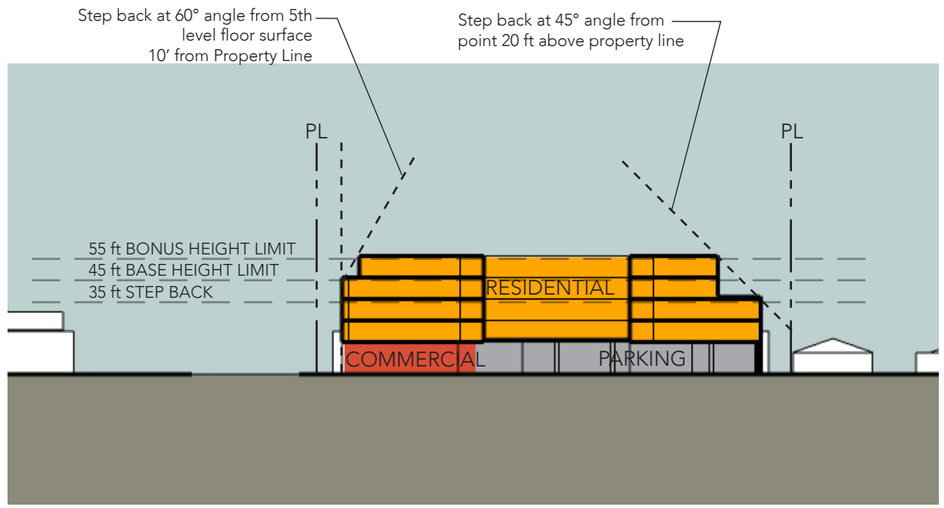
LEVEL 3
20,950 gsf

LEVEL 4
18,350 gsf

LEVEL 5
18,350 gsf



GROUND LEVEL
8,500 gsf (3,850 gsf parking)



SITE SECTION

0 10' 25' 50'

MUZ BUILDING PROTOTYPES OPT 4B-2 R2.5 ZONE AT REAR

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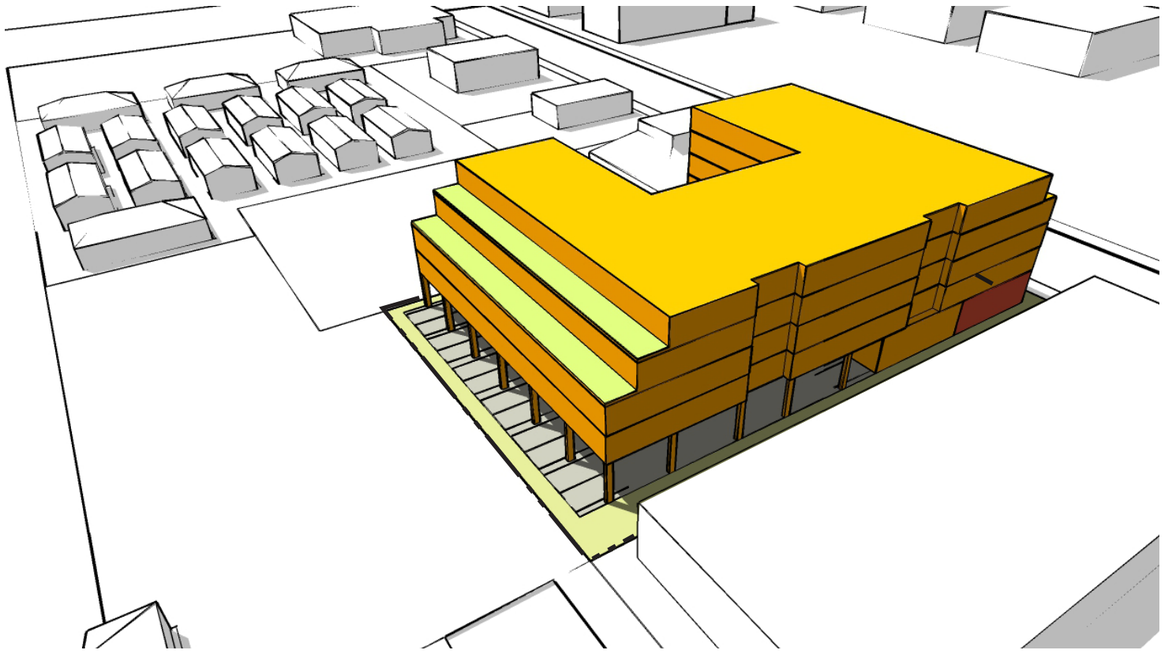
Figure 2-4B: Option 4B

BUILDING PROTOTYPE 4B-1

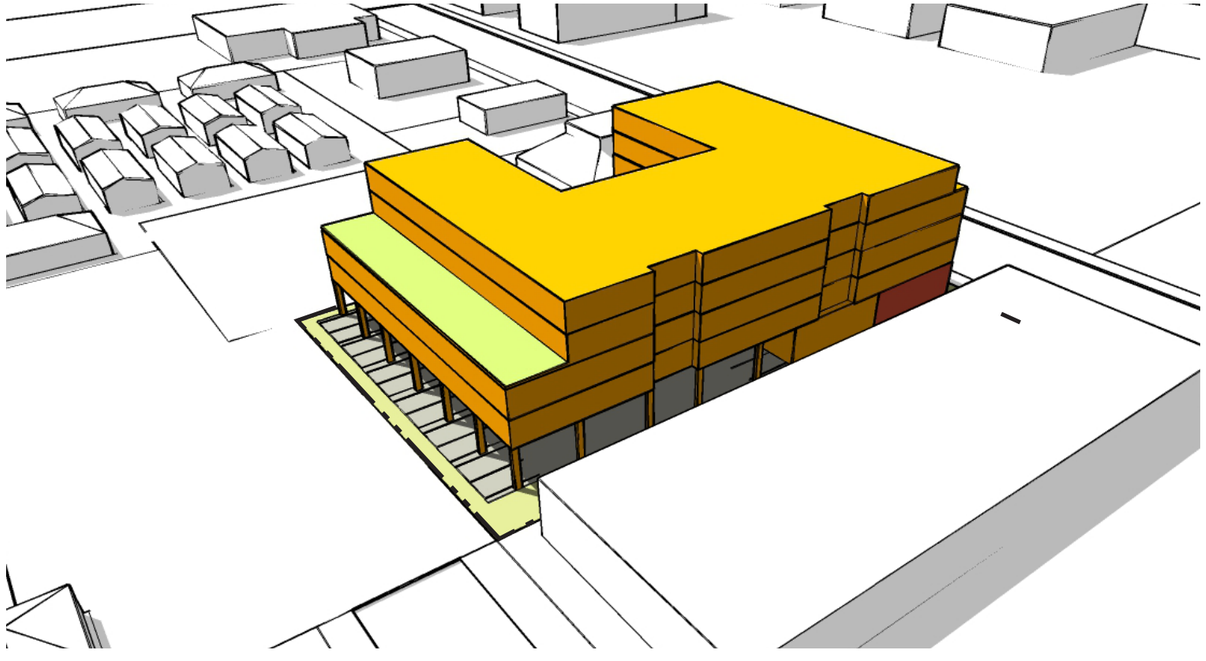
Building Area:	Residential	83,990 gsf (-6,600)
	Commercial	3,800 gsf
	Parking	16,900 gsf
	Total	104,900 gsf (-6,600)
FAR:	2.66:1 (not including parking) (-.20)	
Apartment Units:	95 (-9 units) (884 gsf per unit overall)	

BUILDING PROTOTYPE 4B-2

Building Area:	Residential	82,690 gsf (-7,900)
	Commercial	3,800 gsf
	Parking	16,900 gsf
	Total	98,390 gsf (-7,900)
FAR:	2.62:1 (not including parking) (-.24)	
Apartment Units:	92 (-12 units) (900 gsf per unit overall)	



OPT 4B-1 NE VIEW AT R2.5 ZONE



OPT 4B-2 NE VIEW AT R2.5 ZONE

MUZ BUILDING PROTOTYPES **OPT 4B** **REAR SETBACKS AT R2 & R2.5**

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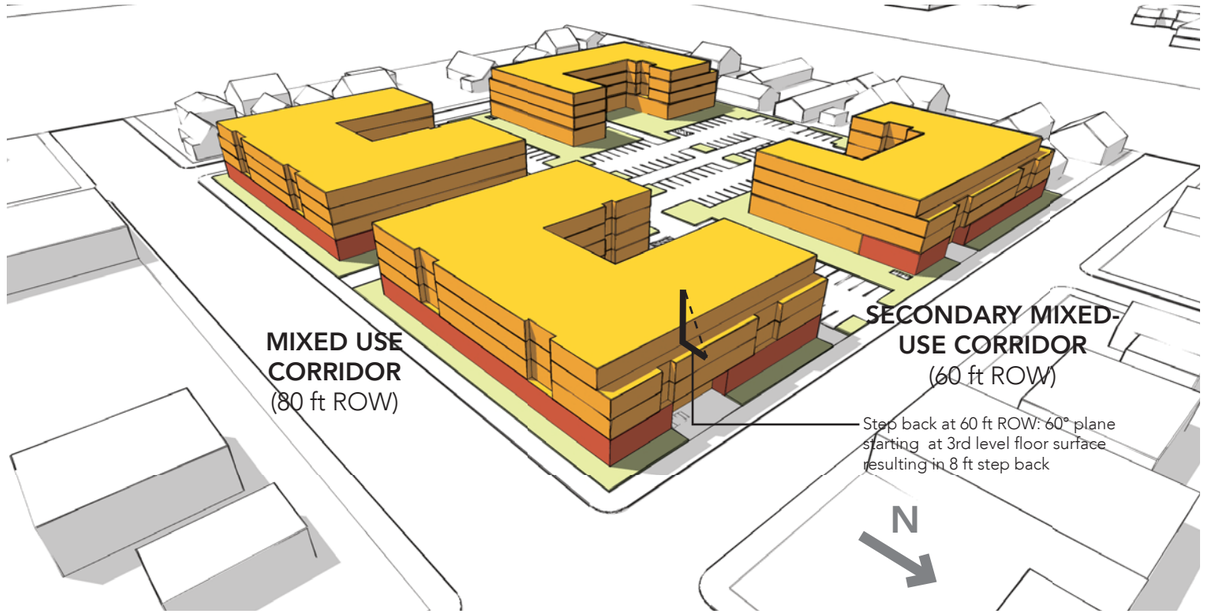
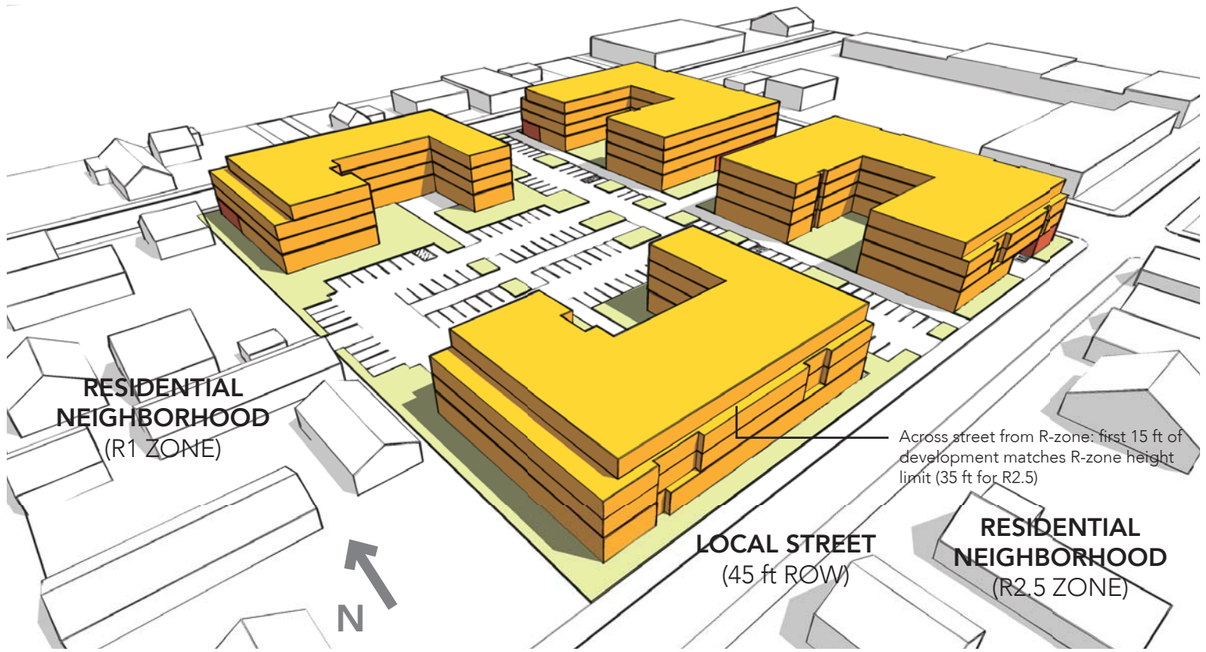
Figure 2-5A: Option 5A





CM2 ZONE STANDARDS

Pattern Area:	Outer
ROW width:	80 ft
Max Height (no bonus):	45 ft / 4 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	60 ft ROW facades step back above 3rd level
Max FAR:	2:1 (no bonus)
Max Building Coverage:	85%
Req'd Landscaping:	15% (30,375 sf)
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	115 spaces
Short-term bike	24 spaces
Long-term bike:	380 spaces
Street Setbacks:	10 ft min.
Side Setbacks:	none
Rear Setback:	5-14 ft

BUILDING PROTOTYPE

Site Area:	202,500 sf / 450x450
Height:	45 ft / 4 stories
Step-backs:	60 ft ROW facades step back following a 60 degree angle starting above 3rd level (8 ft step back)
Building Area:	Residential 289,100 gsf Commercial 25,800 gsf
	Total 314,900 gsf
FAR:	1.56:1 (not including parking)
Building Coverage:	80,400 sf / 40%
Landscaping:	40,000 sf+ / 20%
Outdoor Space:	16,704 sf+ shared area
Parking Provided:	
Vehicle:	115 stalls + 6 ADA + 2 loading
Short-term bike:	24 spaces
Long-term bike	386 spaces
Street Setback:	10 ft min.
Side Setbacks:	none
Rear Setback:	15 ft
Facade Articultation:	20% of facade area recessed 3 feet
Apartment Units:	348 (830 gsf per unit overall)

MUZ BUILDING PROTOTYPES **OPT 5A**

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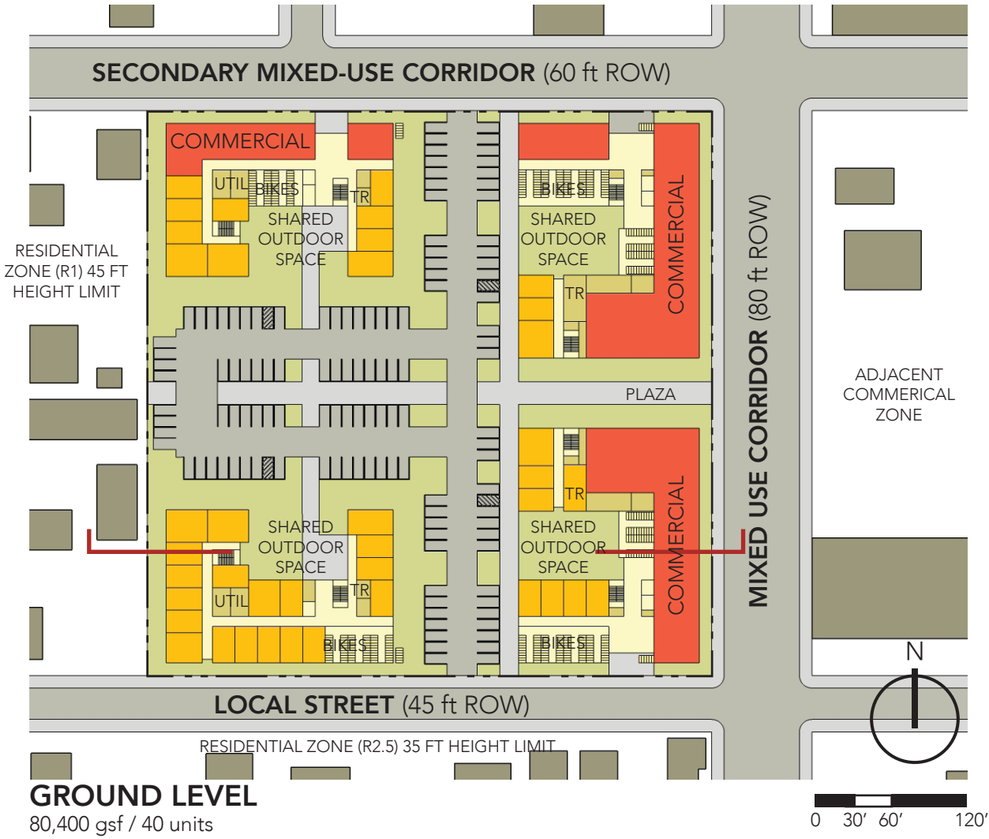
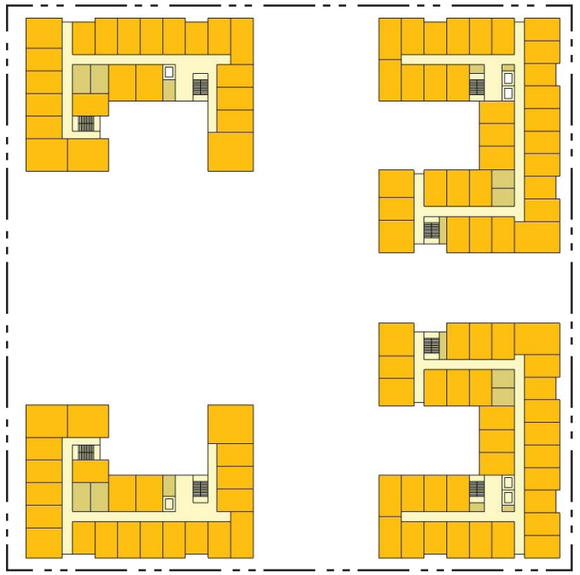
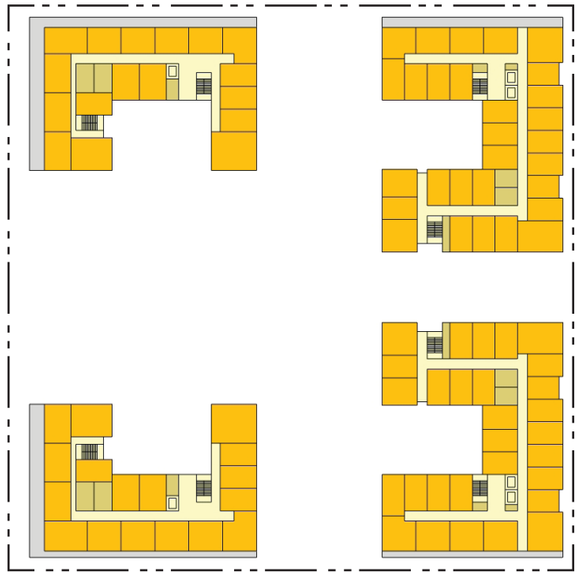
Figure 2-5A: Option 5A



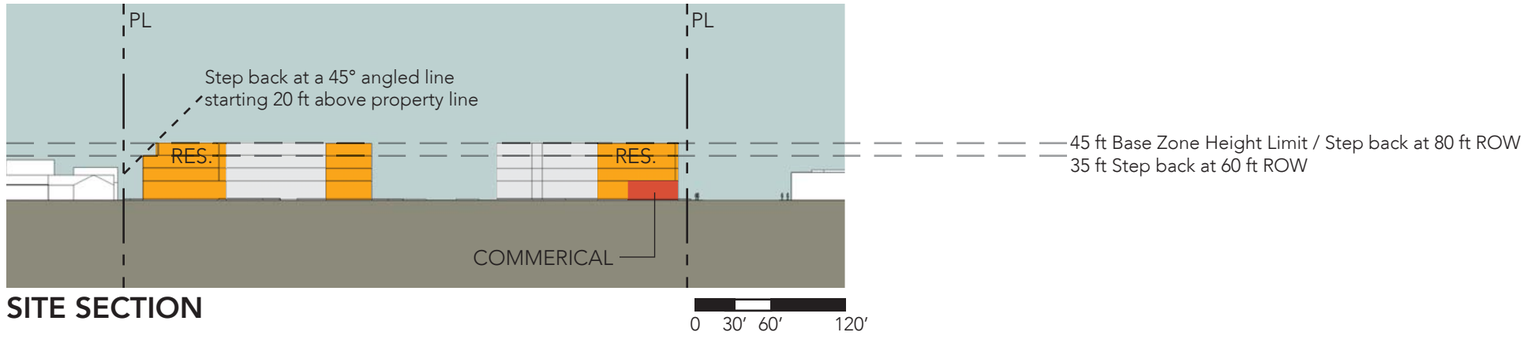
GROUND LEVEL
80,400 gsf / 40 units



LEVELS 2-3
80,400 gsf / 108 units



LEVEL 4
73,700 gsf / 92 units



SITE SECTION

MUZ BUILDING PROTOTYPES **OPT 5A**

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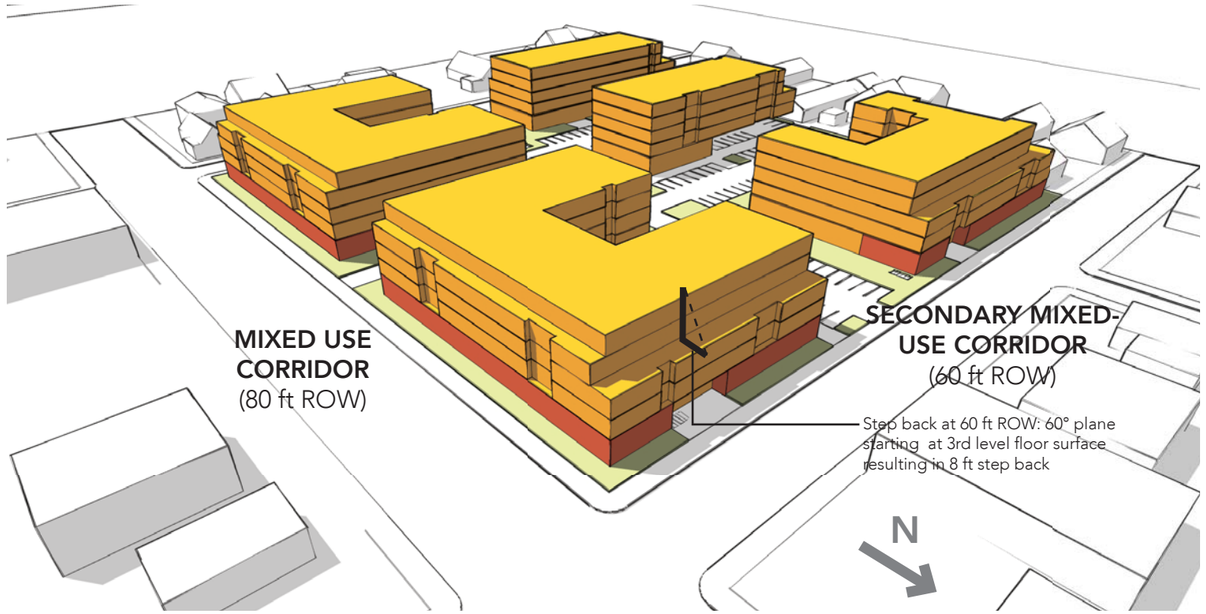
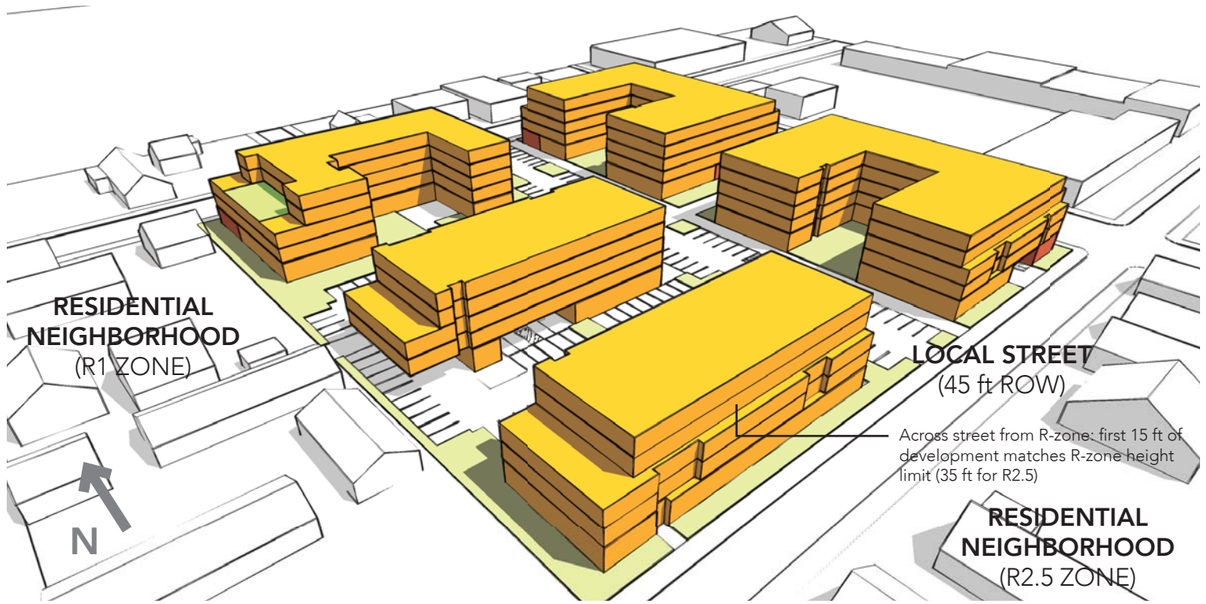
Figure 2-5B: Option 5B





CM2 ZONE STANDARDS

Pattern Area:	Outer
ROW width:	80 ft
Max Height (w/bonus):	55 ft / 5 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	80 ft ROW facades step back above 4th level
Max FAR:	3.5:1 (w/ bonus)
Max Building Coverage:	85%
Req'd Landscaping:	15% (30,375 sf)
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	159 spaces
Short-term bike	28 spaces
Long-term bike:	530 spaces
Street Setbacks:	10 ft min.
Side Setbacks:	none
Rear Setback:	5-14 ft

BUILDING PROTOTYPE

Site Area:	202,500 sf / 450x450
Height:	55 ft / 5 stories
Step-backs:	80 ft ROW facades step back following a 60 degree angle starting above 4th level (8 ft step back)
Building Area:	Residential 379,100 gsf Commercial 25,800 gsf Parking 7,000 gsf
	Total 411,900 gsf
FAR:	2.0:1 (not including parking)
Building Coverage:	86,700 sf / 43%
Landscaping:	30,375 sf+ / 15%
Outdoor Space:	23,136 sf+ shared area
Parking Provided:	
Vehicle:	153 stalls + 6 ADA + 2 loading
Short-term bike:	28 spaces
Long-term bike	538 spaces
Street Setback:	10 ft min.
Side Setbacks:	none
Rear Setback:	15 ft
Facade Articulation:	20% of facade area recessed 3 feet
Apartment Units:	482 (786 gsf per unit overall)

MUZ BUILDING PROTOTYPES **OPT 5B**

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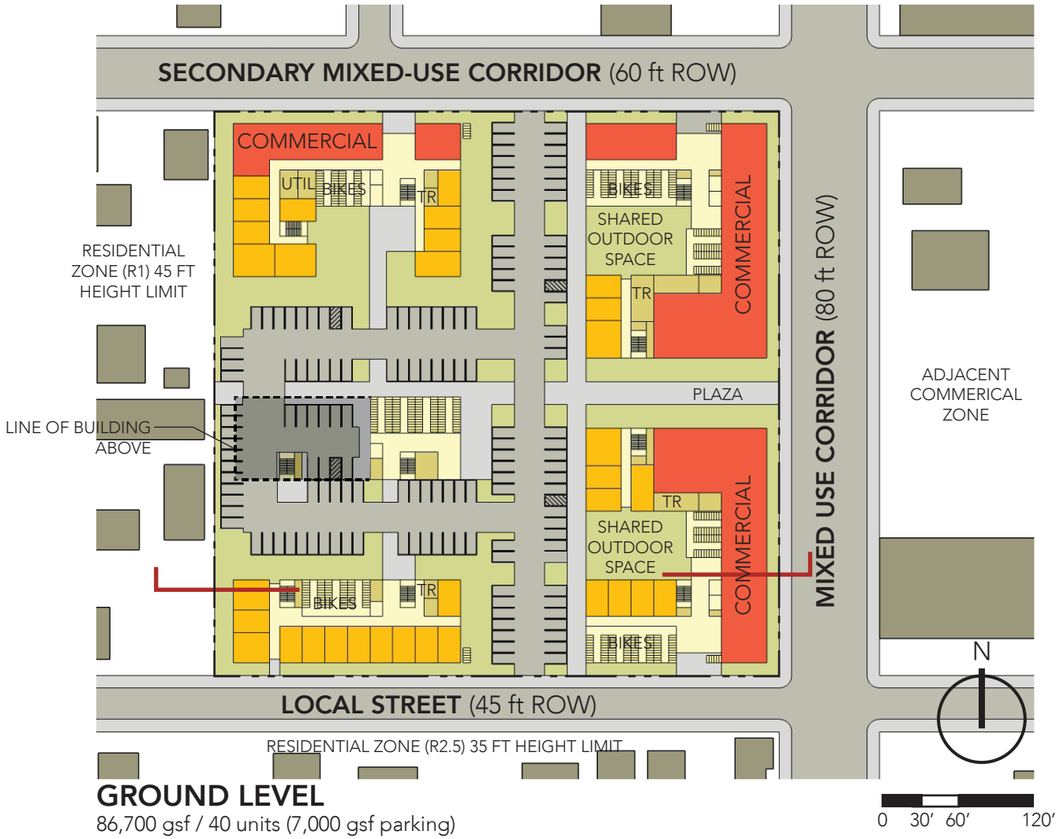
Figure 2-5B: Option 5B

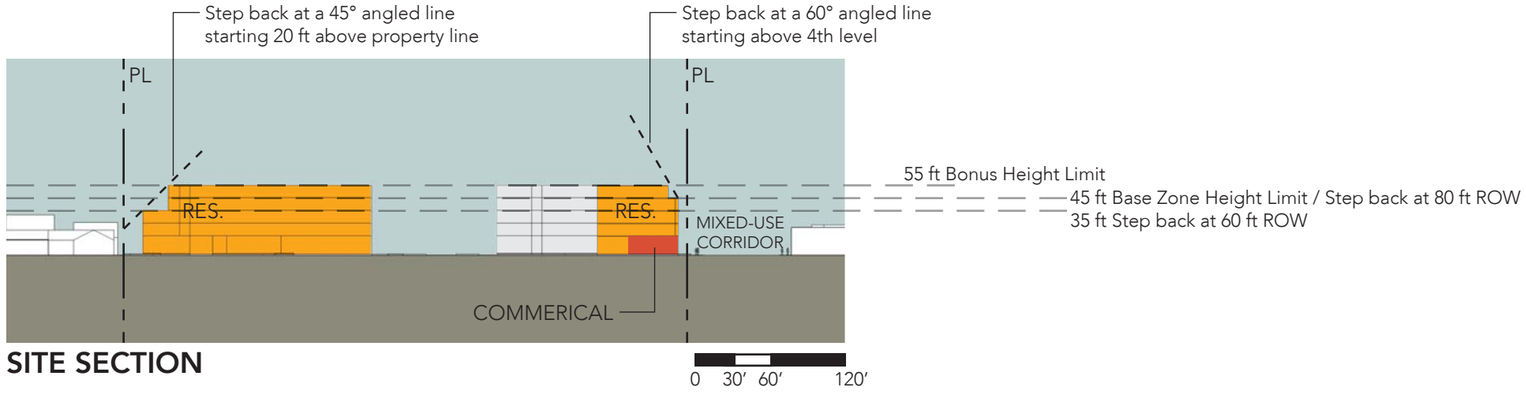


GROUND LEVEL
86,700 gsf / 40 units (7,000 gsf parking)



LEVELS 2-3
86,700 gsf / 118 units

LEVEL 4-5
75,900 gsf / 103 units



SITE SECTION

MUZ BUILDING PROTOTYPES **OPT 5B**

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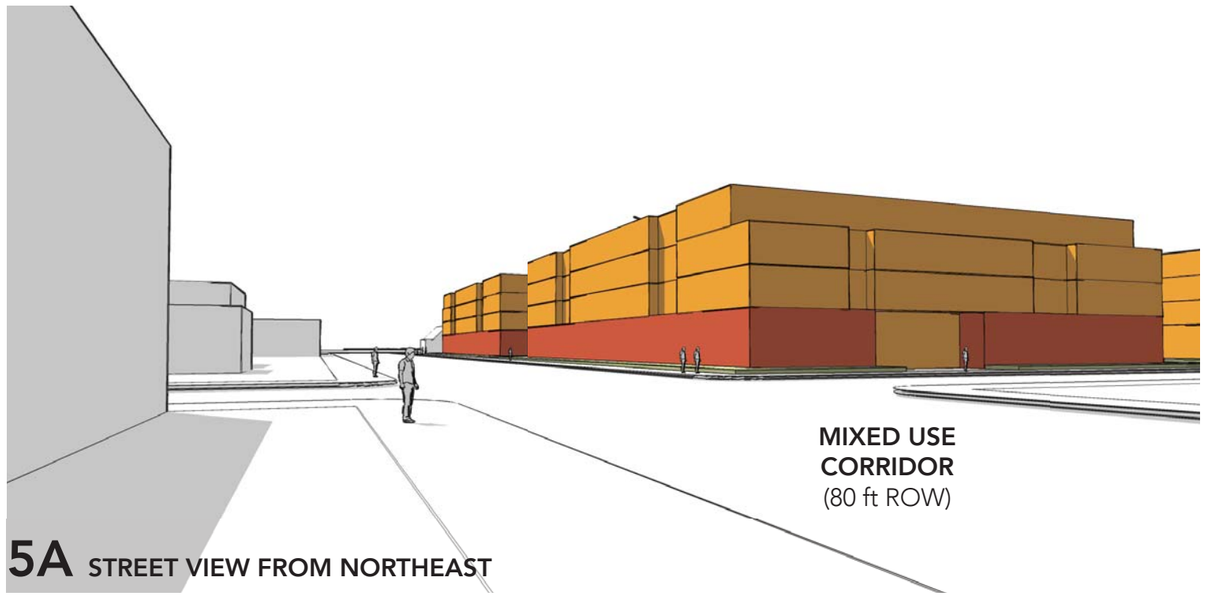
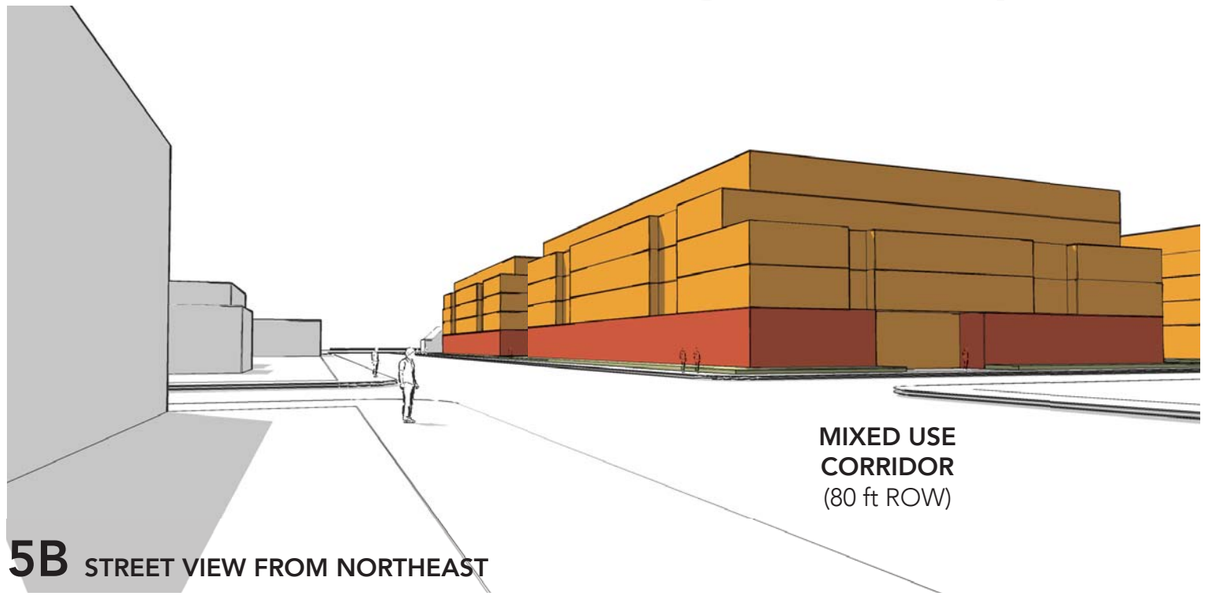
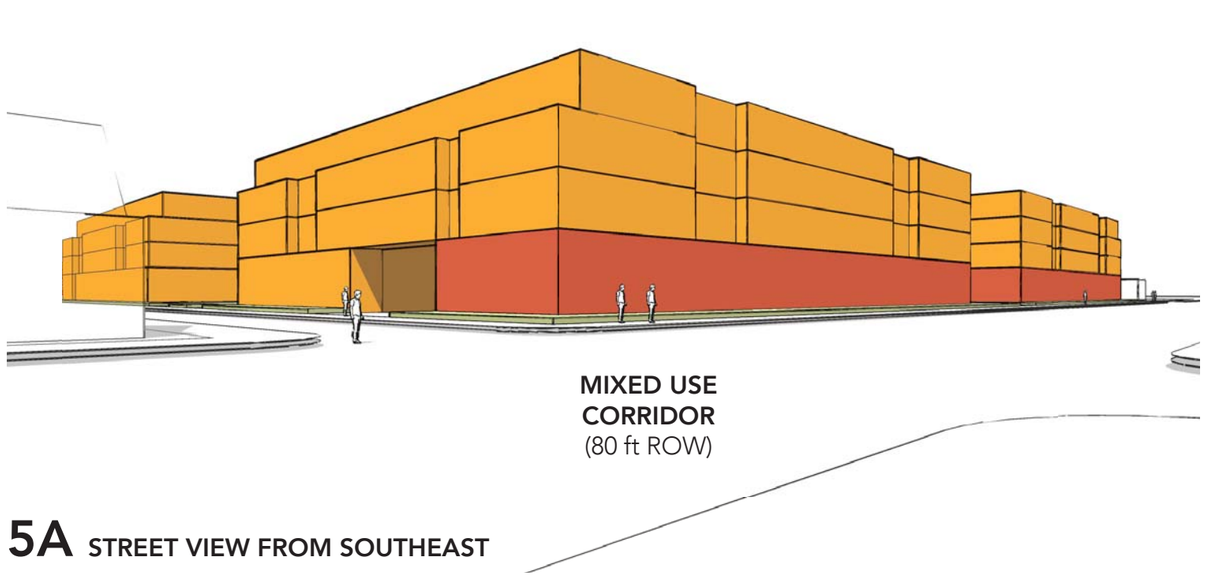
Figure 2-5B: Option 5B



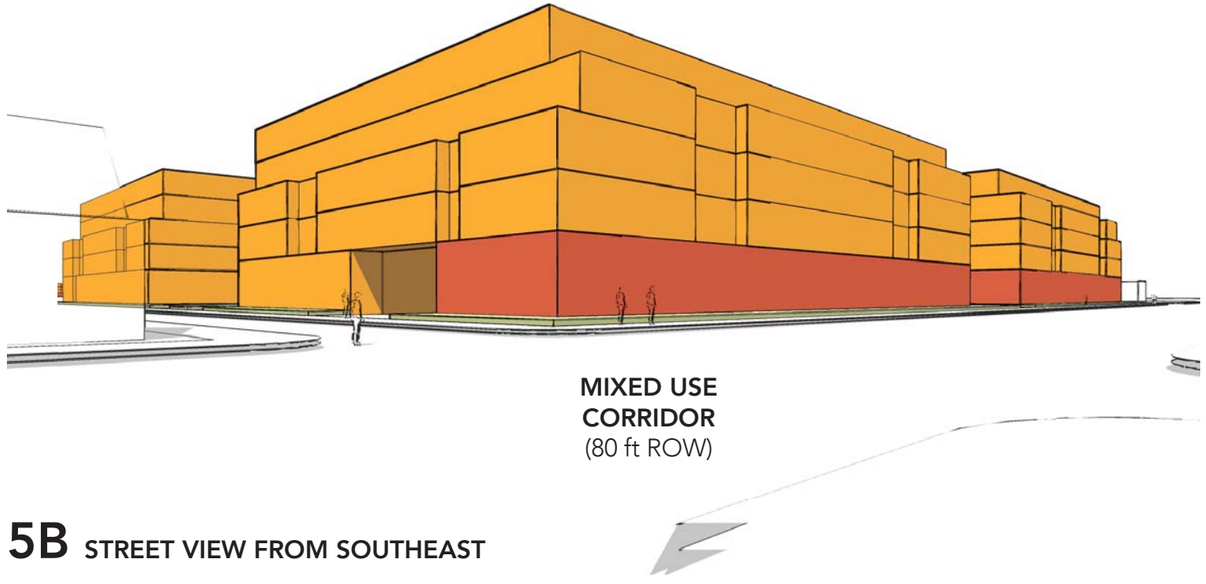
5A STREET VIEW FROM NORTHEAST



5B STREET VIEW FROM NORTHEAST



5A STREET VIEW FROM SOUTHEAST



5B STREET VIEW FROM SOUTHEAST

MUZ BUILDING PROTOTYPES **OPT 5 STREET LEVEL VIEWS**

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2.3 Options for the CM3 Zone

The conceptual CM3 zone would have a maximum base FAR and height of 3:1 and 65 feet (six stories), and a maximum bonus FAR and height of 4.5:1 and 75 feet (seven stories), with the provision of public benefits. Two sites with two variations each were modeled for the CM3 zone. These are summarized below and shown in Figures 2-6A through 2-7B.

OPTIONS 6A AND 6B

The sixth prototypical site is 10,000 square feet (100 by 100 feet) on a corner lot along narrow (60-foot) right-of-ways in an inner neighborhood—much the same as Options 2A-B and 3A-B, but now in the CM3 zone.

Option 6A shows a four-story building that would come close to achieving maximum base FAR of 3:1. The four-story building would have two fewer levels than would be allowed, but would fill out lot coverage and rear setback standards. The project would meet minimum standards for open space, and would provide 11 parking stalls for 26 units. No stepbacks would be required or provided on the front façade. For this option, two variations were tested for rear stepbacks, using a 45-degree daylight plane extending from the rear lot line in the first alternative, and from a point 20 feet above the rear lot line in the second alternative. This latter alternative would create more daylight for adjoining residential properties, and would reduce floor area for the new building.

Option 6B shows a seven-story building that would nearly achieve maximum bonus FAR of 4.5:1 in the CM3 zone. The building would nearly fill the building envelope created by height, lot coverage, rear yard, and upper story stepback requirements. As in Option 6A, two alternative stepback designs are tested. In this case, one alternative would involve only modest stepbacks above the fifth and sixth levels, while an alternative is based on the 45-foot daylight plane from a point 20 feet above the rear lot line. This alternative would reduce FAR from approximately 4.4:1 to 3.8:1, but would provide more daylight to adjoining lots.

OPTIONS 7A AND 7B

The seventh site is a 40,000 square foot, 200 by 200-foot lot in an inner neighborhood, with one frontage on a wide (80-foot) street and two frontages on narrow (60-foot) streets, with lower-density residential lots sharing a rear lot line.

Option 7A shows a building that achieves maximum FAR of 3:1 in a five-story, U-shaped building covering the maximum amount (90 percent) of the lot. Building articulation is provided along the facades, and upper story stepbacks are provided above the third level on one local street and above the fourth level on the other. Parking occupies most of the ground level, with 42 vehicle spaces for 121 units (meeting minimum parking requirements). Shared outdoor space is located

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above the parking in the site interior, amounting to somewhat more than would be required (67 square feet per unit compared to 48 square feet required.)

Option 7B shows a building designed to maximize FAR with the bonus provisions. At 3.98:1, the FAR falls short of the 4.5:1 maximum, even though the prototype nearly fills out the allowed building envelope created by height, lot coverage, rear yard and stepback requirements.

2.4 Options for the CE Zone

The CE zone allows a mix of commercial and residential uses, as well as some light manufacturing and distribution/employment uses; it is the only one of the conceptual districts in which residential is not a focus or anticipated for housing bonuses (though it is allowed). The CE zone would have a maximum base FAR and height of 2:1 and 35 feet (three stories), and a maximum bonus FAR and height of 3:1 and 45 feet (four stories), with the use of performance bonuses for defined public benefits—in this case, the bonus would only be provided for non-residential or institutional/employment-related uses. One site with two variations was modeled for the conceptual CE zone, summarized below and shown in Figures 2-8A and 2-8B.

OPTIONS 8A AND 8B

The eighth prototypical site is 24,750 square feet, with a 220-foot depth typical of an outer neighborhood, and frontage on a wide street.

Option 8A shows a building designed to maximize the base FAR allowance of 2:1. The four story retail and office commercial building is as high as would be allowed under base zoning provisions, but at 50 percent lot coverage and with a 55-foot rear setback, leaves substantial room in the potential building envelope. The building would be built along the street edge, with parking in the rear. Alternatives are shown that would provide building articulation and three-foot setbacks along the front façade; this would improve the building's street presence while slightly reducing building area (FAR would drop from 1.86:1 to 1.82:1.)

Option 8B is designed to use the bonus provisions of the conceptual CE zone. However, the building achieves an FAR of only 2.1:1, as parking is kept to the surface level and building coverage continues to be substantially less than the maximum allowed. Off-street parking is typically included as part of office development in outer neighborhoods, even when it is not required by zoning.

Similar to the CM2 zone, when parking is required additional height may be needed in order for projects to utilize the maximum floor area allowed through the performance bonuses.

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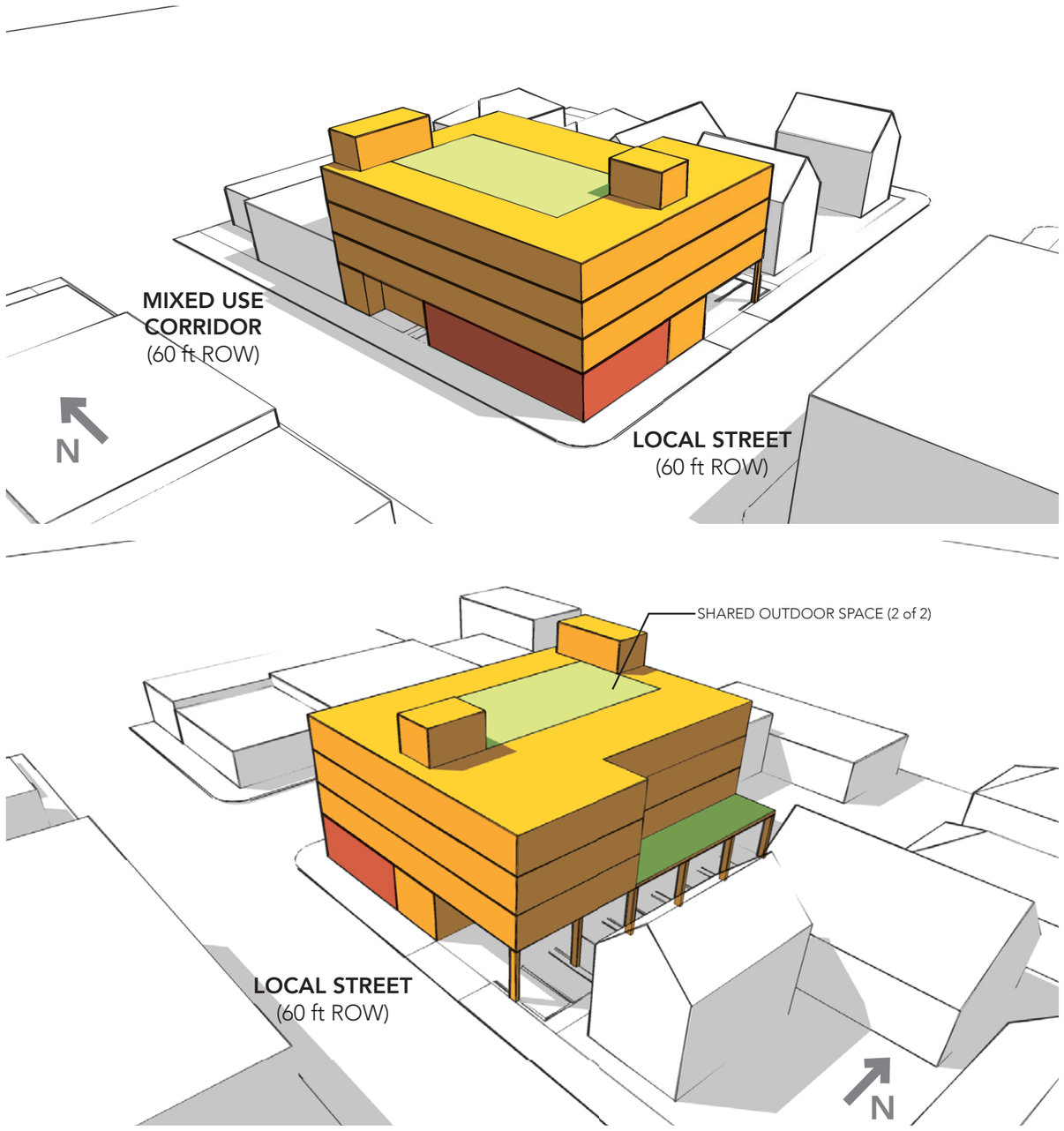
Figure 2-6A: Option 6A



CM3 ZONE STANDARDS

ROW width:	60 ft
Max Height (no bonus):	65 ft / 6 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	street facades step back above 4th level
Max FAR:	3:1 (no bonus)
Max Building Coverage:	90%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	none
Short-term bike	6 spaces
Long-term bike:	36 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	5-14 ft @ R-zone

BUILDING PROTOTYPE

Site Area:	10,000 sf / 100x100	
Height:	45 ft / 4 stories	
Step-backs:	none required	
Building Area:	Residential	25,900 gsf
	Commercial	2,050 gsf
	Parking	3,600 gsf
	Total	31,550 gsf
FAR:	2.79:1 (not including parking)	
Building Coverage:	8,600 sf / 86%	
Landscaping:	1,400 sf / 14%	
Outdoor Space:	1,248 sf shared area	
Parking Provided:		
Vehicle:	10 stalls + 1 ADA	
Short-term bike:	6 spaces	
Long-term bike	36 spaces	
Front Setback:	none	
Side Setbacks:	none	
Rear Setback:	14 ft	
Apartment Units:	26 (996 gsf per unit overall)	

MUZ BUILDING PROTOTYPES **OPT 6A**

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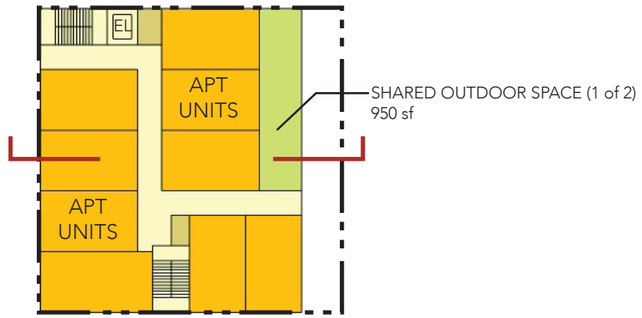
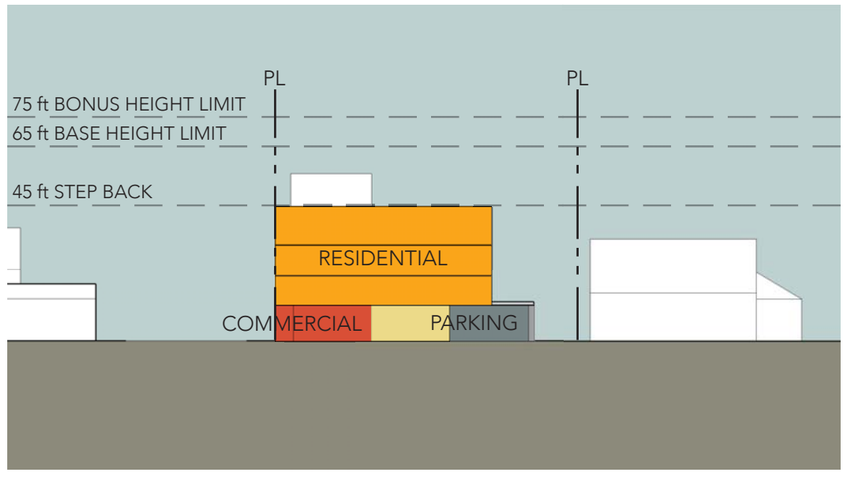
Figure 2-6A: Option 6A

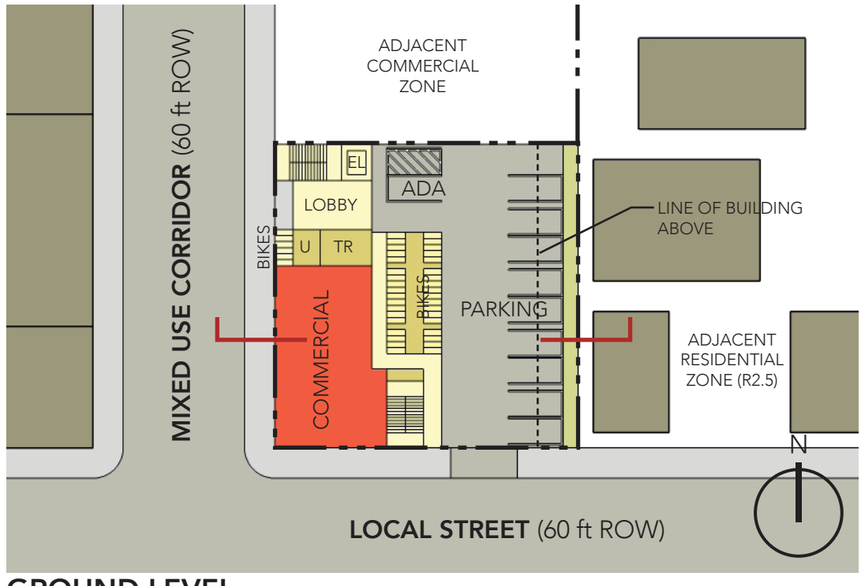


LEVELS 2-4
7,650 gsf



SITE SECTION

0 10′ 25′ 50′



GROUND LEVEL
8,600 gsf (3,600 gsf parking)

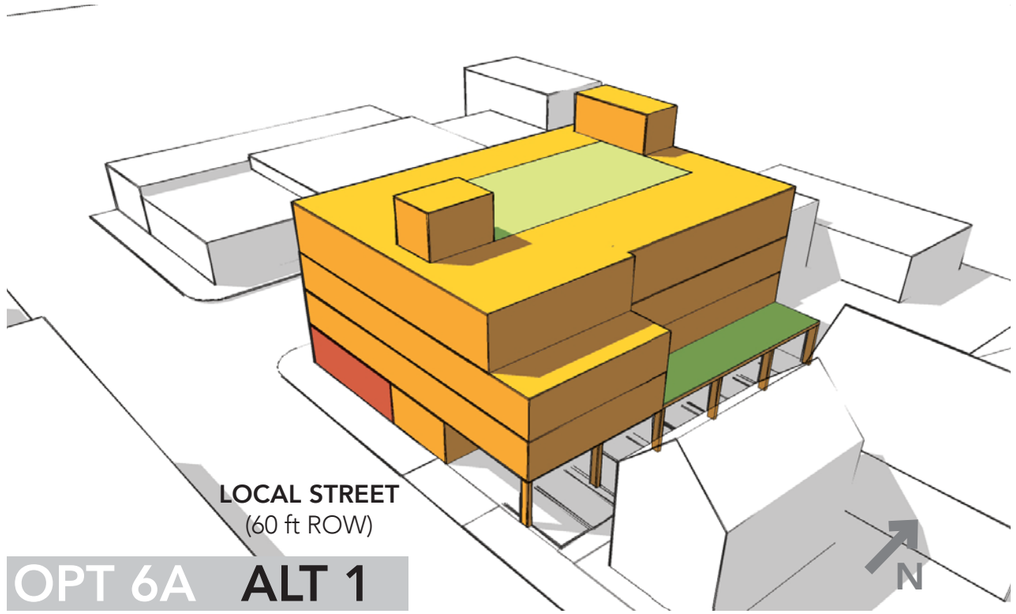
0 10′ 25′ 50′

MUZ BUILDING PROTOTYPES **OPT 6A**

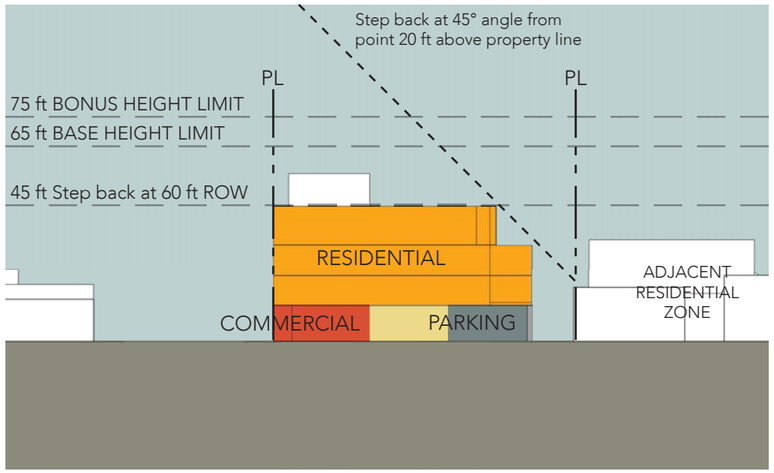
deca ARCHITECTURE INC

Ord. 188177, Vol. 2.5, page 13494

Figure 2-6A: Option 6A



OPT 6A **ALT 1**

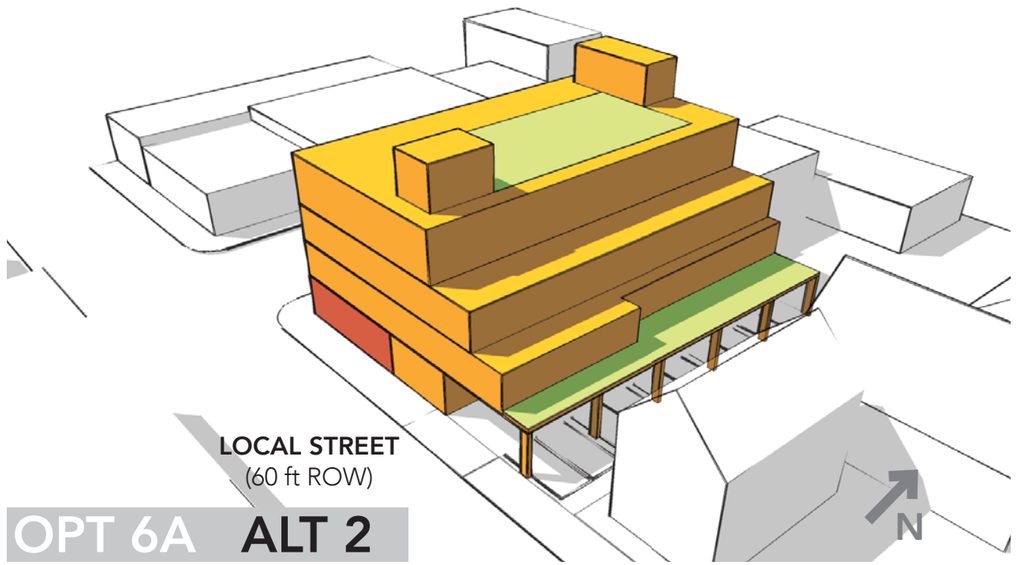


SITE SECTION

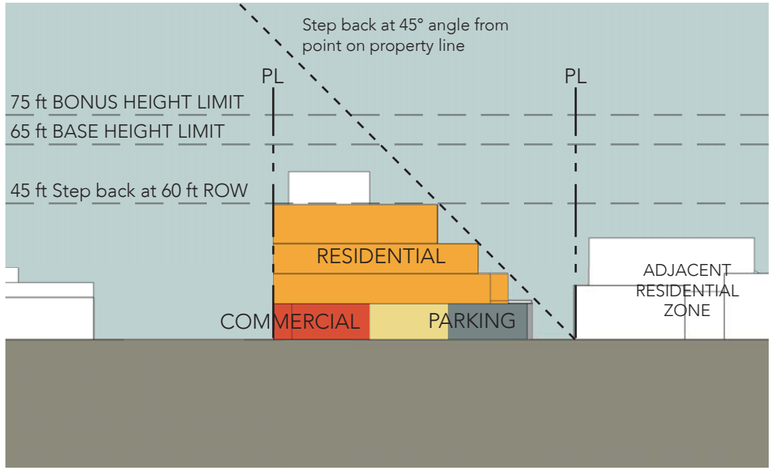
0 10′ 25′ 50′

BUILDING PROTOTYPE

Building Area:	Residential	25,400 gsf (-500)
	Commercial	2,050 gsf
	Parking	3,600 gsf
	Total	31,050 gsf (-500)
FAR:		2.74:1 (not including parking) (-.05)
Apartment Units:		25 (1,016 gsf per unit overall) (+20)



OPT 6A **ALT 2**



SITE SECTION

0 10′ 25′ 50′

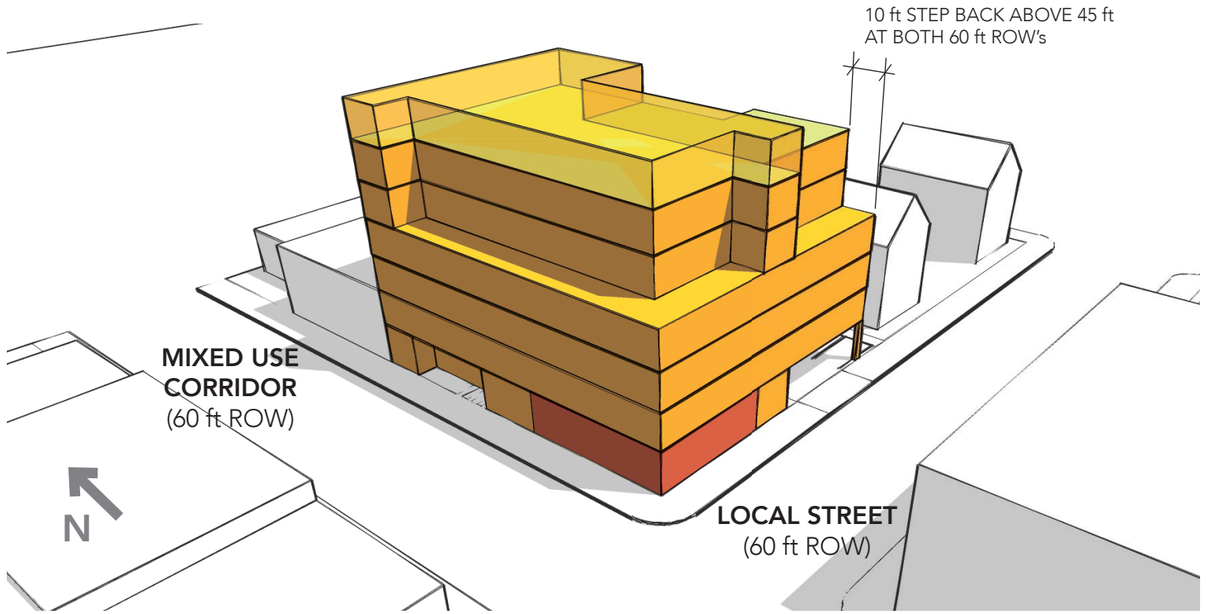
BUILDING PROTOTYPE

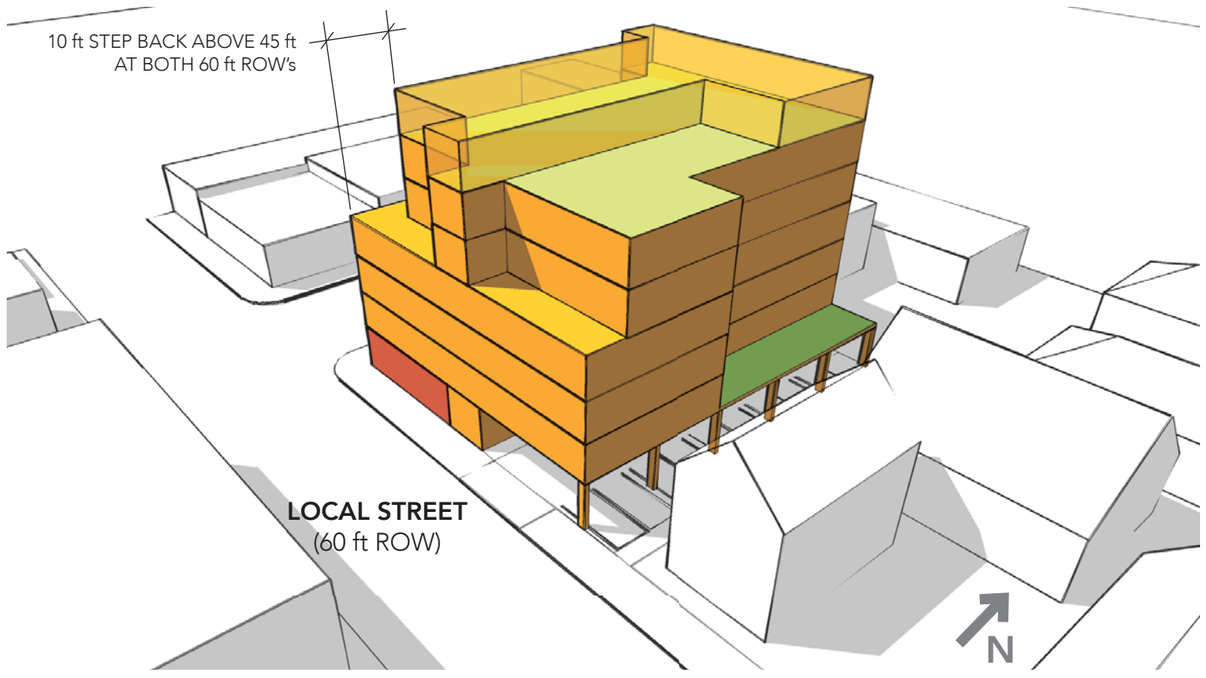
Building Area:	Residential	19,800 gsf (-6,100)
	Commercial	2,050 gsf
	Parking	3,600 gsf
	Total	25,450 gsf (-6,100)
FAR:		1.09:1 (not including parking) (-1.7)
Apartment Units:		21 (943 gsf per unit overall) (-53)

MUZ BUILDING PROTOTYPES **OPT 6A** **STEP BACK TESTING**

Ord. 188177, Vol. 2.5, page 13495

Figure 2-6B: Option 6B





CM3 ZONE STANDARDS

ROW width:	60 ft
Max Height (w/ bonus):	75 ft / 7 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	street facades step back above 4th level
Max FAR:	4.5:1 (w/ bonus)
Max Building Coverage:	90%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	12 stalls
Short-term bike	6 spaces
Long-term bike:	54 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	5-14 ft @ R-zone

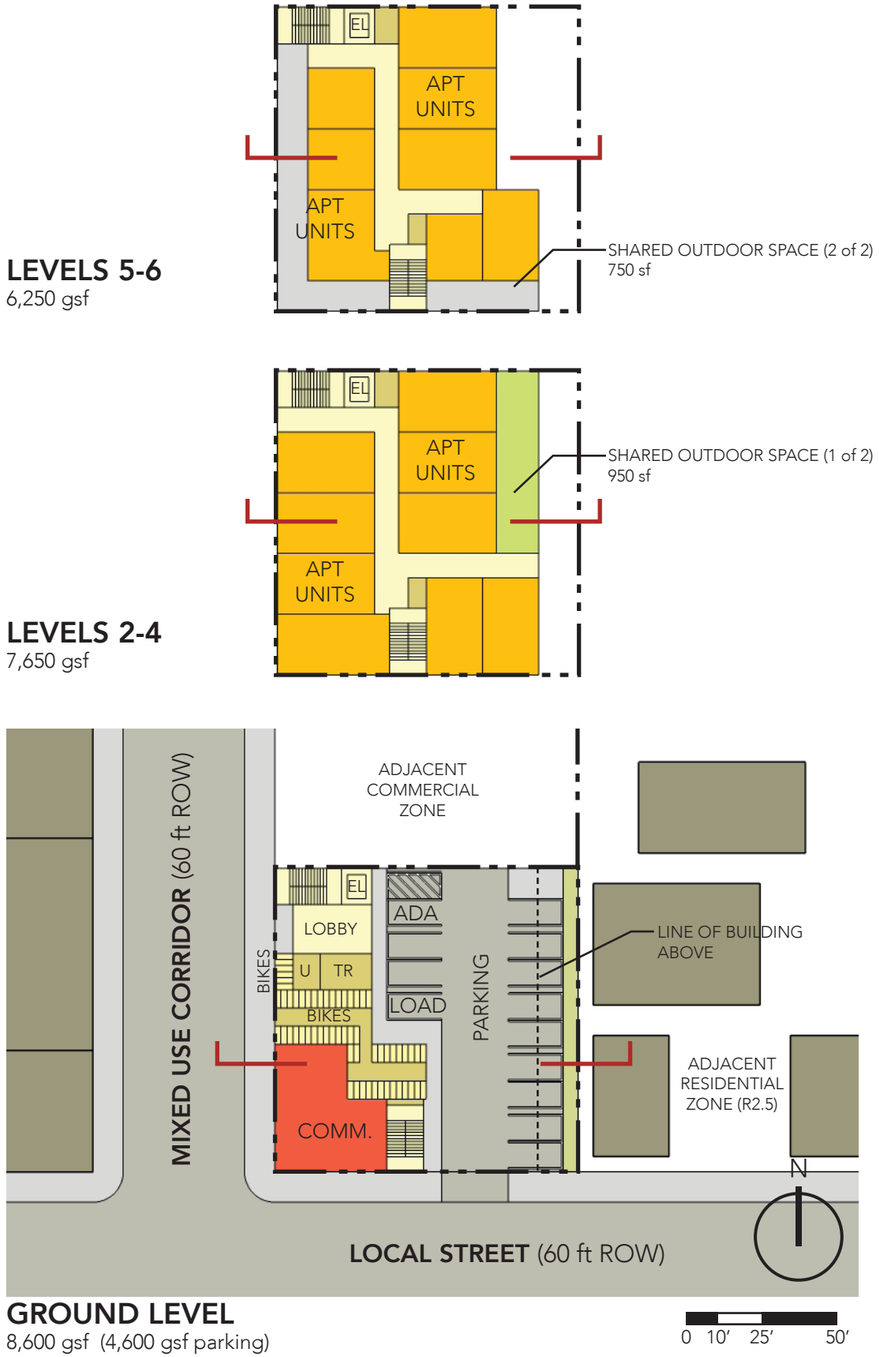
BUILDING PROTOTYPE

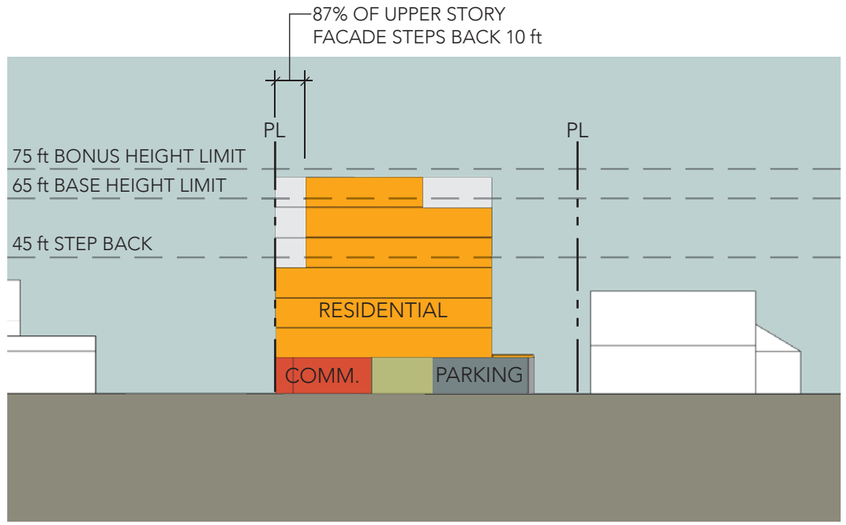
Site Area:	10,000 sf / 100x100
Height:	75 ft / 7 stories
Step-backs:	street facades step back 10 ft above 4th level
Building Area:	Residential 42,650 gsf
	Commercial 1,300 gsf
	Parking 4,600 gsf
	Total 48,550 gsf
FAR:	4.39:1 (not including parking)
Building Coverage:	8,600 sf / 86%
Landscaping:	1,400 sf / 14%
Outdoor Space:	2,304 sf shared area
Parking Provided:	
Vehicle:	11 stalls + 1 ADA + 1 loading
Short-term bike:	6 spaces
Long-term bike	54 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	14 ft
Apartment Units:	48 (888 gsf per unit overall)

MUZ BUILDING PROTOTYPES **OPT 6B**

Ord. 188177, Vol. 2.5, page 13496

Figure 2-6B: Option 6B

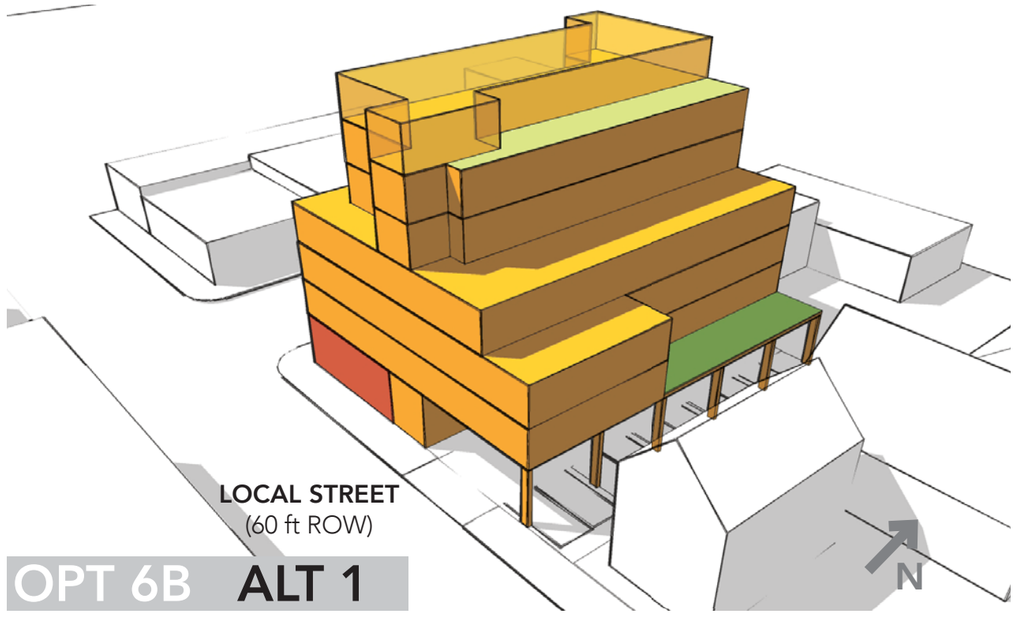


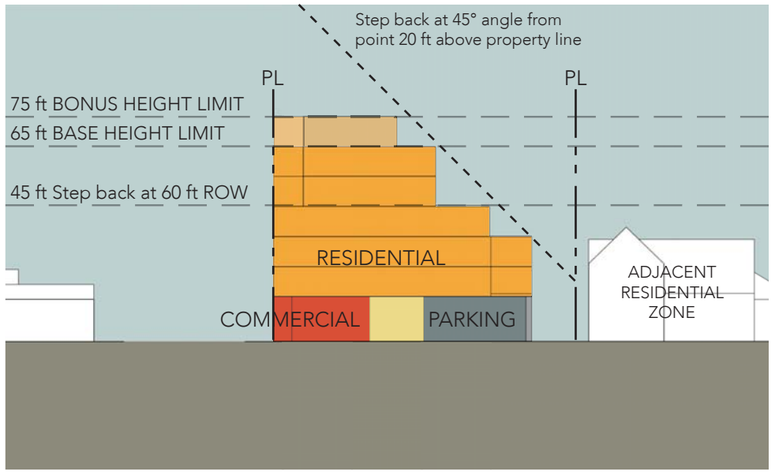


MUZ BUILDING PROTOTYPES **OPT 6B**

Ord. 188177, Vol. 2.5, page 13497

Figure 2-6B: Option 6B





SITE SECTION

0 10′ 25′ 50′

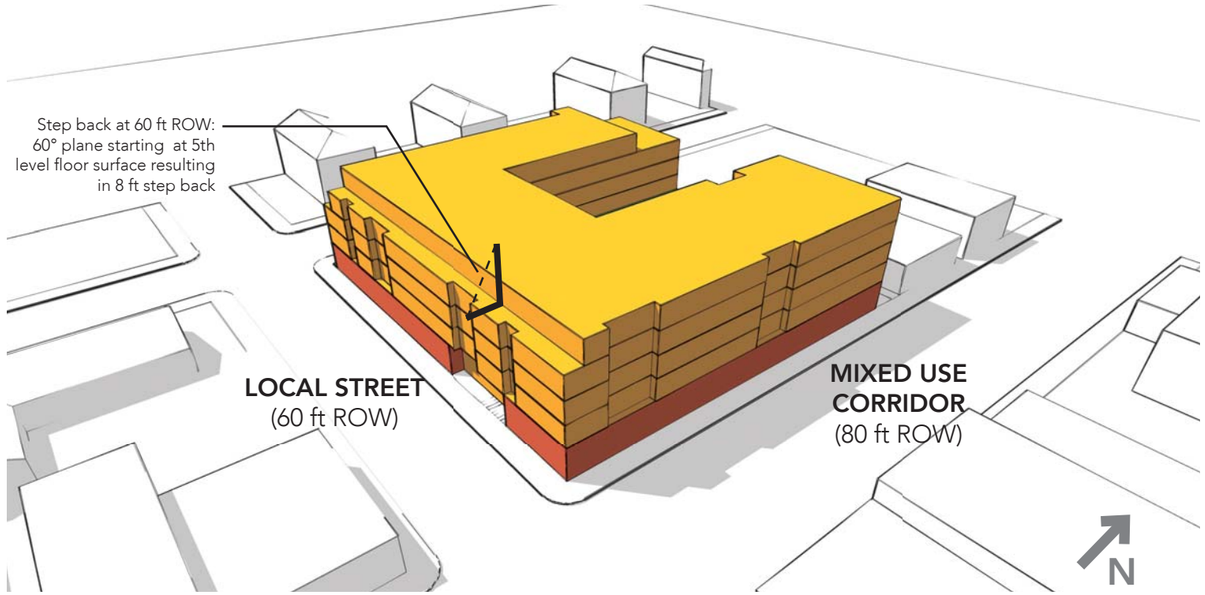
BUILDING PROTOTYPE

Building Area:	Residential	36,700 gsf (-5,950)
	Commercial	1,300 gsf
	Parking	4,600 gsf
	Total	42,600 gsf (-5,950)
FAR:		3.80:1 (not including parking) (-.59)
Apartment Units:		40 (-8 units)
		(917 gsf per unit overall) (+29 sf)

MUZ BUILDING PROTOTYPES **OPT 6B** **STEP BACK TESTING**

Ord. 188177, Vol. 2.5, page 13498

Figure 2-7A: Option 7A





CM3 ZONE STANDARDS

ROW width:	60 ft & 80 ft
Max Height (no bonus):	65 ft / 6 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	60 ft ROW facades step back above 4th level
Max FAR:	3:1 (no bonus)
Max Building Coverage:	90%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	38 spaces
Short-term bike	9 spaces
Long-term bike:	135 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	5-14 ft @ R-zone

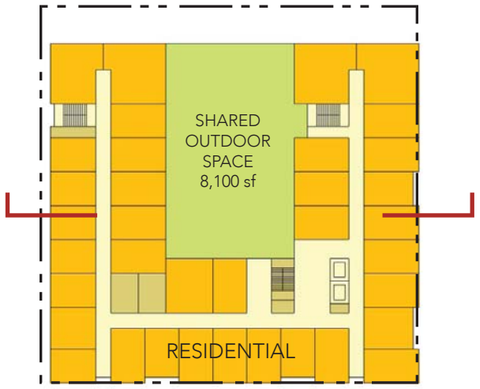
BUILDING PROTOTYPE

Site Area:	40,000 sf / 200x200	
Height:	55 ft / 5 stories	
Step-backs:	60 ft ROW facades step back following a 60 degree angle starting at 4th level (8 ft step back)	
Building Area:	Residential	108,000 gsf
	Commercial	11,800 gsf
	Parking	15,200 gsf
	Total	135,000 gsf
FAR:	2.99:1 (not including parking)	
Building Coverage:	36,000 sf / 90%	
Landscaping:	4,000 sf / 10%	
Outdoor Space:	8,100 sf shared area	
Parking Provided:		
Vehicle:	40 stalls + 2 ADA + 2 loading	
Short-term bike:	9 spaces	
Long-term bike	135 spaces	
Front Setback:	none	
Side Setbacks:	none	
Rear Setback:	20 ft	
Facade Articultation:	20% of facade area recessed 3 feet	
Apartment Units:	121 (892 gsf per unit overall)	

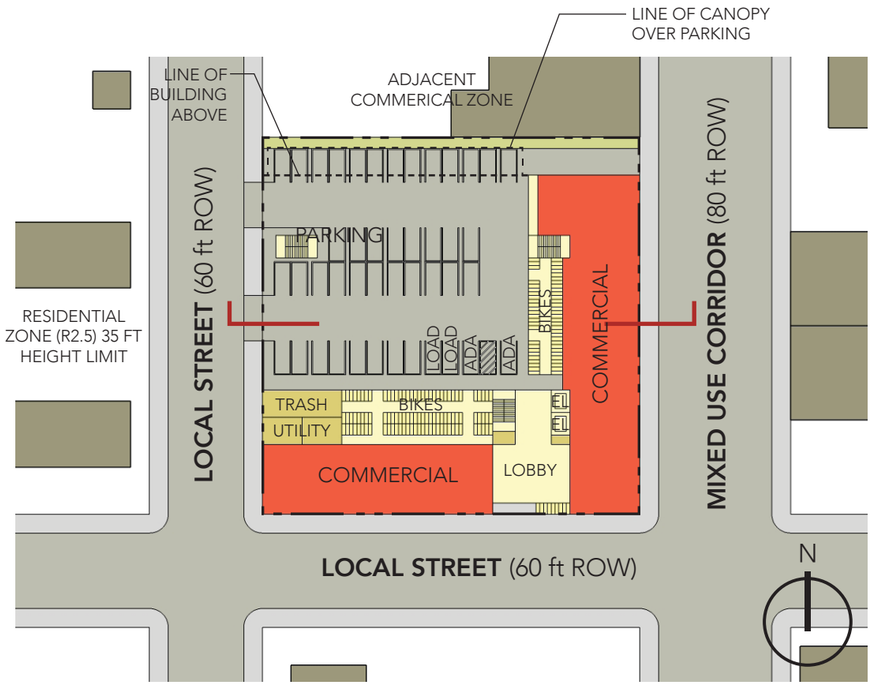
MUZ BUILDING PROTOTYPES **OPT 7A**

Ord. 188177, Vol. 2.5, page 13499

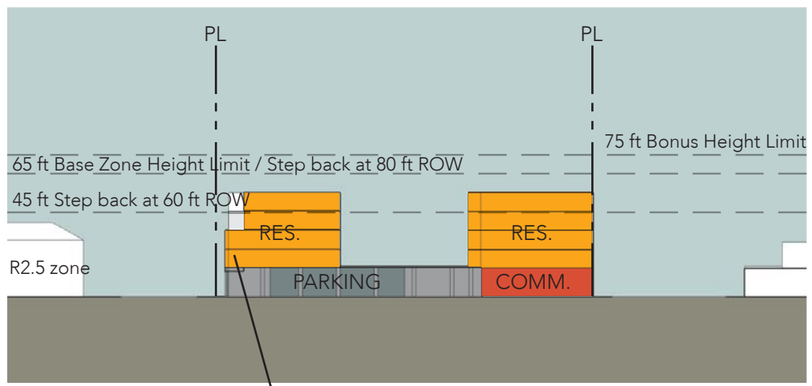
Figure 2-7A: Option 7A



LEVELS 2-5
27,300 gsf / 36 units



GROUND LEVEL
36,000 gsf (includes 4,600 gsf parking)



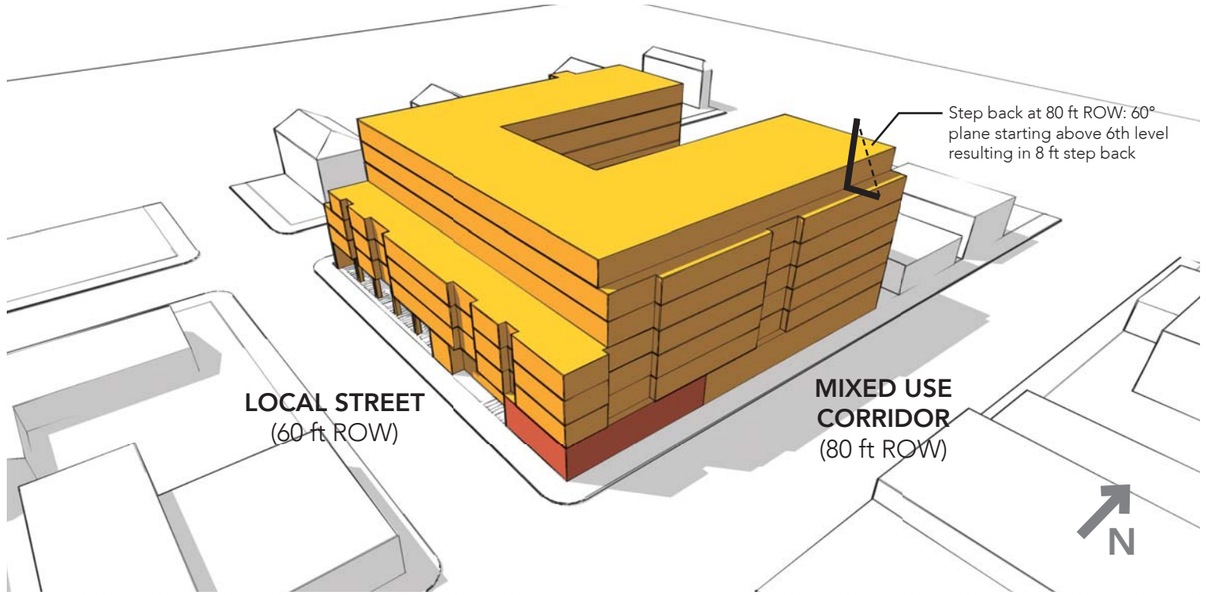
SITE SECTION

Step back facade across street from R-zone: 5 ft landscape buffer plus building within 15 ft of property line must match height of adjacent R zone

MUZ BUILDING PROTOTYPES **OPT 7A**

Ord. 188177, Vol. 2.5, page 13500

Figure 2-7B: Option 7B





CM3 ZONE STANDARDS

ROW width:	60 ft & 80 ft
Max Height (w/ bonus):	75 ft / 7 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	60 ft ROW facades step back above 4th level, 80 ft ROW facades step back above 6th level
Max FAR:	4.5:1 (w/ bonus)
Max Building Coverage:	90%
Req'd Landscaping:	none
Req'd Outdoor Space:	48 sf / unit
Required Parking:	
Vehicle:	64 spaces
Short-term bike	12 spaces
Long-term bike:	214 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	5-14 ft @ R-zone

BUILDING PROTOTYPE

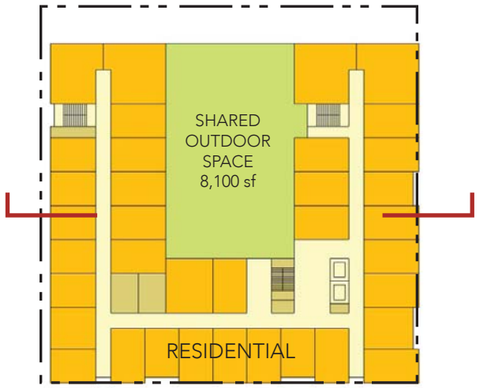
Site Area:	40,000 sf / 200x200
Height:	75 ft / 7 stories
Step-backs:	60 ft ROW facades step back following a 60 degree angle starting above 4th level (20 ft step back) 80 ft ROW facades step back following a 60 degree angle starting at 6th level (8 ft step back)
Building Area:	Residential 156,600 gsf Commercial 2,400 gsf Parking 24,900 gsf Total 183,900 gsf
FAR:	3.98:1 (not including parking)
Building Coverage:	35,200 sf / 90%
Landscaping:	4,000 sf / 10%
Outdoor Space:	9,700 sf shared area
Parking Provided:	
Vehicle:	64 stalls + 2 ADA + 2 loading
Short-term bike:	12 spaces
Long-term bike	220 spaces
Front Setback:	none
Side Setbacks:	none
Rear Setback:	20 ft
Facade Articultation:	20% of facade area recessed 3 feet (below step backs)
Apartment Units:	190 (824 gsf per unit overall)

MUZ BUILDING PROTOTYPES **OPT 7B**

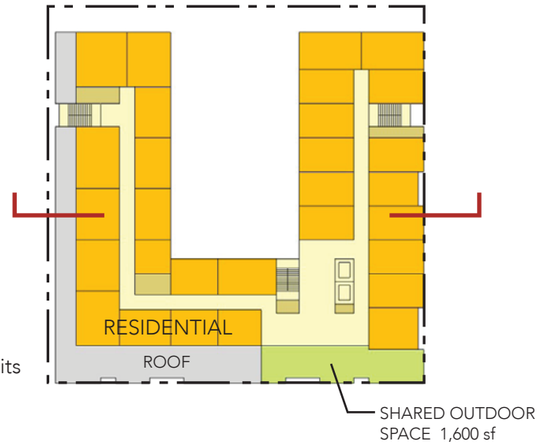
Ord. 188177, Vol. 2.5, page 13501

Figure 2-7B: Option 7B

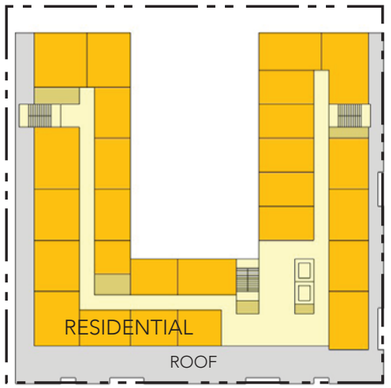
LEVELS 2-4
27,400 gsf / 36 units

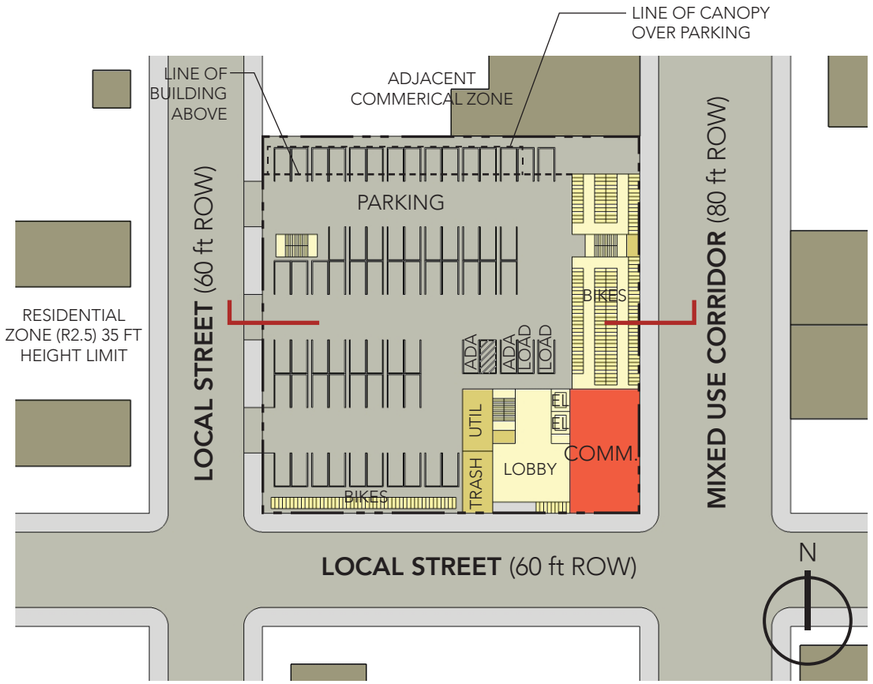


LEVEL 5-6
22,600 gsf / 29 units

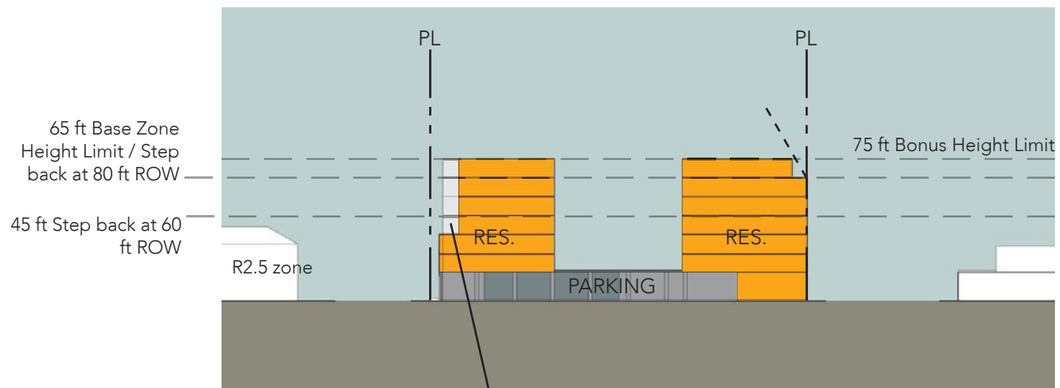


LEVEL 7
21,300 gsf / 26 units





GROUND LEVEL
35,200 gsf (includes 24,900 gsf parking)



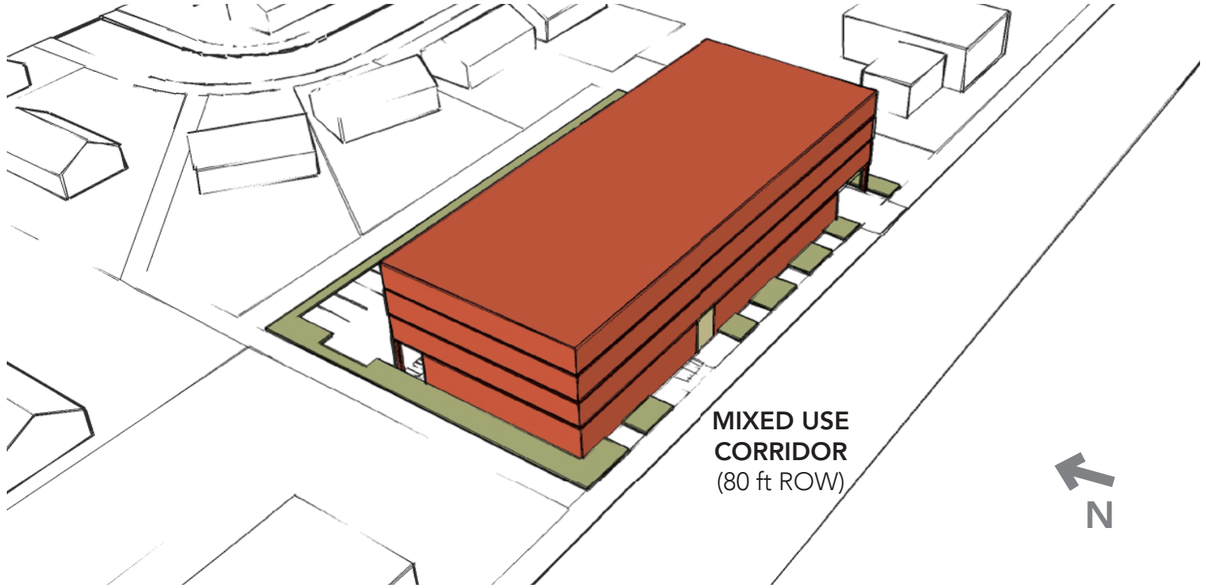
SITE SECTION

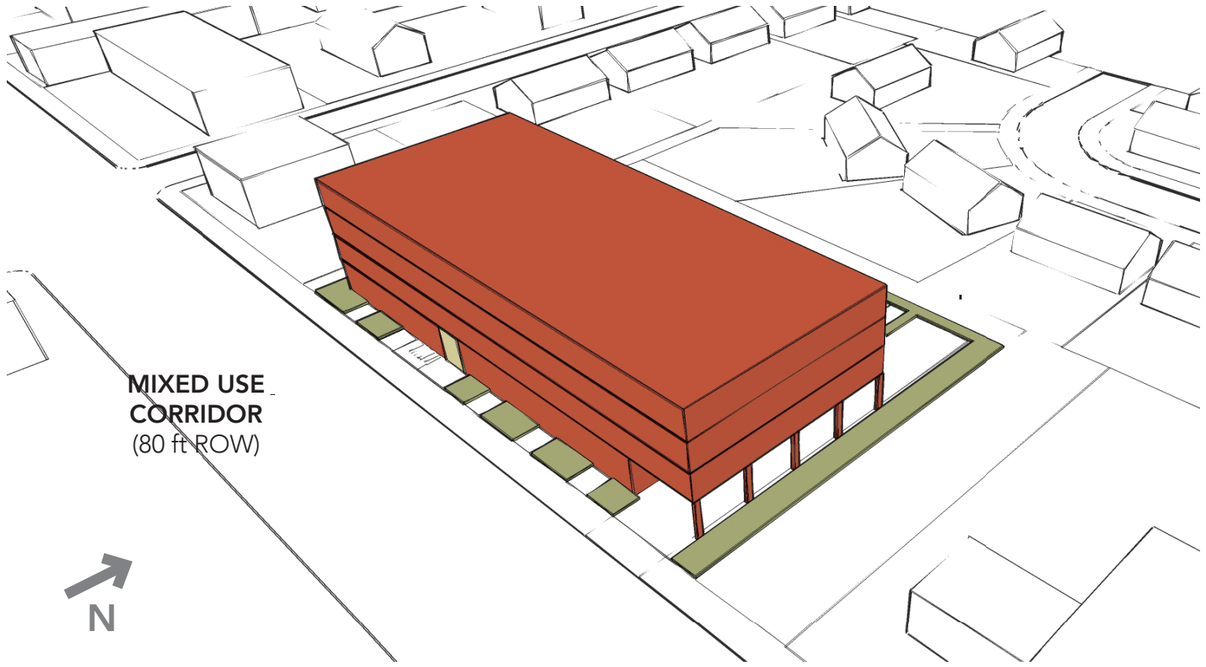
Step back facade across street from R-zone: 5 ft landscape buffer plus building within 15 ft of property line must match height of adjacent R zone

MUZ BUILDING PROTOTYPES **OPT 7B**

Ord. 188177, Vol. 2.5, page 13502

Figure 2-8A: Option 8A





CE ZONE STANDARDS

Pattern Area:	Outer
ROW width:	80 ft
Max Height:	45 ft / 4 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	none at 80' ROW
Max FAR:	2:1 (no bonus)
Max Building Coverage:	75%
Req'd Landscaping:	15%
Req'd Outdoor Space:	none
Required Parking:	
Vehicle:	none
Short-term bike	2 min. spaces
Long-term bike:	22 min. spaces
Front Setback:	10 ft.
Side Setbacks:	none
Rear Setback:	5-14 ft @ R-zone

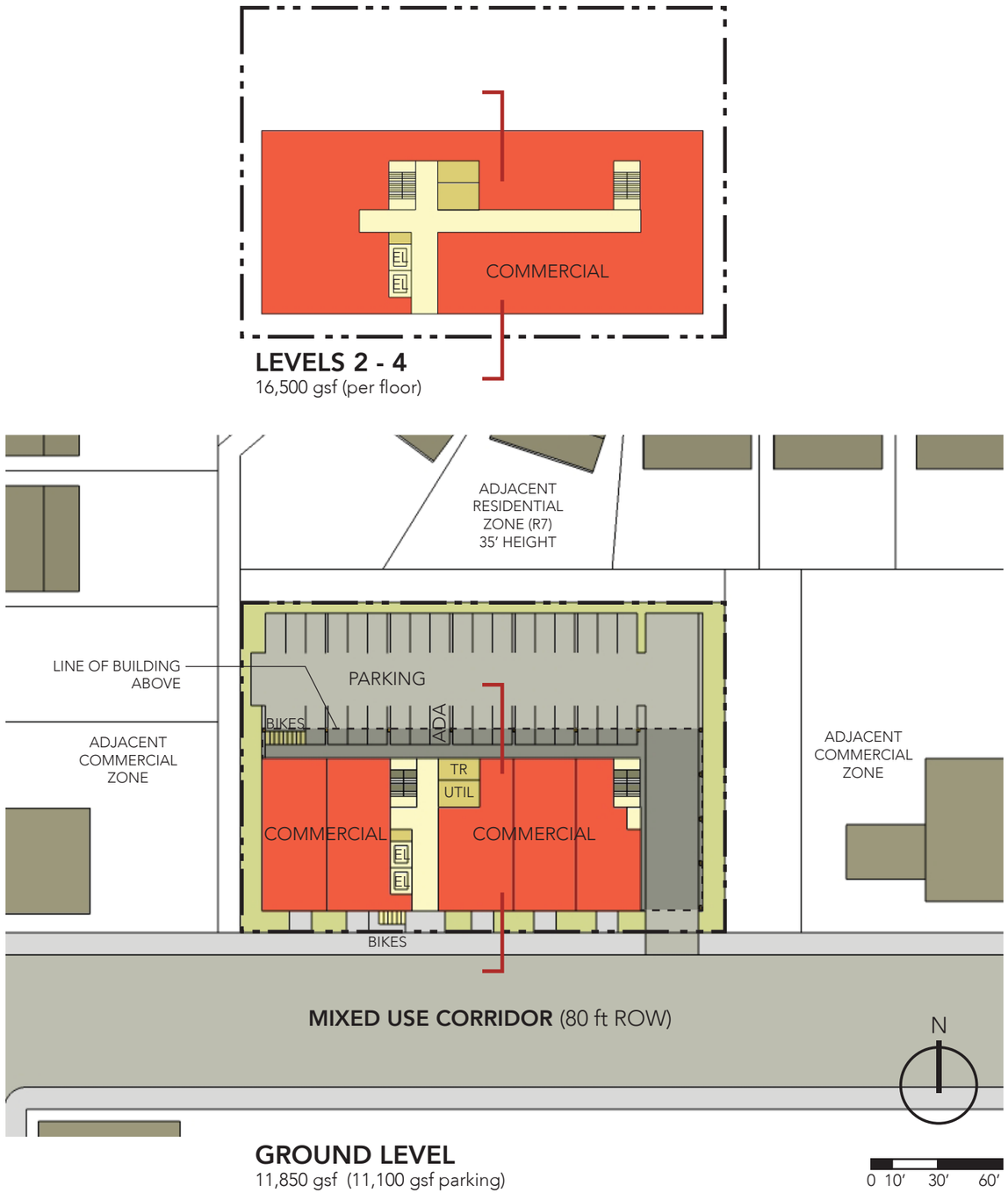
BUILDING PROTOTYPE

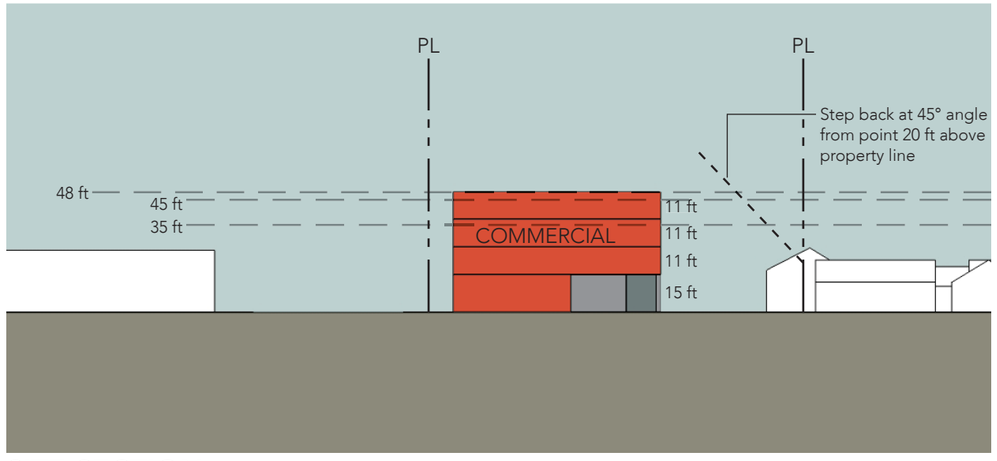
Site Area:	33,000 sf / 150x220	
Height:	48 ft / 4 stories	
Step-backs:	none	
Building Area:	Retail	11,850 gsf
	Commercial	49,500 gsf
	Parking	11,100 gsf
	Total	72,450 gsf
FAR:	1.86:1 (not including parking)	
Building Coverage:	16,500 sf / 50%	
Landscaping:	6,700 sf / 20%	
Paved:	9,800 sf / 30%	
Outdoor Space:	none	
Parking Provided:		
Vehicle:	32 stalls + 2 ADA	
Short-term bike:	6 spaces	
Long-term bike	10 spaces	
Front Setback:	10 ft	
Side Setbacks:	10 ft	
Rear Setback:	55 ft	
Apartment units:	none	

MUZ BUILDING PROTOTYPES **OPT 8A**

Ord. 188177, Vol. 2.5, page 13503

Figure 2-8A: Option 8A

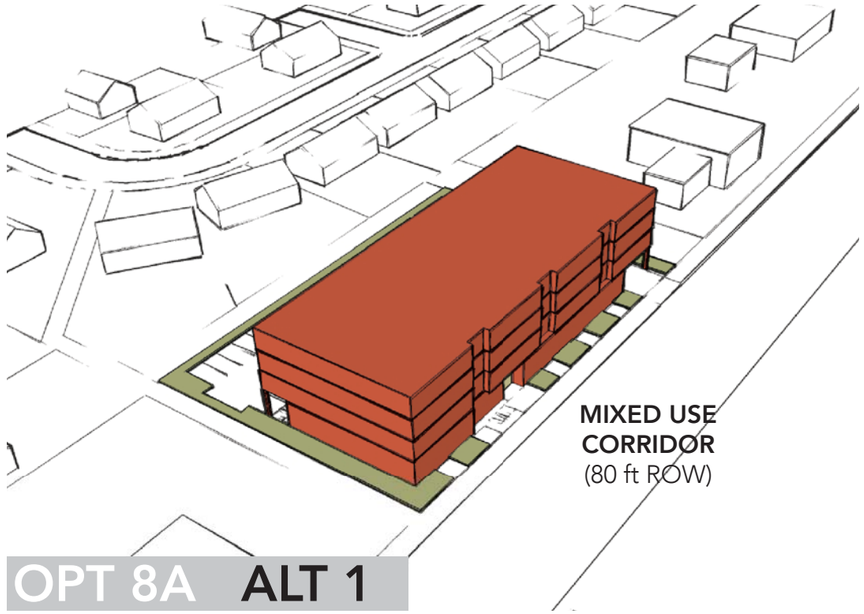




MUZ BUILDING PROTOTYPES **OPT 8A**

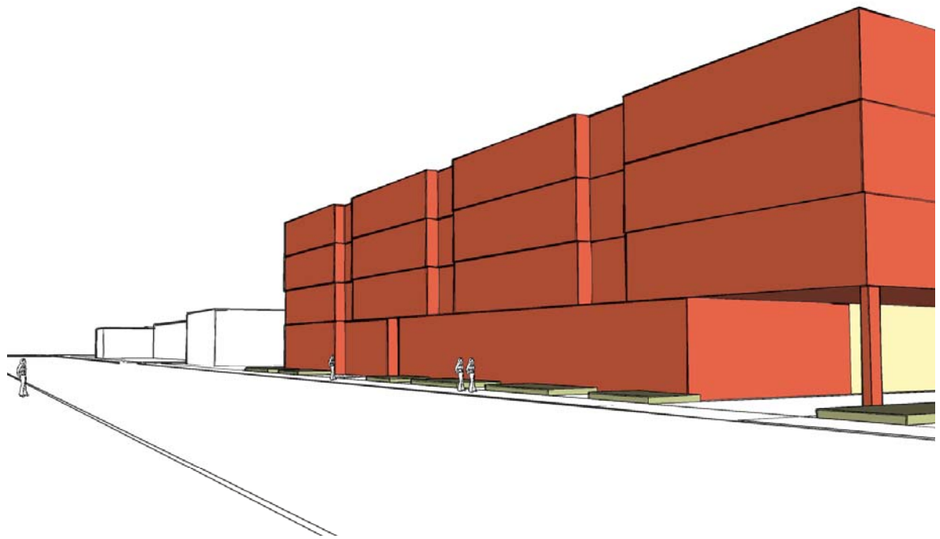
Ord. 188177, Vol. 2.5, page 13504

Figure 2-8A: Option 8A



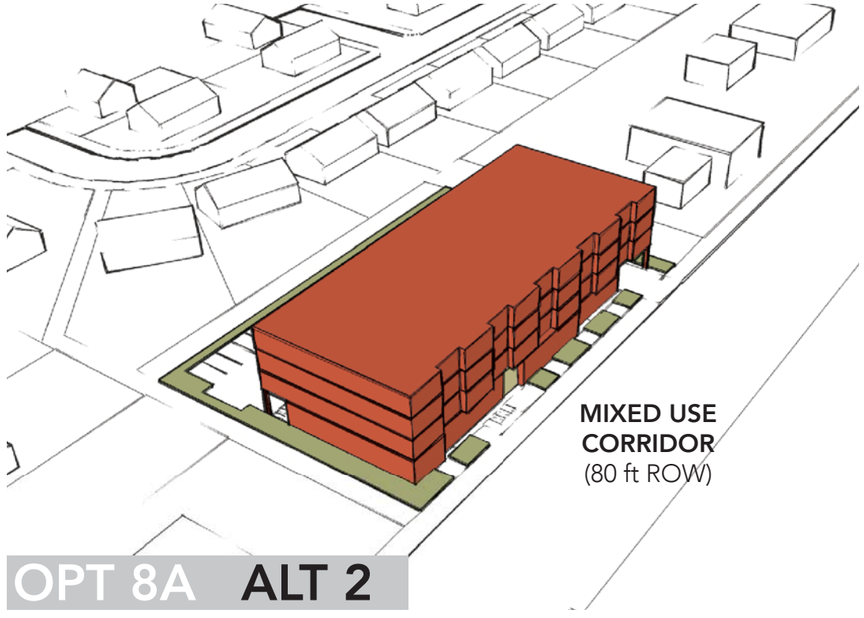
OPT 8A **ALT 1**

20% OF FACADE SET BACK 3 ft



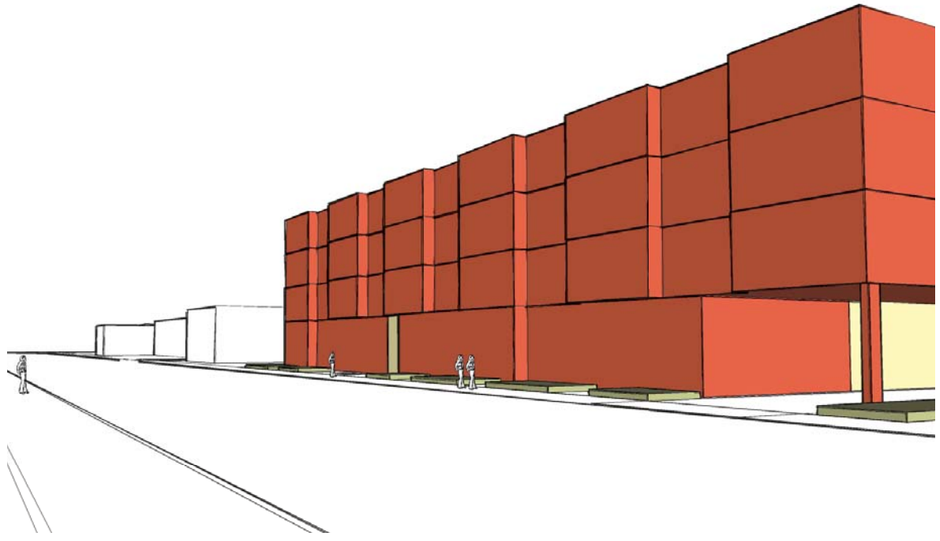
BUILDING PROTOTYPE

Building Area:	Retail	11,700 gsf
	Commercial	49,200 gsf
	Parking	11,100 gsf
	Total	72,000 gsf (-450 gsf)
FAR:	1.84:1 (not including parking) (-.02)	



OPT 8A **ALT 2**

40% OF FACADE SET BACK 3 ft



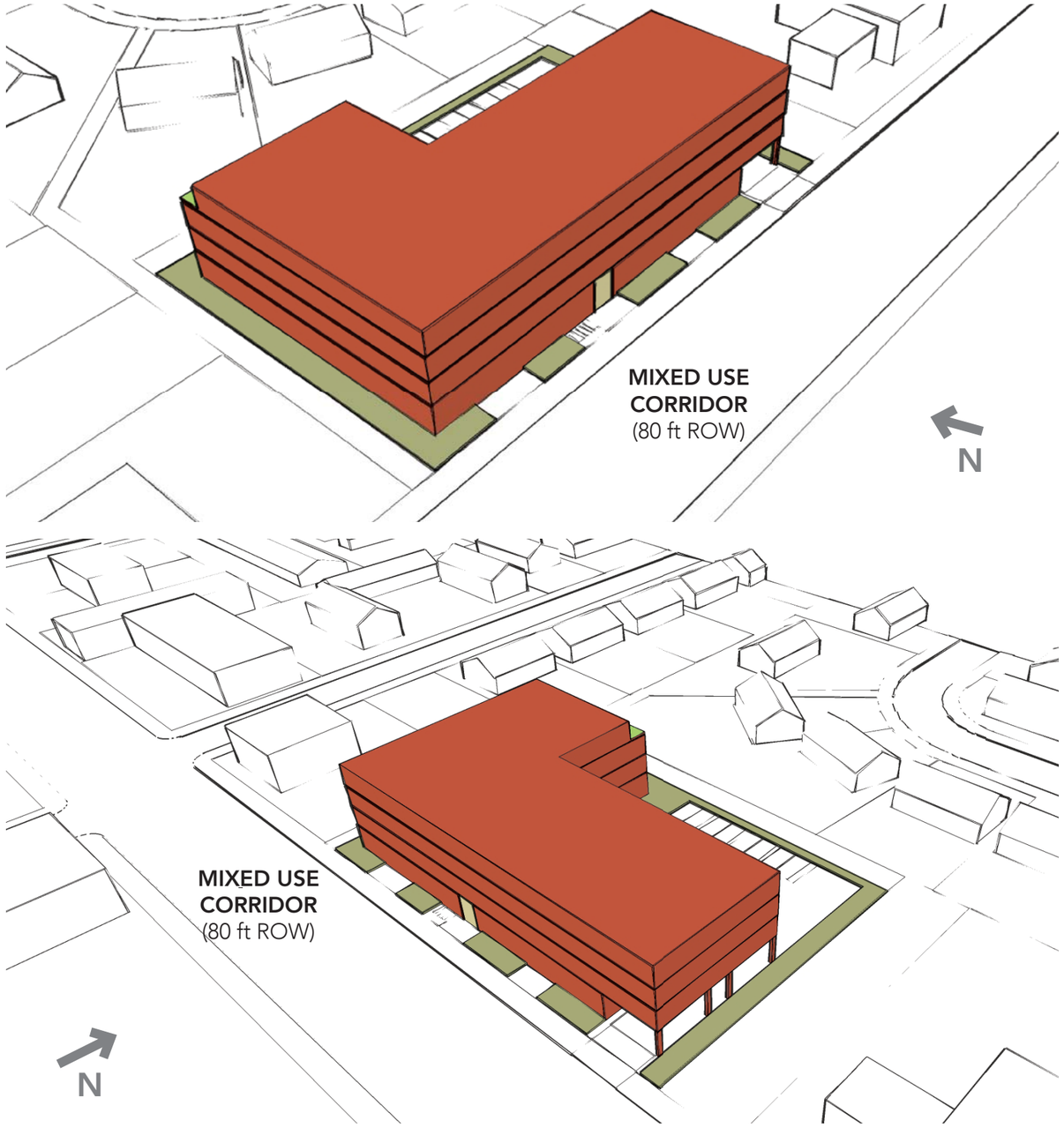
BUILDING PROTOTYPE

Building Area:	Retail	11,550 gsf
	Commercial	48,900 gsf
	Parking	11,100 gsf
	Total	71,550 gsf (-900 gsf)
FAR:	1.82:1 (not including parking) (-.04)	

MUZ BUILDING PROTOTYPES **OPT 8A** **FACADE ARTICULATION**

Ord. 188177, Vol. 2.5, page 13505

Figure 2-8B: Option 8B



CE ZONE STANDARDS

Pattern Area:	Outer
ROW width:	80 ft
Max Height:	45 ft / 4 stories
Additional GF Height:	3 ft (for active use)
Step-backs:	none at 80' ROW
Max FAR:	3:1 (w/ bonus)
Max Building Coverage:	75%
Req'd Landscaping:	15%
Req'd Outdoor Space:	none
Required Parking:	
Vehicle:	none
Short-term bike	2 min. spaces
Long-term bike:	22 min. spaces
Front Setback:	10 ft.
Side Setbacks:	none
Rear Setback:	5-14 ft @ R-zone

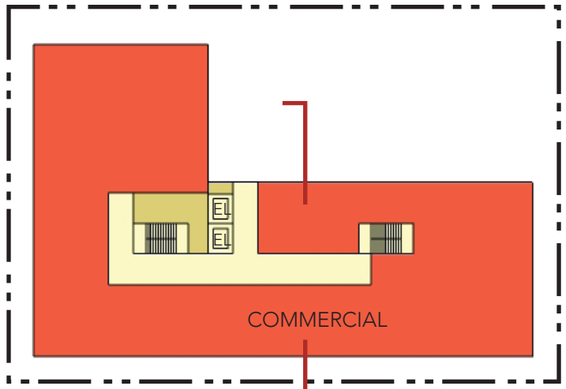
BUILDING PROTOTYPE

Site Area:	33,000 sf / 150x220	
Height:	48 ft / 4 stories	
Step-backs:	none	
Building Area:	Retail	15,800 gsf
	Commercial	52,850 gsf
	Parking	8,400 gsf
	Total	77,050 gsf
FAR:	2.10:1 (not including parking)	
Building Coverage:	17,850 sf / 54%	
Landscaping:	6,750 sf / 21%	
Paved:	8,400 sf / 25%	
Outdoor Space:	none	
Parking Provided:		
Vehicle:	15 stalls + 1 ADA	
Short-term bike:	6 spaces	
Long-term bike	10 spaces	
Front Setback:	10 ft	
Side Setbacks:	10 ft	
Rear Setback:	15 ft	
Apartment units:	none	

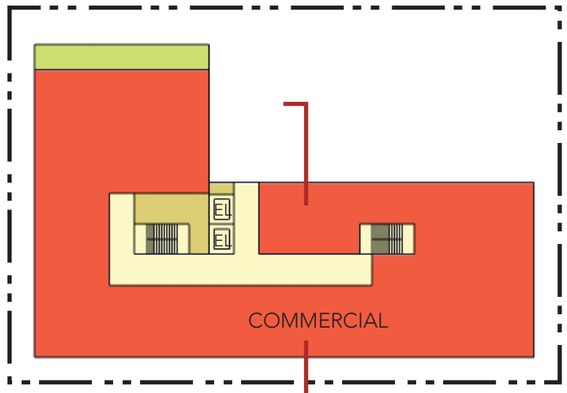
MUZ BUILDING PROTOTYPES **OPT 8B**

Ord. 188177, Vol. 2.5, page 13506

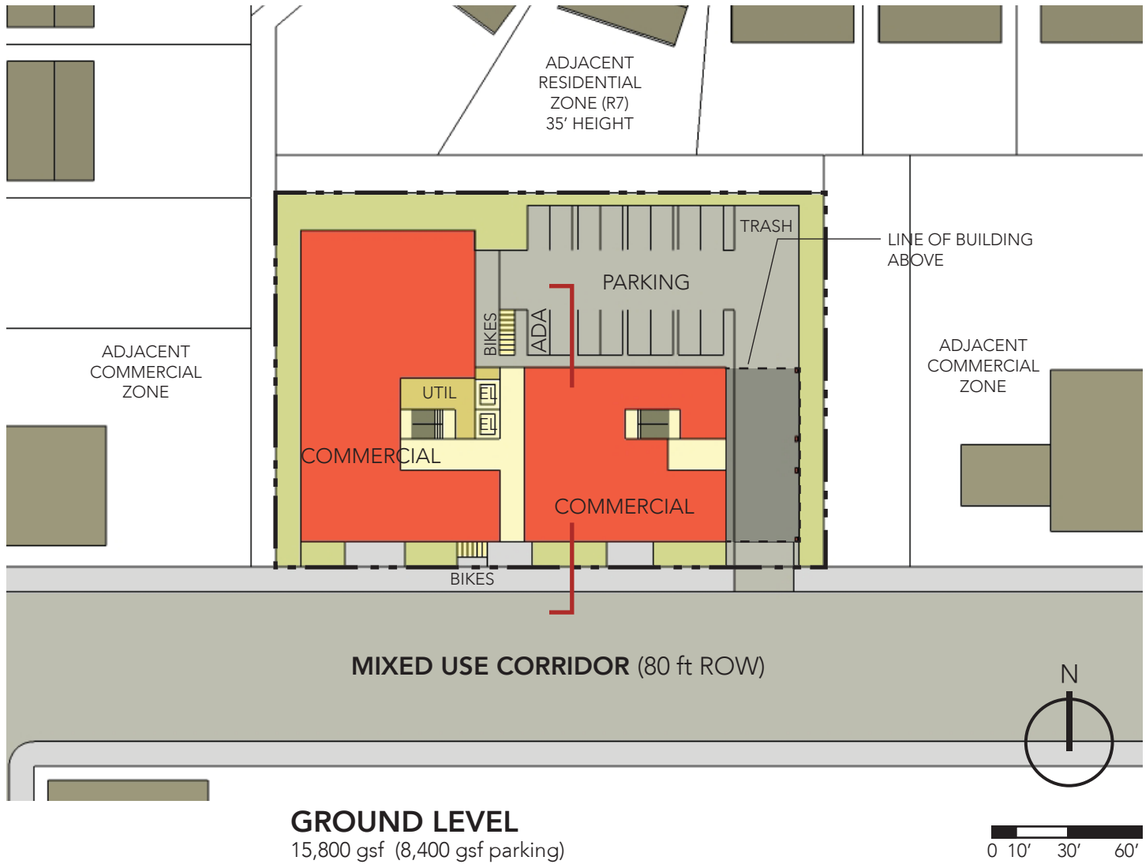
Figure 2-8B: Option 8B



LEVELS 2 & 3
17,850 gsf (per floor)

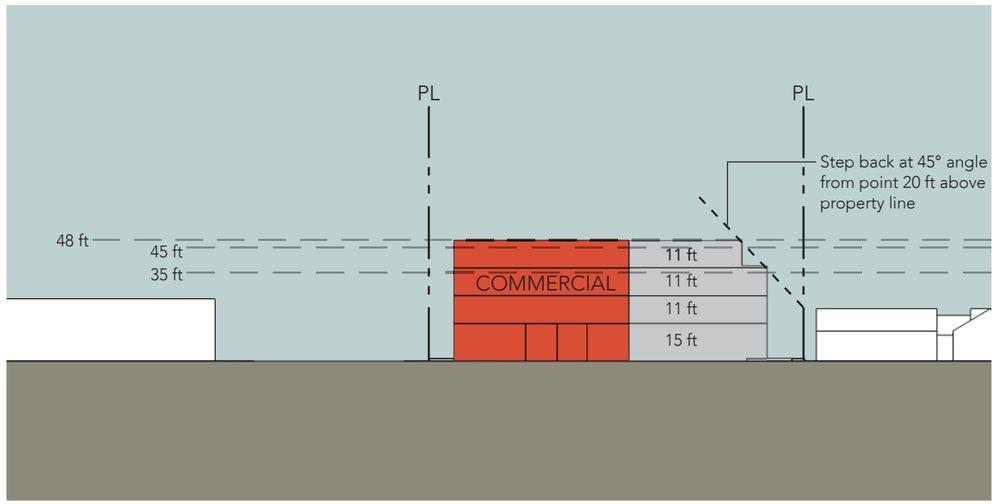


LEVEL 4
17,150 gsf



GROUND LEVEL
15,800 gsf (8,400 gsf parking)

0 10' 30' 60'



SITE SECTION

0 10' 30' 60'

MUZ BUILDING PROTOTYPES **OPT 8B**

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3 Financial Analysis of the Mixed Use Zones

Johnson Economics was retained to evaluate the financial implications of proposed Mixed Use Zone concepts. The resulting analysis was pro forma based, and intended to assess the potential effect of proposed changes in the code on the viability of development in mixed-use districts.

3.1 General Overview of Issues

The focus of the financial analysis is an extensive evaluation of performance bonuses, which would reward policy-supportive behavior with additional entitlements in the form of allowed density and/or height. The rationale is that the desired development outcome (for example, more affordable housing or affordable commercial space) would have a significant cost which could be partially offset by additional value in the form of more developable floor area.

In developing MUZ concepts, the Bureau of Planning and Sustainability has considered a number of public benefits that could be incentivized. These include affordable housing, affordable ground-floor commercial space, historic preservation, public open space, community services, and green features. Each has different cost implications, which vary both by the type of benefit and by locational, market and site-specific characteristics. While the complexity of the impact on hundreds of prospective site is impossible to model, some generalized conclusions can be addressed. Table 3-1 presents a brief summary of general characteristics of prospective bonus elements.

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Table 3-1: General Characteristics of Bonus Elements

Bonus Element	*Comments*
Affordable Housing Units	This bonus provides additional allowed density in exchange for meeting affordable housing guidelines. In concept, the developer would accept pricing lower than can otherwise be achieved in the market in exchange for additional density. A challenge for this incentive is that market areas that will most value the density will also be ones in which the mandated pricing represents the greatest level of loss.
Affordable Commercial Space	The cost of providing "affordable" commercial space is a function of how affordable is defined, as well as achievable commercial rents in the specific location. The primary cost would be similar to meeting affordable housing requirements, with the loss in potential income representing the cost.
Historic Preservation	Allows the transfer of FAR from other nearby historic properties, with the market establishing the value in different locations. Retains historic and/or targeted structures, while maintaining development capacity in districts. May allow for lower rent levels, but no requirement that rents are below market. As the value of the FAR is set by the market, it would only be expected to be effective in markets that place value on additional FAR entitlements.
Public Plaza or Open Space	Creating public open space as part of a project entails significant cost to a developer, not only through the direct cost and loss of site area, but also commonly due to a result of a reduced level of control. As a result, this type of space is unlikely to be constructed in a significant way unless incentivized. The provision of public open space within a project is expected to be more viable on large-scale projects.
Community Services	A use such as a day care provides a community amenity, as well as an income-producing tenant for a developer. Conflicts with this type of use are associated with disruptions during pick-up and drop-off times, as well as noise. Day cares typically pay lower rent than prime retailers, but can be an attractive tenant in a secondary commercial location.
High Performance Green Features	Green features typically involve higher up-front costs, which may be unrecoverable in a development. They can also result in lower operating costs; some systems may have acceptable returns and would likely be incorporated without an incentive. Green features may provide for a measurable boost in project marketability in some cases.

3.2 Financial Analysis

Johnson Economics performed initial pro forma analysis on all 18 prototype variations described in Chapter 2. The economic analysis focuses on eight of these prototypical development concepts on four alternative sites, because the lot sizes were the most common and comparable. Three of the sites are 10,000 square foot in size, representing a quarter of a traditional urban block in close-in Portland neighborhoods. The fourth site is a 40,000-square foot, full-block site. Table 3-2 provides is a summary of the prototypes evaluated.

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The findings of this analysis led the planning team to refine the draft base and bonus thresholds to achieve a better match between financial feasibility and desired development outcomes. The refined thresholds have been tested in a follow-up analysis provided as Appendix C.

Table 3-2: Building Prototypes Studied

Concept	*Site Size (SF)*	*Building Size (SF)*	*FAR*
2A	10,000	10,000	0.76
2B	10,000	26,500	2.22
3A	10,000	22,900	2.00
3B	10,000	34,500	3.07
6A	10,000	31,550	2.80
6B	10,000	48,550	4.40
7A	40,000	135,000	3.00
7B	40,000	183,900	3.98

ASSUMPTIONS

Programs, Sites, and Construction Costs

The primary land use in all cases was rental residential, with the concepts also including ground floor retail and parking. For each site, the first concept (A) represents a development modeled under the proposed base entitlement. The second (B) concept on each site was developed at a higher density, evaluating the extent to which intensification of development was possible and viable on these sites as an incentive for a public benefit.

The concepts were evaluated in both an urban (or inner) and a suburban (or outer) Portland context, the primary differentiating variable being achievable pricing. Each development scenario was modeled using a pro forma evaluation.[1] The scenarios assume fee simple ownership of the property by the developer and conventional financing.

Planning level estimates of construction costs largely reflect wood frame construction over a concrete podium, which is typically the current highest and best use development form in the close-in eastside market under current market conditions. Actual costs may vary substantially, depending upon variations in design and finish quality. Available capacity in the construction trades can also have a substantial impact on costs. Property acquisition cost was assumed at $700,000, which is consistent with our findings of supportable land values. Any existing structures were viewed as adding no value to the property, as none of the scenarios used existing structures.

[1] Components were evaluated using a ten-year cash flow, with a reversion value or estimated sales price at the end of the period.

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Financial and Income Assumptions

With respect to lending terms, financial assumptions were made based on recent experience. Table 3-3 provides a brief summary of financial assumptions common throughout the analysis.

Table 3-3: Financial Assumptions

Variable	*Assumption*
Capitalization Rate	
Rental Apartments	6.00%
Retail Space	7.50%
Minimum Debt Coverage Ratio	1.25
Loan to Value Ratio Max	75%
Permanent Loan Interest Rate	5.50%
Threshold Return on Cost/Income	
Ground Floor Retail	9.00%
Rental Apartments	7.20%

Income assumptions are based on the professional opinion of Johnson Economics, and necessarily assume a fairly generic product and location. In reality, areas where mixed use zones may apply include a broad range of price points and market conditions. Table 3-4 summarizes the income assumptions, with assumptions for the Central area largely reflecting NE/SE product west of 60th Avenue and inner west side markets, and the suburban assumptions applying east of 60th Avenue and in outer west side and north end market areas.

Table 3-4: Income Assumptions

Income Assumptions	*Average Rent/SF*	
	Central	*Suburban*
Retail Space	$22.00	$18.00
Industrial Office	$20.00	$18.00
Industrial	$16.00	$14.00
Office	$22.00	$18.00
Parking/Surface	$3.09	$1.71
Parking/Structured	$4.80	$2.40
Residential Rent/SF	$2.40	$1.50
Efficiency Ratio	83%	83%
Operating Expense Ratio	32%	32%

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Expected Return

Return on cost is defined as the net operating income (NOI) during the first stabilized year divided by the total project cost. The analysis assumes a 20% premium over the assumed capitalization rate as the minimum return needed for development to "pencil out". This rate was seen as typical of a traditional speculative developer.

Residual Land Value

Residual land value means the maximum acquisition value that could be supported by a development program while providing the expected return on cost. Actual land acquisition would be expected to be at a somewhat lower rate, depending upon alternatives and how competitive the market is.

3.3 Summary of Findings

Eight scenarios were evaluated for their financial viability, based on the residual land value calculation. Each scenario was tested assuming market rate units only, as well as with 20 percent of units priced at 60 percent or 80 percent of Median Family Income (MFI).

FINANCIAL VIABILITY FOR MARKET-RATE DEVELOPMENT

For close-in markets, there is a significant positive correlation between floor area ratio and residual land value. In other words, increasing the amount of allowed floor area would enhance the financial viability of development. This relationship is reversed in outlying markets, where lower rents would not support the cost of the higher density development forms. Table 3-5 summarizes the overall development costs and the calculated residual land values associated with each of the market rate development programs. The relationship between FAR and residual land value (our measure of financial viability) in close-in and outer markets is shown in charts that accompany Table 3-5. The following sections and tables review in more detail the indicated financial performance of the assumed development programs on the sites. Pro formas for each of the prototypes tested at market rate scenarios are in Appendix B.

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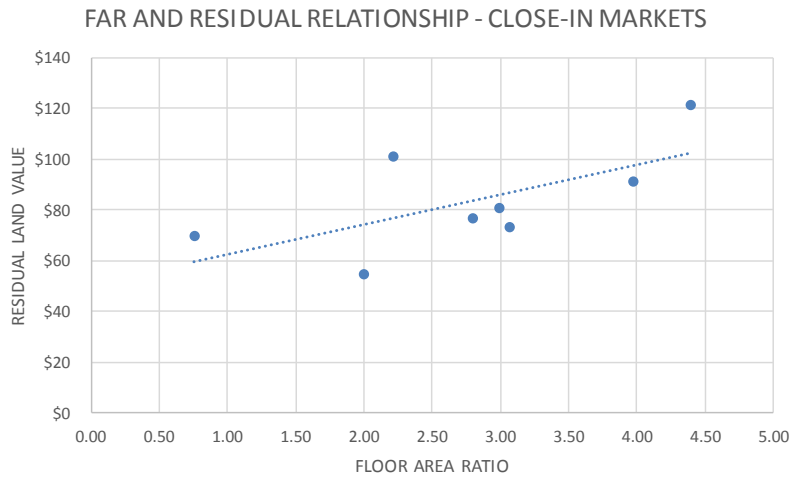
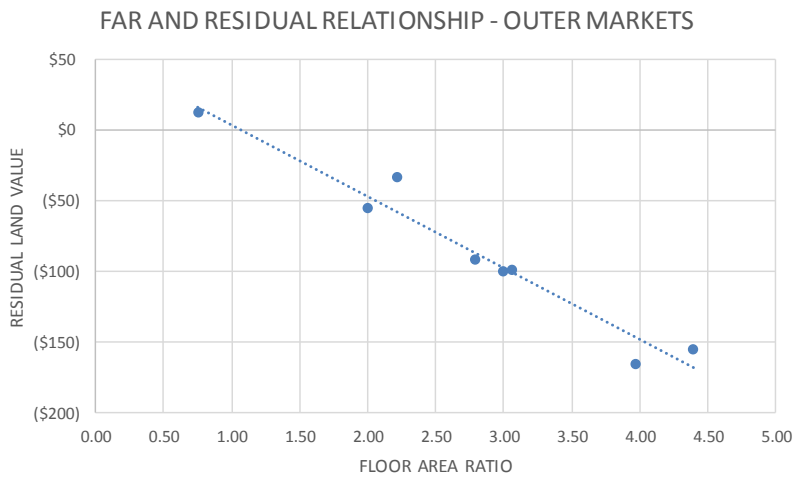
Table 3-5: Summary of Scenario Results

Option	Land (SF)	Building (SF)	FAR	Parking Spaces	Construction Costs Total	Construction Costs PSF	Net Operating Income Total	Net Operating Income PSF	Return on Cost	Indicated Value 1/	Value/ Cost	Indicated Residual Land Value Total	Indicated Residual Land Value PSF
CLOSE IN MARKETS													
2A	10,000	10,000	0.76	7	$1,401,240	$140.12	$150,931	$15.09	10.77%	$2,515,515	180%	$695,022	$70
2B	10,000	26,500	2.22	7	$3,214,892	$121.32	$304,063	$11.47	9.46%	$5,067,712	158%	$1,008,202	$101
3A	10,000	22,900	2.00	6	$3,285,240	$143.46	$275,773	$12.04	8.39%	$4,596,217	140%	$544,940	$54
3B	10,000	34,500	3.07	10	$4,864,041	$140.99	$403,039	$11.68	8.29%	$6,717,318	138%	$733,723	$73
6A	10,000	31,550	2.80	11	$4,418,555	$140.05	$373,299	$11.83	8.45%	$6,221,646	141%	$766,150	$77
6B	10,000	48,550	4.40	12	$6,773,377	$139.51	$575,009	$11.84	8.49%	$9,583,477	141%	$1,212,854	$121
7A	40,000	135,000	3.00	44	$19,345,480	$143.30	$1,625,192	$12.04	8.40%	$27,086,538	140%	$3,226,635	$81
7B	40,000	183,900	3.98	68	$25,500,345	$138.66	$2,099,270	$11.42	8.23%	$34,987,831	137%	$3,656,181	$91
OUTER MARKETS													
2A	10,000	10,000	0.76	7	$1,401,240	$140.12	$109,959	$11.00	7.85%	$1,832,653	131%	$125,971	$13
2B	10,000	26,500	2.22	7	$3,214,892	$121.32	$207,603	$7.83	6.46%	$3,460,054	108%	($331,514)	($33)
3A	10,000	22,900	2.00	6	$3,285,240	$143.46	$196,619	$8.59	5.98%	$3,276,975	100%	($554,427)	($55)
3B	10,000	34,500	3.07	10	$4,864,041	$140.99	$278,784	$8.08	5.73%	$4,646,406	96%	($992,036)	($99)
6A	10,000	31,550	2.80	11	$4,418,555	$140.05	$251,939	$7.99	5.70%	$4,198,980	95%	($919,405)	($92)
6B	10,000	48,550	4.40	12	$6,773,377	$139.51	$376,232	$7.75	5.55%	$6,270,526	93%	($1,547,938)	($155)
7A	40,000	135,000	3.00	44	$19,345,480	$143.30	$1,106,643	$8.20	5.72%	$18,444,052	95%	($3,975,436)	($99)
7B	40,000	183,900	3.98	68	$25,500,345	$138.66	$1,359,625	$7.39	5.33%	$22,660,421	89%	($6,616,661)	($165)





1/ Reflects capitalized value at first stablized year. Not intended as a legal representation of value.

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Options 2A and 2B

These two options reflect rental residential units over ground floor retail. In option 2A, the project is only two stories in height, with an FAR of 1:1, with surface parking. Option 2B reflects a three story structure, with tuck under parking in the back. The FAR increases to 2.22:1 under this scenario.

Project development is estimated to cost just over $1.4 million for Option 2A, excluding land acquisition. Costs for Option 2B were estimated at $3.2 million. The indicated residual land value under Option 2A would be $695,000 ($70 per square foot) in a close-in neighborhood, or $126,000 ($13 per square foot) in an outer neighborhood. The residual land value for Option 2B increases to $1.0 million ($101 per square foot) in a close-in neighborhood, while yielding a negative residual land value if developed an outer neighborhood. This is a consistent finding in this analysis, with higher density products yielding negative residual land value in more suburban contexts. This does not reflect that the land has no value, but does indicate that the higher density solution is not viable and does not represent the highest and best solution.

Options 3A and 3B

These two options also reflect rental residential units over ground floor retail. Option 3A includes two stories of residential above ground floor retail and tuck under parking, with an FAR of 2:1. Option 3B increases the FAR to 3.4:1, addition two additional floors of residential development that are stepped back from the mixed-use corridor.

Project development excluding site acquisition is estimated to cost approximately $3.3 million for Option 3A, while Option 3B would cost just under $4.9 million. The indicated residual land value under Option 3A would be $545,000 ($54 per square foot) in a close-in neighborhood, with a negative residual value in an outer neighborhood. The residual land value for Option 3B increases to $733,000 ($73 per square foot) in a close-in neighborhood, while remaining negative in an outer neighborhood.

The analysis indicates that for the close-in neighborhood scenarios, the shift from an FAR of 2:1 to 3.4:1 increased residual land value by $189,000, or $19 per square foot. The shift in FAR had a negative impact in a more suburban context.

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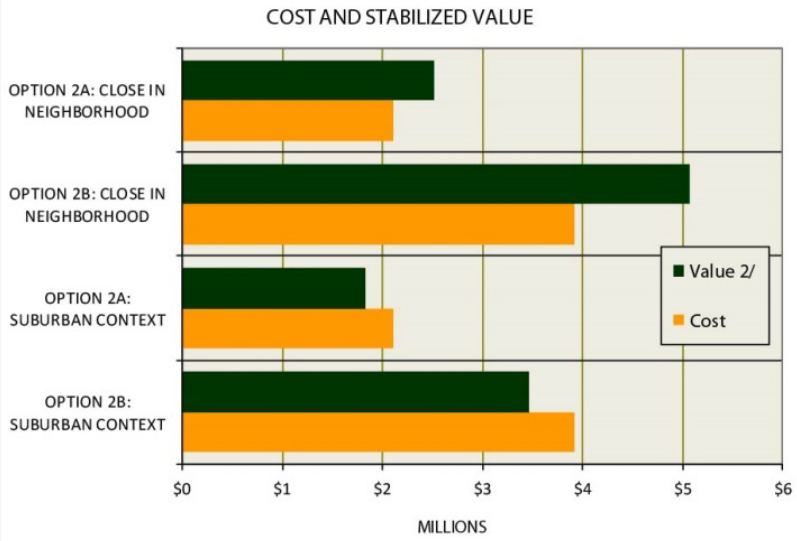
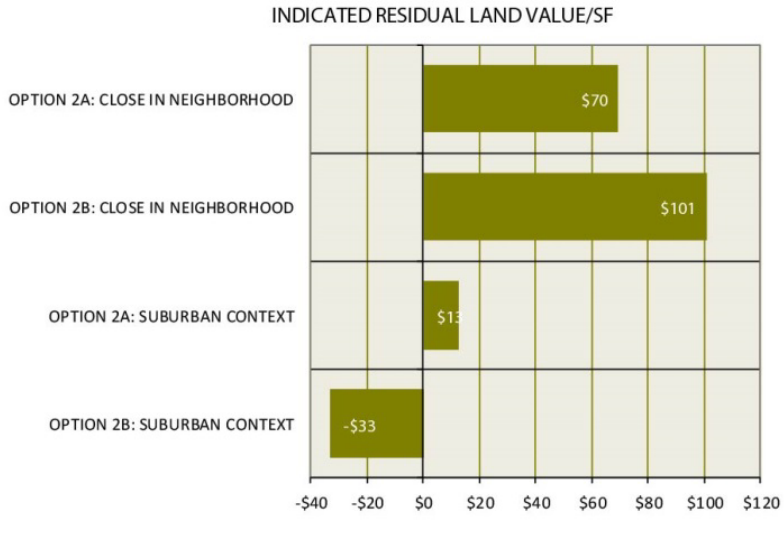
Table 3-6: Financial Summary of Options 2A and 2B

Option	Program Res S.F.	Program Retail S.F.	Program Parking Spaces	Costs Hard & Soft	Stabilized NOI	Return on Cost	Indicated Value 1/	Value/ Cost	Indicated Residual Land Value Total	Indicated Residual Land Value PSF
OPTION 2A: CLOSE IN NEIGHBORHOOD	5,976	2,800	7	$1,401,240	$150,931	7.18%	$2,515,515	120%	$695,022	$70
OPTION 2B: CLOSE IN NEIGHBORHOOD	16,434	2,400	7	$3,214,892	$304,063	7.77%	$5,067,712	129%	$1,008,202	$101
OPTION 2A: SUBURBAN CONTEXT	5,976	2,800	7	$1,401,240	$109,959	5.23%	$1,832,653	87%	$125,971	$13
OPTION 2B: SUBURBAN CONTEXT	16,434	2,400	7	$3,214,892	$207,603	5.30%	$3,460,054	88%	($331,514)	($33)





1/ Reflects capitalized value at first stablized year. Not intended as a legal representation of value.

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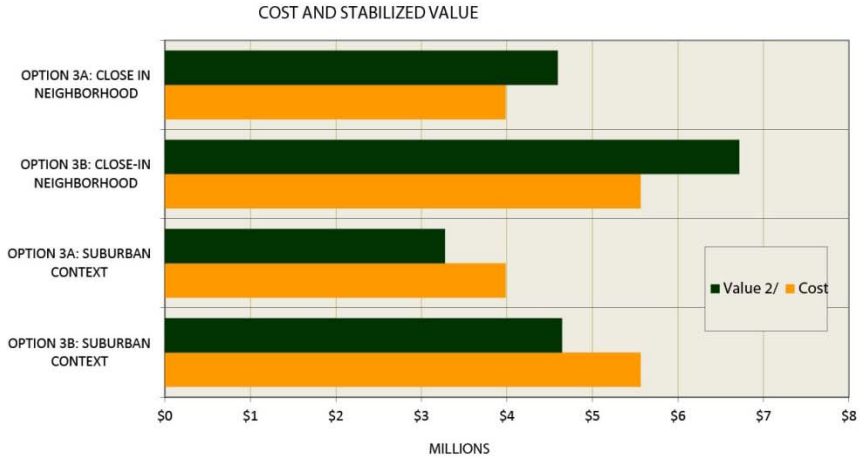
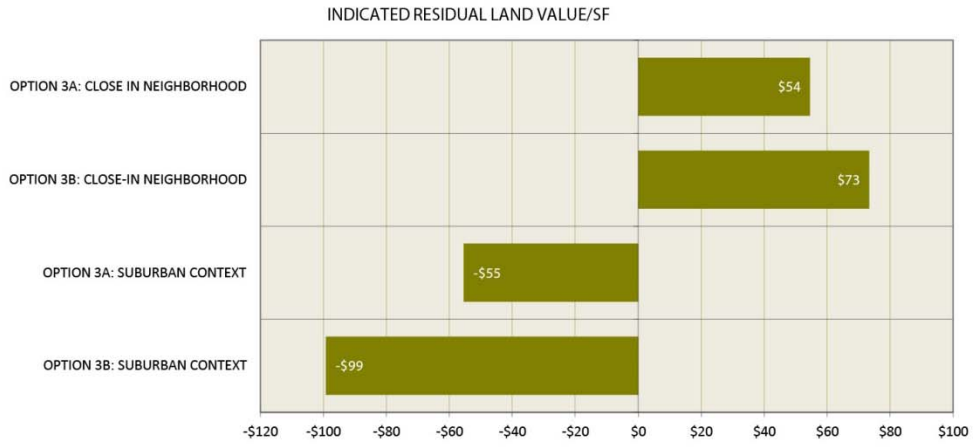
Table 3-7: Financial Summary of Options 3A and 3B

Option	Program Res S.F.	Program Retail S.F.	Program Parking Spaces	Costs Property Acquisition	Costs Hard & Soft	Costs Total Cost	Stabilized NOI	Return on Cost	Indicated Value 1/	Value/ Cost	Calculated Viability Gap Total 2/	Calculated Viability Gap % of Cost	Indicated Residual Land Value Total	Indicated Residual Land Value PSF
OPTION 3A: CLOSE IN NEIGHBORHOOD	13,778	3,400	6	$700,000	$3,285,240	$3,985,240	$275,773	6.92%	$4,596,217	115%	$155,060	3.9%	$544,940	$54
OPTION 3B: CLOSE-IN NEIGHBORHOOD	23,323	2,550	10	$700,000	$4,864,041	$5,564,041	$403,039	7.24%	$6,717,318	121%	($33,723)	-0.6%	$733,723	$73
OPTION 3A: SUBURBAN CONTEXT	13,778	3,400	6	$700,000	$3,285,240	$3,985,240	$196,619	4.93%	$3,276,975	82%	$1,254,427	31.5%	($554,427)	($55)
OPTION 3B: SUBURBAN CONTEXT	23,323	2,550	10	$700,000	$4,864,041	$5,564,041	$278,784	5.01%	$4,646,406	84%	$1,692,036	30.4%	($992,036)	($99)





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Options 6A and 6B

Option 6A is built to a 3:1 FAR, and includes three stories of rental residential units over a ground floor with commercial space and tuck under parking. Option 6B pushed the density up to a 4.39:1 FAR, with five stories of residential over a ground floor podium.

The indicated residual land values under assumed close-in neighborhood pricing is $77 per square foot for Option 6A, increasing to $121 per square foot under option 6B. The shift in indicated residual land value is $447,000. Both development scenarios yielded negative residual land values in a suburban context.

Options 7A and 7B

Option 7 is placed on a 40,000 square foot site, reflecting a full block development. This allowed for scenarios with significantly greater scale than the other scenarios. In Option 7A, the development included four stories of wood frame construction over a concrete podium, yielding a 3:1 FAR and 135,000 gross square feet of building area. Option 7B increased the FAR to 4.5:1 through the addition of an additional floor of residential units.

Project development is estimated to cost over $19.3 million for Option 7A, excluding land acquisition. Costs for Option 7B were estimated at $25.5 million. The indicated residual land value under Option 7A would be $3.2 million ($81 per square foot) in a close-in neighborhood, while Option 7B supports a residual land value of almost $3.7 million ($91 per square foot) in a close-in neighborhood. It is interesting to note that additional FAR above 4.5:1 is very difficult to achieve on a larger site without changing construction types due to the need to keep floor plates appropriate for residential development.

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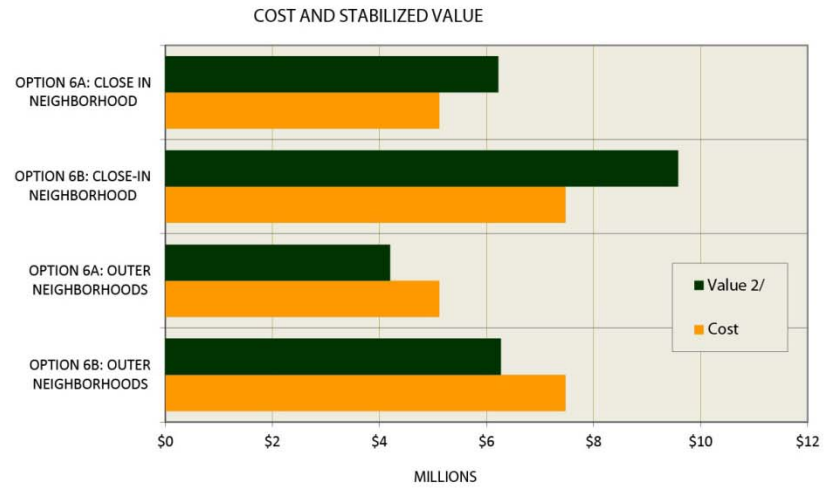
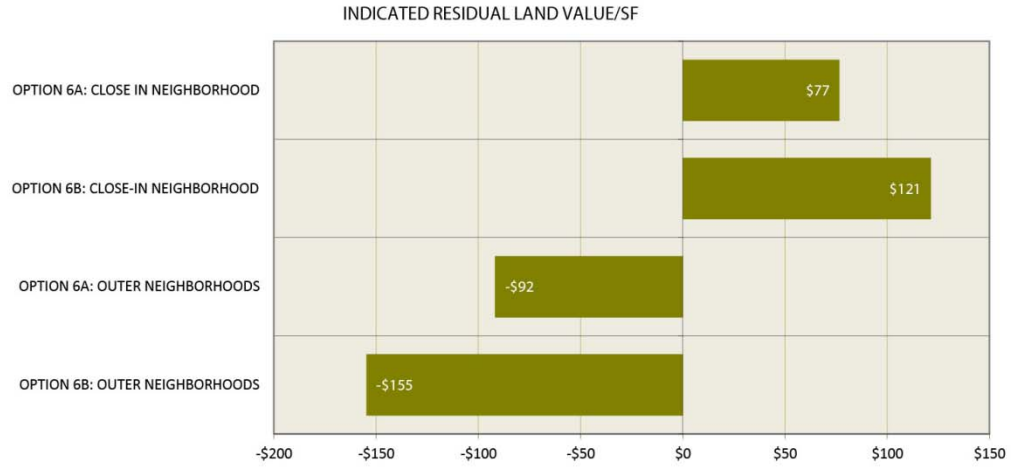
Table 3-8: Financial Summary of Options 6A and 6B

Option	Program			Costs			Stabilized	Return	Indicated	Value/	Calculated Viability Gap		Indicated Residual Land Value	
	Res S.F.	Retail S.F.	Parking Spaces	Property Acquisition	Hard & Soft	Total Cost	NOI	on Cost	Value 1/	Cost	Total 2/	% of Cost	Total	PSF
OPTION 6A: CLOSE IN NEIGHBORHOOD	21,497	2,050	11	$700,000	$4,418,555	$5,118,555	$373,299	7.29%	$6,221,646	122%	($66,150)	-1.3%	$766,150	$77
OPTION 6B: CLOSE-IN NEIGHBORHOOD	35,400	1,300	12	$700,000	$6,773,377	$7,473,377	$575,009	7.69%	$9,583,477	128%	($512,854)	-6.9%	$1,212,854	$121
OPTION 6A: OUTER NEIGHBORHOODS	21,497	2,050	11	$700,000	$4,418,555	$5,118,555	$251,939	4.92%	$4,198,980	82%	$1,619,405	31.6%	($919,405)	($92)
OPTION 6B: OUTER NEIGHBORHOODS	35,400	1,300	12	$700,000	$6,773,377	$7,473,377	$376,232	5.03%	$6,270,526	84%	$2,247,938	30.1%	($1,547,938)	($155)





1/ Reflects capitalized value at first stablized year. Not intended as a legal representation of value.

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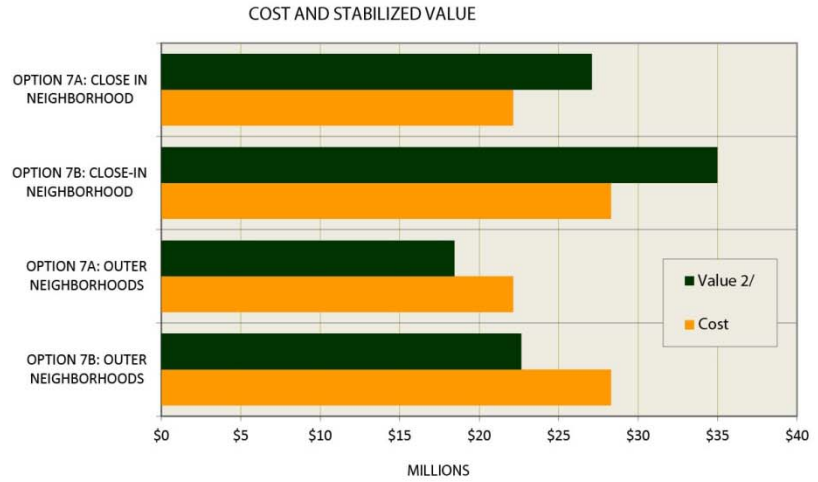
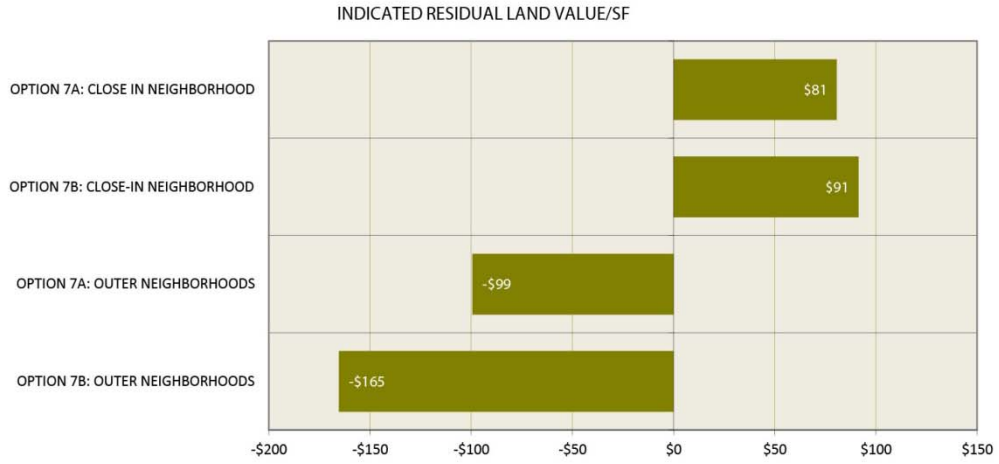
Table 3-9: Financial Summary of Options 7A and 7B

Option	Program Res S.F.	Program Retail S.F.	Program Parking Spaces	Costs Property Acquisition	Costs Hard & Soft	Costs Total Cost	Stabilized NOI	Return on Cost	Indicated Value 1/	Value/ Cost	Calculated Viability Gap Total 2/	Calculated Viability Gap % of Cost	Indicated Residual Land Value Total	Indicated Residual Land Value PSF
OPTION 7A: CLOSE IN NEIGHBORHOOD	89,640	11,800	44	$2,800,000	$19,345,480	$22,145,480	$1,625,192	7.34%	$27,086,538	122%	($426,635)	-1.9%	$3,226,635	$81
OPTION 7B: CLOSE-IN NEIGHBORHOOD	129,978	2,400	68	$2,800,000	$25,500,345	$28,300,345	$2,099,270	7.42%	$34,987,831	124%	($856,181)	-3.0%	$3,656,181	$91
OPTION 7A: OUTER NEIGHBORHOODS	89,640	11,800	44	$2,800,000	$19,345,480	$22,145,480	$1,106,643	5.00%	$18,444,052	83%	$6,775,436	30.6%	($3,975,436)	($99)
OPTION 7B: OUTER NEIGHBORHOODS	129,978	2,400	68	$2,800,000	$25,500,345	$28,300,345	$1,359,625	4.80%	$22,660,421	80%	$9,416,661	33.3%	($6,616,661)	($165)





1/ Reflects capitalized value at first stablized year. Not intended as a legal representation of value.

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FINANCIAL VIABILITY OF DEVELOPMENT WITH PUBLIC BENEFITS

Affordable Housing

The analysis also looked at the economics of meeting affordable housing and other policy targets in residential projects, and the impact on viability. Table 3-10 summarizes the estimated costs of meeting affordable housing requirements. Table 3-11 provides a summary of eight specific scenarios: each of four development prototypes tested at two affordability thresholds: 20% of units at 60% MFI, and 20% of units at 80% MFI. Pro formas for each of the higher-density prototypes tested at affordable housing thresholds are in Appendix B.

In general, the costs associated with meeting affordable housing targets result from a loss of potential income. The financial impact of meeting affordable housing targets is significant in the close-in markets. The degree of impact is a function of how much potential income is lost, and is subsequently greater for projects with units priced for households at 60% of MFI than it is for units priced at 80% of MFI. For outer neighborhoods, the lower achievable market rent makes the net impact significantly lower. As a result, the cost of meeting affordable housing targets is lower in areas that are already relatively affordable.

The residual land value estimates outlined in the table represent a scenario with higher assumed FARs but without any additional offsets such as the MULTE and LIHTC programs described below.

MULTE and LIHTC Programs

The cost of meeting affordable housing targets can also be offset by other existing programs. The Multiple-Unit Limited Tax Exemption (MULTE) program provides a ten-year property tax exemption on structural improvements for multifamily developments that meet program requirements. The MULTE program is allocated on a competitive basis. It is generally not available for projects that provide housing at 80% MFI in outer Portland neighborhoods, where rents on units restricted to 80% MFI would not vary substantially from market rate units. The MULTE program reduces operating costs significantly, and has substantial market value.

Projects may also apply for Low Income Housing Tax Credits (LIHTC), which also have a significant monetized value. The LIHTC program, administered by Oregon Housing and Community Services (OHCS), offers tax credits at both 4% and 9%, with 9% credits being more competitive. Oregon's LIHTC program is only available for projects providing units at 60% MFI or below. There is a high fixed cost associated with the LITHC program, and as a result it is unlikely to be used for small projects.

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Table 3-10: Estimated Cost of Meeting Affordable Housing Requirements

	60% MFI	*80% MFI*
Average Rent/SF:		
Allowed	$1.06	$1.42
Market – Close-In	$2.20	$2.20
Market - Outer	$1.50	$1.50
Loss of Rental Income		
Close-In Neighborhoods	($0.23)	($0.16)
Outer Neighborhoods	($0.09)	($0.02)
Efficiency Ratio	83%	83%
Assumed Cap Rate	6.00%	6.00%
Implied Loss of Value/SF:		
Close-In Neighborhoods	($37.72)	($25.94)
Outer Neighborhoods	($14.48)	($2.70)
MULTE Tax Credit		
Reduction in Operating Costs/SF	$3.96	$3.96
Duration/Years:	10	10
Annual Discount Rate:	6.00%	6.00%
Value PSF:	$27.34	$27.34
LIHTC		
Value of Credits/SF:	$44.75	N/A

Table 3-11: Summary of Development Scenarios – Affordable Housing Targets

Option[1]	Land (SF)	Building (SF)	FAR	Parking Spaces	Construction Costs		Net Operating Income		Return on Cost	Indicated Value[2]	Value/ Cost	Indicated Residual Land Value	
					Total	PSF	Total	PSF				Total	Per SF
2B w/20% @ 60% MFI	10,000	26,500	2.22	7	$3,896,931	$147	$277,345	$10.47	7.12%	$4,622,420	119%	$655,086	$66
2B w/20% @ 80% MFI	10,000	26,500	2.22	7	$3,896,931	$147	$293,635	$11.08	7.54%	$4,893,910	126%	$881,328	$88
3B w/20% @ 60% MFI	10,000	34,500	3.07	10	$5,564,041	$161	$375,358	$10.88	6.75%	$6,255,972	112%	$349,268	$35
3B w/20% @ 80% MFI	10,000	34,500	3.07	10	$5,564,041	$161	$388,240	$11.25	6.98%	$6,470,659	116%	$528,175	$53
6B w/20% @ 60% MFI	10,000	48,550	4.40	12	$7,473,377	$154	$528,426	$10.88	7.07%	$8,807,099	118%	$565,873	$57
6B w/20% @ 80% MFI	10,000	48,550	4.40	12	$7,473,377	$154	$547,977	$11.29	7.33%	$9,132,955	122%	$837,419	$84
7B w/20% @ 60% MFI	40,000	183,900	3.98	66	$28,300,345	$154	$1,928,205	$10.49	6.81%	$32,136,754	114%	$1,280,283	$32
7B w/20% @ 80% MFI	40,000	183,900	3.98	66	$28,300,345	$154	$1,999,992	$10.88	7.07%	$33,333,198	118%	$2,277,320	$57

Notes:

1 All scenarios are tested for site in close-in markets.

2 Reflects capitalized value at first stabilized year. Not intended as a legal representation of value.

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Reduced Commercial Rents

A reduction in allowable commercial lease rates would have an impact on viability similar to affordable housing requirements. The impact would result from the difference between allowable and achievable lease rates, and it would vary based on the details of the code language and how "affordable" is defined. If the allowable lease rate is 80% of what is achievable in the market, the requirement would decrease the value proportionately. If it is set at an established "affordable" rate citywide, then the cost would be highest for strong retail sites and in areas where achievable market lease rates are higher.

This analysis assumes that reduced commercial rents would be offset by an increase in allowable FAR. In close-in markets, the value of additional allowable FAR is projected to exceed the estimated cost associated with reduced commercial rents. While the cost of requiring reduced rents would be lower in outer neighborhoods, the additional FAR has no value. Thus the bonus would not be used. Administration of this type of program would likely be difficult, as achievable market lease rates for retail space are highly variable at a local and site-specific level.

Table 3-12: Estimated Cost of Reduced Commercial Rents

	Close-In	*Outer*
Average Rent/SF:		
Allowed	$16.50	$13.50
Market	$22.00	$18.00
Loss of Rental Income	($5.50)	($4.50)
Assumed Cap Rate	7.50%	7.50%
Implied Loss of Value/SF:	($73.33)	($60.00)
Project Level Reconciliation		
Cost of Requirement/Scenario 2A	($205,333)	($168,000)
Value of Additional FAR/2A	$313,179	$0

Historic Preservation

A historic preservation bonus could be structured to allow the transfer of FAR from nearby historic properties to a development site. The value of this bonus would be based on the value of additional FAR in different locations. A historic preservation bonus would allow a developer to buy additional FAR from proximate property owners. It would have the result of retaining historic structures while maintaining development capacity within the area. By retaining older buildings, it may allow for lower rent levels without a requirement that rents are below market rate.

The value of additional FAR provided through this bonus program would be set by the market. The program would be expected to be effective in markets that place value on additional FAR entitlements. Thus it would be expected to function in close-in neighborhoods but not in outer neighborhoods.

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Appendix A: Glossary of Terms

Capitalization Rate or Cap Rate – The rate of return used to derive the capital value of an income stream. The value of a real estate asset is commonly set on the basis of dividing net operating income (NOI) by a capitalization rate.

Debt Coverage Ratio – Defined as net operating income divided by annual debt service. This measure is often used as underwriting criteria for income property mortgage loans, and limits the amount of debt that can be borrowed. Standard minimum debt coverage ratios would be in the 1.20 to 1.30 range. A debt coverage ratio of 1.20 indicates that in your first year of stabilized occupancy, your net operating income (NOI, gross income less expenses) is equal to 120% of your debt service requirements (principal and interest).

Equity – The interest or value that the owner has in real estate over and above the liens held against it.

Internal Rate of Return (IRR) – The true annual rate of earnings on an investment. Equates the value of cash returns with cash invested, considering the application of compound interest factors.

Modified Internal Rate of Return (MIRR) – Similar to an IRR, the MIRR considers both the cost of the investment and the interest received on reinvestment of cash. This measure of return recognizes that cash flows are reinvested at an alternative rate.

Net Operating Income (NOI) – Income from property after operating expenses have been deducted, but before deducting income taxes and financing expenses.

Residual Value – The realized value of a fixed asset after costs associated with the sale. In this analysis, the residual value represents the capitalized value of the development at the end of the period less sales costs.

Return on Cost (ROC) – Net operating income in the initial year, divided by total project cost. This measure is also commonly referred to as the going-in cap rate.

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Return on Equity or Equity Yield Rate – The rate of return on the equity portion of an investment, taking into account periodic cash flow. In this analysis, the return on equity represents the initial rate of return, and is defined as the net cash flow after interest costs divided by the developer equity.

Return on Sales – Defined as net profit as a percent of net sales. This measure is most commonly used with for-sale development such as condominiums.

Triple-Net Lease – A lease in which the tenant is to pay all operating expenses of the property, the landlord receives a *net* rent. Operating expenses include taxes, utilities, insurance, repairs, janitorial services and license fees.

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Appendix B: Pro Formas

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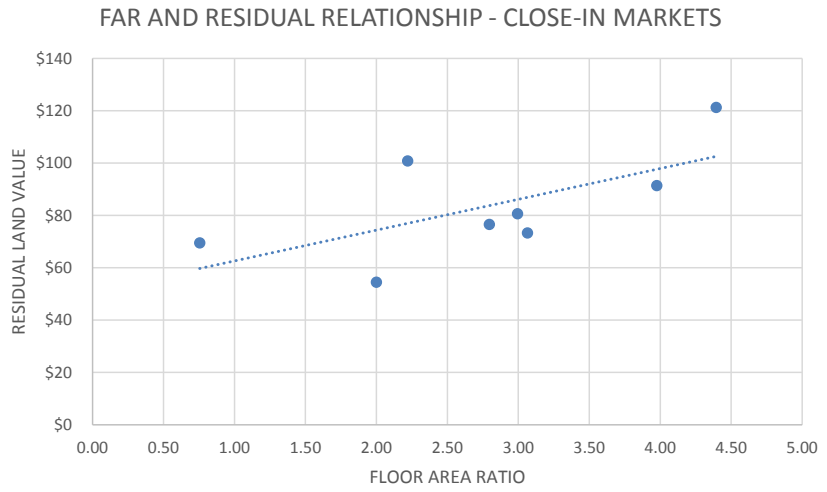
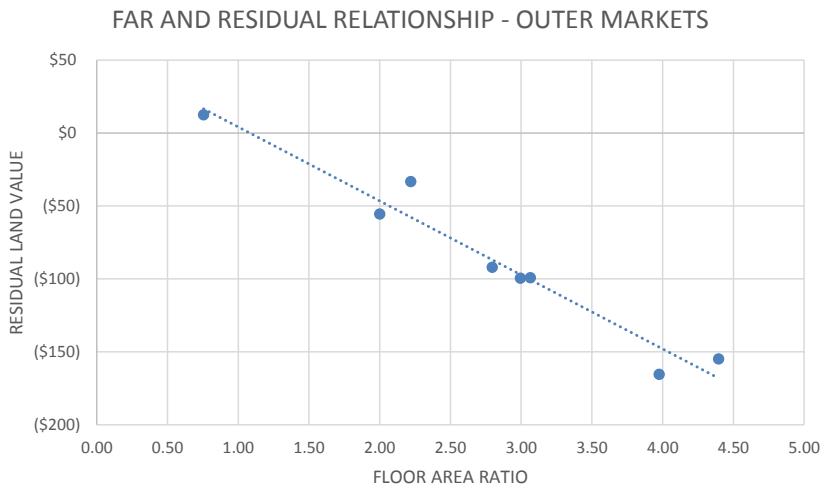
SUMMARY OF DEVELOPMENT SCENARIOS
MIXED USE ZONING PROTOTYPES

Option	Land (SF)	Building (SF)	FAR	Parking Spaces	Construction Costs Total	Construction Costs PSF	Net Operating Income Total	Net Operating Income PSF	Return on Cost	Indicated Value 1/	Value/ Cost	Indicated Residual Land Value Total	Indicated Residual Land Value PSF
CLOSE IN MARKETS													
2A	10,000	10,000	0.76	7	$1,401,240	$140.12	$150,931	$15.09	10.77%	$2,515,515	180%	$695,022	$70
2B	10,000	26,500	2.22	7	$3,214,892	$121.32	$304,063	$11.47	9.46%	$5,067,712	158%	$1,008,202	$101
3A	10,000	22,900	2.00	6	$3,285,240	$143.46	$275,773	$12.04	8.39%	$4,596,217	140%	$544,940	$54
3B	10,000	34,500	3.07	10	$4,864,041	$140.99	$403,039	$11.68	8.29%	$6,717,318	138%	$733,723	$73
6A	10,000	31,550	2.80	11	$4,418,555	$140.05	$373,299	$11.83	8.45%	$6,221,646	141%	$766,150	$77
6B	10,000	48,550	4.40	12	$6,773,377	$139.51	$575,009	$11.84	8.49%	$9,583,477	141%	$1,212,854	$121
7A	40,000	135,000	3.00	44	$19,345,480	$143.30	$1,625,192	$12.04	8.40%	$27,086,538	140%	$3,226,635	$81
7B	40,000	183,900	3.98	68	$25,500,345	$138.66	$2,099,270	$11.42	8.23%	$34,987,831	137%	$3,656,181	$91
OUTER MARKETS													
2A	10,000	10,000	0.76	7	$1,401,240	$140.12	$109,959	$11.00	7.85%	$1,832,653	131%	$125,971	$13
2B	10,000	26,500	2.22	7	$3,214,892	$121.32	$207,603	$7.83	6.46%	$3,460,054	108%	($331,514)	($33)
3A	10,000	22,900	2.00	6	$3,285,240	$143.46	$196,619	$8.59	5.98%	$3,276,975	100%	($554,427)	($55)
3B	10,000	34,500	3.07	10	$4,864,041	$140.99	$278,784	$8.08	5.73%	$4,646,406	96%	($992,036)	($99)
6A	10,000	31,550	2.80	11	$4,418,555	$140.05	$251,939	$7.99	5.70%	$4,198,980	95%	($919,405)	($92)
6B	10,000	48,550	4.40	12	$6,773,377	$139.51	$376,232	$7.75	5.55%	$6,270,526	93%	($1,547,938)	($155)
7A	40,000	135,000	3.00	44	$19,345,480	$143.30	$1,106,643	$8.20	5.72%	$18,444,052	95%	($3,975,436)	($99)
7B	40,000	183,900	3.98	68	$25,500,345	$138.66	$1,359,625	$7.39	5.33%	$22,660,421	89%	($6,616,661)	($165)

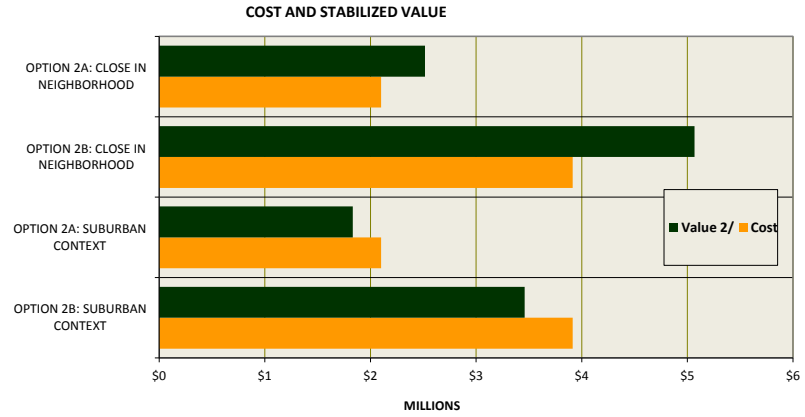


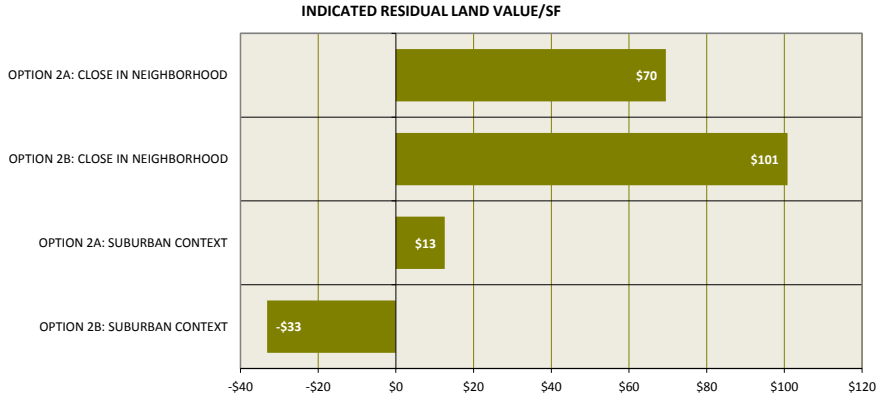


1/ Reflects capitalized value at first stablized year. Not intended as a legal representation of value.

SUMMARY OF DEVELOPMENT SCENARIOS
MIXED USE ZONING PROTOTYPES

Option	Program			Costs			Stabilized	Return	Indicated	Value/	Calculated Viability Gap		Indicated Residual Land Value	
	Res S.F.	Retail S.F.	Parking Spaces	Property Acquisition	Hard & Soft	Total Cost	NOI	on Cost	Value 1/	Cost	Total 2/	% of Cost	Total	PSF
OPTION 2A: CLOSE IN NEIGHBORHOOD	5,976	2,800	7	$700,000	$1,401,240	$2,101,240	$150,931	7.18%	$2,515,515	120%	$4,978	0.2%	$695,022	$70
OPTION 2B: CLOSE IN NEIGHBORHOOD	16,434	2,400	7	$700,000	$3,214,892	$3,914,892	$304,063	7.77%	$5,067,712	129%	($308,202)	-7.9%	$1,008,202	$101
OPTION 2A: SUBURBAN CONTEXT	5,976	2,800	7	$700,000	$1,401,240	$2,101,240	$109,959	5.23%	$1,832,653	87%	$574,029	27.3%	$125,971	$13
OPTION 2B: SUBURBAN CONTEXT	16,434	2,400	7	$700,000	$3,214,892	$3,914,892	$207,603	5.30%	$3,460,054	88%	$1,031,514	26.3%	($331,514)	($33)





1/ Reflects capitalized value at first stablized year. Not intended as a legal representation of value.

OPTION 2A: CLOSE IN NEIGHBORHOOD
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	10,000
FAR (Exluding Parking):	0.76
Building Efficiency:	88%
Saleable and Leasable Area (SF):	8,776

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	2,800	$22.00	$61,600
Live / Work	0	$21.91	$0
Market Rate Apartments	5,976	$21.91	$130,946
Affordable Apartments	0	$12.77	$0
Parking - Surface	2,450	$3.09	$7,560
Operating Expenses		32.0%	($41,903)
Vacancy/Collection		5.0%	($10,005)
TOTAL	11,226	$13.20	**$148,198**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$105		$1,048,000
Soft Costs	$27		$265,840
Contingencies	$9		$87,400
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$210		**$2,101,240**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$2,101,240**
(-) Permanent Loan		($1,638,538)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**22.0%**	**$462,702**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.50%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$150,931	$150,931	
CAP Rate		6.00%	
Supportable Mortgage	**$1,638,538**	**$1,886,636**	**$1,680,992**
Annual Debt Service	**$120,745**	**$139,027**	**$114,534**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$2,515,515
Value/Cost	120%
Return on Cost (ROC)	7.18%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$4,978
Overall Gap as % of Development Cost	0.24%
Indicated Residual Value Per Square Foot	**$70**

OPTION 2B: CLOSE IN NEIGHBORHOOD
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	26,500
FAR (Exluding Parking):	2.22
Building Efficiency:	87%
Saleable and Leasable Area (SF):	23,134

INCOME SUMMARY:

	Total SF/Units	Average Rent/SF	Income
Retail Space	2,400	$22.00	$52,800
Live / Work	0	$21.91	$0
Market Rate Apartments	16,434	$21.91	$360,102
Affordable Apartments	0	$12.77	$0
Parking - Structured	4,300	$4.80	$20,640
Operating Expenses		32.0%	($115,233)
Vacancy/Collection		5.0%	($21,677)
TOTAL	23,134	$12.82	**$296,632**

COST SUMMARY:

	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$92		$2,451,000
Soft Costs	$23		$606,342
Contingencies	$6		$157,550
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$148		**$3,914,892**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$3,914,892**
(-) Permanent Loan		($3,131,914)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**20.0%**	**$782,978**

PERMANENT FINANCING ASSUMPTIONS:

	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.50%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$304,063	$304,063	
CAP Rate		6.00%	
Supportable Mortgage	**$3,300,971**	**$3,800,784**	**$3,131,914**
Annual Debt Service	**$243,250**	**$280,082**	**$213,392**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$5,067,712
Value/Cost	129%
Return on Cost (ROC)	7.77%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	($308,202)
Overall Gap as % of Development Cost	-7.87%
Indicated Residual Value Per Square Foot	**$101**

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OPTION 2A: SUBURBAN CONTEXT
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	10,000
FAR (Exluding Parking):	0.76
Building Efficiency:	88%
Saleable and Leasable Area (SF):	8,776

INCOME SUMMARY:

	Total SF/Units	Average Rent/SF	Income
Retail Space	2,800	$18.00	$50,400
Live / Work	0	$14.94	$0
Market Rate Apartments	5,976	$14.94	$89,281
Affordable Apartments	0	$12.77	$0
Parking - Surface	2,450	$1.71	$4,200
Operating Expenses		32.0%	($28,570)
Vacancy/Collection		5.0%	($7,194)
TOTAL	11,226	$9.63	**$108,117**

COST SUMMARY:

	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$105		$1,048,000
Soft Costs	$27		$265,840
Contingencies	$9		$87,400
Sale of Tax Credits	$0	3.22%	$ -
TOTAL / NET	$210		**$2,101,240**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$2,101,240**
(-) Permanent Loan		($1,193,741)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**43.2%**	**$907,499**

PERMANENT FINANCING ASSUMPTIONS:

	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	**5.5%**
Term (Years)	25	25	**30**
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$109,959	$109,959	
CAP Rate		6.00%	
Supportable Mortgage	**$1,193,741**	**$1,374,490**	**$1,680,992**
Annual Debt Service	**$87,967**	**$101,287**	**$114,534**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$1,832,653
Value/Cost	87%
Return on Cost (ROC)	5.23%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.2%
Calculated Gap-Income Components	$574,029
Overall Gap as % of Development Cost	27.3%
Indicated Residual Value Per Square Foot	**$13**

OPTION 2B: SUBURBAN CONTEXT
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	26,500
FAR (Exluding Parking):	2.22
Building Efficiency:	87%
Saleable and Leasable Area (SF):	23,134

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	2,400	$18.00	$43,200
Live / Work	0	$14.94	$0
Market Rate Apartments	16,434	$14.94	$245,524
Affordable Apartments	0	$12.77	$0
Parking - Podium	4,300	$1.71	$7,371
Operating Expenses		32.0%	($78,568)
Vacancy/Collection		5.0%	($14,805)
TOTAL	23,134	$8.76	**$202,723**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$92		$2,451,000
Soft Costs	$23		$606,342
Contingencies	$6		$157,550
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$148		**$3,914,892**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$3,914,892**
(-) Permanent Loan		($2,253,786)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**42.4%**	**$1,661,106**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$207,603	$207,603	
CAP Rate		6.00%	
Supportable Mortgage	**$2,253,786**	**$2,595,041**	**$3,131,914**
Annual Debt Service	**$166,083**	**$191,230**	**$213,392**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$3,460,054
Value/Cost	88%
Return on Cost (ROC)	5.30%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$1,031,514
Overall Gap as % of Development Cost	26.35%
Indicated Residual Value Per Square Foot	**-$33**

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OPTION 2B: 20% OF UNITS AT 60% MFI
CLOSE IN NEIGHBORHOOD

April 9, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	26,500
FAR (Exluding Parking):	2.22
Building Efficiency:	71%
Saleable and Leasable Area (SF):	18,834

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	2,400	$22.00	$52,800
Live / Work	0	$21.91	$0
Market Rate Apartments	13,147	$21.91	$288,081
Affordable Apartments	3,287	$12.77	$41,962
Parking - Surface	4,300	$3.09	$13,269
Operating Expenses		32.0%	($105,614)
Vacancy/Collection		5.0%	($19,806)
TOTAL	23,134	$11.70	**$270,693**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$92		$2,451,000
Soft Costs	$22		$588,381
Contingencies	$6		$157,550
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$147		**$3,896,931**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$3,896,931**
(-) Permanent Loan		($3,010,920)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**22.7%**	**$886,011**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.50%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$277,345	$277,345	
CAP Rate		6.00%	
Supportable Mortgage	**$3,010,920**	**$3,466,815**	**$3,117,545**
Annual Debt Service	**$221,876**	**$255,471**	**$212,413**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$4,622,420
Value/Cost	119%
Return on Cost (ROC)	7.12%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$44,914
Overall Gap as % of Development Cost	1.15%
Indicated Residual Value Per Square Foot	**$66**

OPTION 2B: 20% OF UNITS AT 80% MFI
CLOSE IN NEIGHBORHOOD

April 9, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	26,500
FAR (Exluding Parking):	2.22
Building Efficiency:	87%
Saleable and Leasable Area (SF):	23,134

INCOME SUMMARY:

	Total SF/Units	Average Rent/SF	Income
Retail Space	2,400	$22.00	$52,800
Live / Work	0	$21.91	$0
Market Rate Apartments	13,147	$21.91	$288,081
Affordable Apartments	3,287	$17.02	$55,950
Parking - Structured	4,300	$4.80	$20,640
Operating Expenses		32.0%	($110,090)
Vacancy/Collection		5.0%	($20,874)
TOTAL	23,134	$12.38	**$286,508**

COST SUMMARY:

	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$92		$2,451,000
Soft Costs	$22		$588,381
Contingencies	$6		$157,550
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$147		**$3,896,931**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$3,896,931**
(-) Permanent Loan		($3,117,545)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**20.0%**	**$779,386**

PERMANENT FINANCING ASSUMPTIONS:

	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.50%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$293,635	$293,635	
CAP Rate		6.00%	
Supportable Mortgage	**$3,187,761**	**$3,670,433**	**$3,117,545**
Annual Debt Service	**$234,908**	**$270,476**	**$212,413**

MEASURES OF RETURN:

Indicated Value @ Stablization	$4,893,910
Value/Cost	126%
Return on Cost (ROC)	7.54%

ESTIMATION OF VIABILITY GAP

Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	($181,328)
Overall Gap as % of Development Cost	-4.65%
Indicated Residual Value Per Square Foot	**$88**

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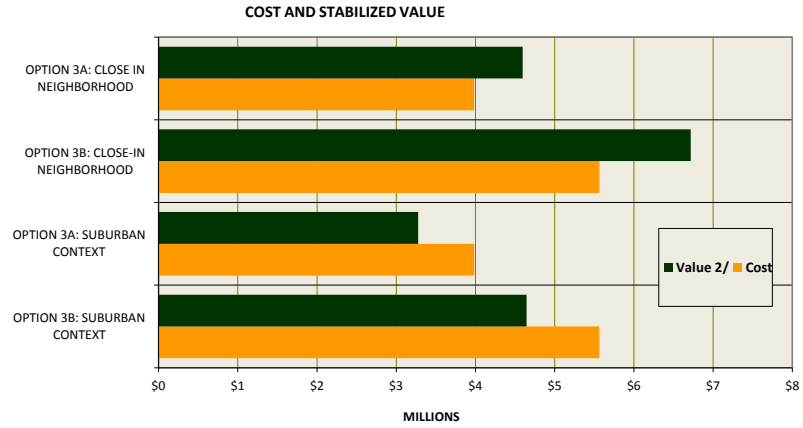
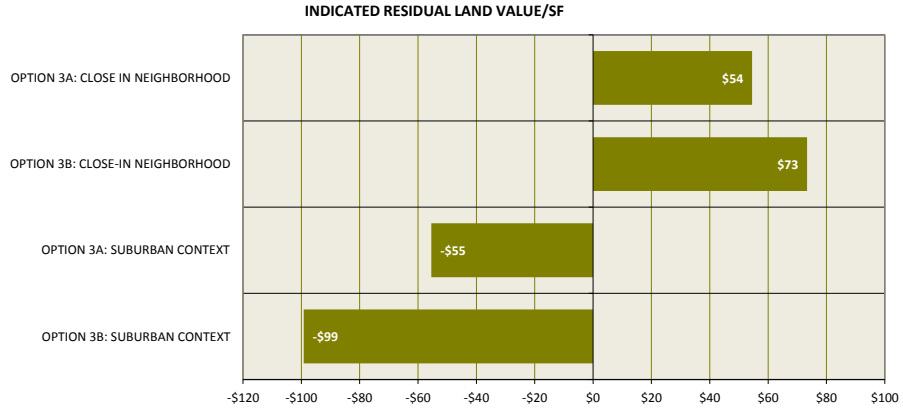
SUMMARY OF DEVELOPMENT SCENARIOS
MIXED USE ZONING PROTOTYPES

Option	Program			Costs			Stabilized	Return	Indicated	Value/	Calculated Viability Gap		Indicated Residual Land Value	
	Res S.F.	Retail S.F.	Parking Spaces	Property Acquisition	Hard & Soft	Total Cost	NOI	on Cost	Value 1/	Cost	Total 2/	% of Cost	Total	PSF
OPTION 3A: CLOSE IN NEIGHBORHOOD	13,778	3,400	6	$700,000	$3,285,240	$3,985,240	$275,773	6.92%	$4,596,217	115%	$155,060	3.9%	$544,940	$54
OPTION 3B: CLOSE-IN NEIGHBORHOOD	23,323	2,550	10	$700,000	$4,864,041	$5,564,041	$403,039	7.24%	$6,717,318	121%	($33,723)	-0.6%	$733,723	$73
OPTION 3A: SUBURBAN CONTEXT	13,778	3,400	6	$700,000	$3,285,240	$3,985,240	$196,619	4.93%	$3,276,975	82%	$1,254,427	31.5%	($554,427)	($55)
OPTION 3B: SUBURBAN CONTEXT	23,323	2,550	10	$700,000	$4,864,041	$5,564,041	$278,784	5.01%	$4,646,406	84%	$1,692,036	30.4%	($992,036)	($99)





1/ Reflects capitalized value at first stablized year. Not intended as a legal representation of value.

OPTION 3A: CLOSE IN NEIGHBORHOOD
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	22,900
FAR (Exluding Parking):	2.00
Building Efficiency:	88%
Saleable and Leasable Area (SF):	20,078

INCOME SUMMARY:

	Total SF/Units	Average Rent/SF	Income
Retail Space	3,400	$22.00	$74,800
Live / Work	0	$21.91	$0
Market Rate Apartments	13,778	$21.91	$301,904
Affordable Apartments	0	$12.77	$0
Parking - Structure	2,900	$3.09	$8,949
Operating Expenses		32.0%	($96,609)
Vacancy/Collection		5.0%	($19,283)
TOTAL	20,078	$13.44	**$269,760**

COST SUMMARY:

	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$109		$2,493,000
Soft Costs	$28		$632,590
Contingencies	$16		$159,650
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$174		**$3,985,240**

EQUITY ASSUMPTIONS:		
Total Development Cost		$3,985,240
(-) Permanent Loan		($2,993,851)
Tax Credit Percentage		3.22%
Tax Credit Discount Factor		80.00%
(-) Net Value of Tax Credits		$0
Net Permanent Loan Equity Required	**24.9%**	**$991,389**

PERMANENT FINANCING ASSUMPTIONS:

	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$275,773	$275,773	
CAP Rate		6.00%	
Supportable Mortgage	**$2,993,851**	**$3,447,162**	**$3,188,192**
Annual Debt Service	**$220,618**	**$254,023**	**$217,226**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$4,596,217
Value/Cost	115%
Return on Cost (ROC)	6.92%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$155,060
Overall Gap as % of Development Cost	3.89%
Indicated Residual Value Per Square Foot	**$54**

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OPTION 3B: CLOSE-IN NEIGHBORHOOD
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	34,500
FAR (Exluding Parking):	3.07
Building Efficiency:	86%
Saleable and Leasable Area (SF):	29,723

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	2,550	$22.00	$56,100
Live / Work	0	$21.91	$0
Market Rate Apartments	23,323	$21.91	$511,054
Affordable Apartments	0	$12.77	$0
Parking - Structured	3,850	$4.80	$18,480
Operating Expenses		32.0%	($163,537)
Vacancy/Collection		5.0%	($29,282)
TOTAL	29,723	$13.22	**$392,815**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$107		$3,691,750
Soft Costs	$28		$952,704
Contingencies	$22		$219,588
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$161		**$5,564,041**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$5,564,041**
(-) Permanent Loan		($4,375,479)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**21.4%**	**$1,188,562**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$403,039	$403,039	
CAP Rate		6.00%	
Supportable Mortgage	**$4,375,479**	**$5,037,988**	**$4,451,233**
Annual Debt Service	**$322,431**	**$371,252**	**$303,283**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$6,717,318
Value/Cost	121%
Return on Cost (ROC)	7.24%

ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	($33,723)
Overall Gap as % of Development Cost	-0.61%

OPTION 3A: SUBURBAN CONTEXT
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	22,900
FAR (Exluding Parking):	2.00
Building Efficiency:	88%
Saleable and Leasable Area (SF):	20,078

INCOME SUMMARY:

	Total SF/Units	Average Rent/SF	Income
Retail Space	3,400	$18.00	$61,200
Live / Work	0	$14.94	$0
Market Rate Apartments	13,778	$14.94	$205,843
Affordable Apartments	0	$12.77	$0
Parking	2,900	$1.71	$4,971
Operating Expenses		32.0%	($65,870)
Vacancy/Collection		5.0%	($13,601)
TOTAL	20,078	$9.59	**$192,544**

COST SUMMARY:

	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$109		$2,493,000
Soft Costs	$28		$632,590
Contingencies	$16		$159,650
Sale of Tax Credits	$0	3.22%	$ -
TOTAL / NET	$174		**$3,985,240**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$3,985,240**
(-) Permanent Loan		($2,134,533)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**46.4%**	**$1,850,707**

PERMANENT FINANCING ASSUMPTIONS:

	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$196,619	$196,619	
CAP Rate		6.00%	
Supportable Mortgage	**$2,134,533**	**$2,457,731**	**$3,188,192**
Annual Debt Service	**$157,295**	**$181,111**	**$217,226**

MEASURES OF RETURN:

Indicated Value @ Stablization	$3,276,975
Value/Cost	82%
Return on Cost (ROC)	4.93%

ESTIMATION OF VIABILITY GAP

Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$1,254,427
Overall Gap as % of Development Cost	31.48%
Indicated Residual Value Per Square Foot	**-$55**

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OPTION 3B: SUBURBAN CONTEXT
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	34,500
FAR (Exluding Parking):	3.07
Building Efficiency:	86%
Saleable and Leasable Area (SF):	29,723

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	2,550	$18.00	$45,900
Live / Work	0	$14.94	$0
Market Rate Apartments	23,323	$14.94	$348,446
Affordable Apartments	0	$12.77	$0
Parking - Podium	3,850	$2.40	$9,240
Operating Expenses		32.0%	($111,503)
Vacancy/Collection		5.0%	($20,179)
TOTAL	29,723	$9.15	**$271,904**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$107		$3,691,750
Soft Costs	$28		$952,704
Contingencies	$22		$219,588
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$161		**$5,564,041**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$5,564,041**
(-) Permanent Loan		($3,026,543)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**45.6%**	**$2,537,498**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$278,784	$278,784	
CAP Rate		6.00%	
Supportable Mortgage	**$3,026,543**	**$3,484,805**	**$4,451,233**
Annual Debt Service	**$223,027**	**$256,797**	**$303,283**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$4,646,406
Value/Cost	84%
Return on Cost (ROC)	5.01%

ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$1,692,036
Overall Gap as % of Development Cost	30.41%
Indicated Residual Value Per Square Foot	**-$99**

OPTION 3A: 20% OF UNITS AT 60% MFI
CLOSE IN NEIGHBORHOOD

April 9, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	34,500
FAR (Exluding Parking):	3.07
Building Efficiency:	75%
Saleable and Leasable Area (SF):	25,873

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	2,550	$22.00	$56,100
Live / Work	0	$21.91	$0
Market Rate Apartments	18,658	$21.91	$408,843
Affordable Apartments	4,665	$12.77	$59,553
Parking - Surface	3,850	$4.80	$18,480
Operating Expenses		32.0%	($149,887)
Vacancy/Collection		5.0%	($27,149)
TOTAL	29,723	$12.31	**$365,940**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$107		$3,691,750
Soft Costs	$28		$952,704
Contingencies	$6		$219,588
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$161		**$5,564,041**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$5,564,041**
(-) Permanent Loan		($4,074,971)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**26.8%**	**$1,489,070**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.50%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$375,358	$375,358	
CAP Rate		6.00%	
Supportable Mortgage	**$4,074,971**	**$4,691,979**	**$4,451,233**
Annual Debt Service	**$300,287**	**$345,754**	**$303,283**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$6,255,972
Value/Cost	112%
Return on Cost (ROC)	6.75%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$350,732
Overall Gap as % of Development Cost	6.30%
Indicated Residual Value Per Square Foot	**$35**

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OPTION 3B: 20% OF UNITS AT 80% MFI
CLOSE IN NEIGHBORHOOD

April 9, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	34,500
FAR (Exluding Parking):	3.07
Building Efficiency:	86%
Saleable and Leasable Area (SF):	29,723

INCOME SUMMARY:

	Total SF/Units	Average Rent/SF	Income
Retail Space	2,550	$22.00	$56,100
Live / Work	0	$21.91	$0
Market Rate Apartments	18,658	$21.91	$408,843
Affordable Apartments	4,665	$17.02	$79,404
Parking - Structured	3,850	$4.80	$18,480
Operating Expenses		32.0%	($156,239)
Vacancy/Collection		5.0%	($28,141)
TOTAL	29,723	$12.73	**$378,446**

COST SUMMARY:

	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$107		$3,691,750
Soft Costs	$28		$952,704
Contingencies	$6		$219,588
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$161		**$5,564,041**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$5,564,041**
(-) Permanent Loan		($4,214,813)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**24.2%**	**$1,349,229**

PERMANENT FINANCING ASSUMPTIONS:

	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.50%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$388,240	$388,240	
CAP Rate		6.00%	
Supportable Mortgage	**$4,214,813**	**$4,852,994**	**$4,451,233**
Annual Debt Service	**$310,592**	**$357,620**	**$303,283**

MEASURES OF RETURN:

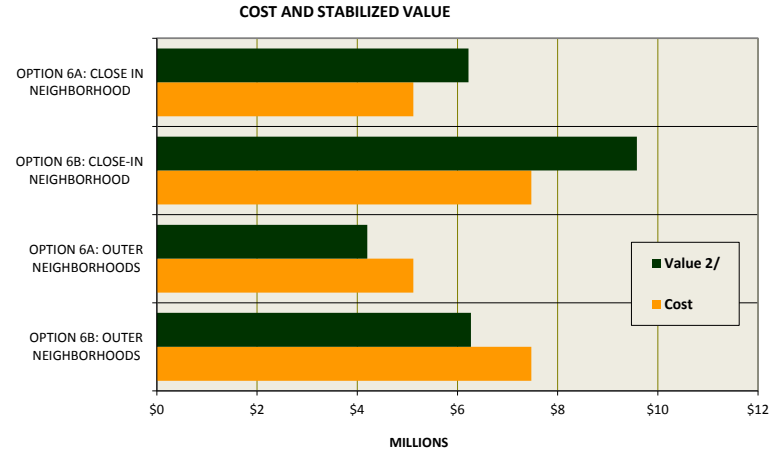
Indicated Value @ Stablization	$6,470,659
Value/Cost	116%
Return on Cost (ROC)	6.98%

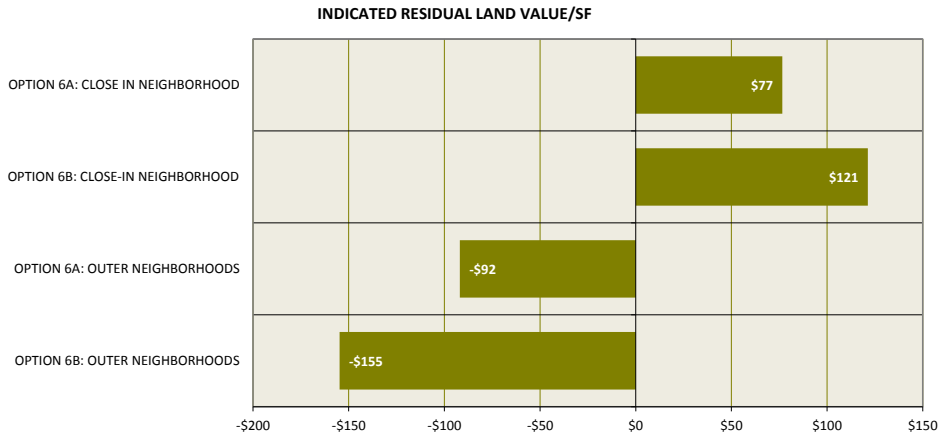
ESTIMATION OF VIABILITY GAP

Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$171,825
Overall Gap as % of Development Cost	3.09%
Indicated Residual Value Per Square Foot	**$53**

SUMMARY OF DEVELOPMENT SCENARIOS
MIXED USE ZONING PROTOTYPES

Option	Program			Costs			Stabilized	Return	Indicated	Value/	Calculated Viability Gap		Indicated Residual Land Value	
	Res S.F.	Retail S.F.	Parking Spaces	Property Acquisition	Hard & Soft	Total Cost	NOI	on Cost	Value 1/	Cost	Total 2/	% of Cost	Total	PSF
OPTION 6A: CLOSE IN NEIGHBORHOOD	21,497	2,050	11	$700,000	$4,418,555	$5,118,555	$373,299	7.29%	$6,221,646	122%	($66,150)	-1.3%	$766,150	$77
OPTION 6B: CLOSE-IN NEIGHBORHOOD	35,400	1,300	12	$700,000	$6,773,377	$7,473,377	$575,009	7.69%	$9,583,477	128%	($512,854)	-6.9%	$1,212,854	$121
OPTION 6A: OUTER NEIGHBORHOODS	21,497	2,050	11	$700,000	$4,418,555	$5,118,555	$251,939	4.92%	$4,198,980	82%	$1,619,405	31.6%	($919,405)	($92)
OPTION 6B: OUTER NEIGHBORHOODS	35,400	1,300	12	$700,000	$6,773,377	$7,473,377	$376,232	5.03%	$6,270,526	84%	$2,247,938	30.1%	($1,547,938)	($155)





1/ Reflects capitalized value at first stablized year. Not intended as a legal representation of value.

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OPTION 6A: CLOSE IN NEIGHBORHOOD
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	31,550
FAR (Exluding Parking):	2.80
Building Efficiency:	86%
Saleable and Leasable Area (SF):	27,147

INCOME SUMMARY:

	Total SF/Units	Average Rent/SF	Income
Retail Space	2,050	$22.00	$45,100
Live / Work	0	$22.91	$0
Market Rate Apartments	21,497	$22.91	$492,453
Affordable Apartments	0	$12.77	$0
Parking - Structure	3,600	$3.09	$11,109
Operating Expenses		32.0%	($157,585)
Vacancy/Collection		5.0%	($27,433)
TOTAL	27,147	$13.40	**$363,644**

COST SUMMARY:

	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$107		$3,362,250
Soft Costs	$27		$853,193
Contingencies	$20		$203,113
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$162		**$5,118,555**

EQUITY ASSUMPTIONS:		
Total Development Cost		$5,118,555
(-) Permanent Loan		($4,052,612)
Tax Credit Percentage		3.22%
Tax Credit Discount Factor		80.00%
(-) Net Value of Tax Credits		$0
Net Permanent Loan Equity Required	**20.8%**	**$1,065,943**

PERMANENT FINANCING ASSUMPTIONS:

	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$373,299	$373,299	
CAP Rate		6.00%	
Supportable Mortgage	**$4,052,612**	**$4,666,235**	**$4,094,844**
Annual Debt Service	**$298,639**	**$343,857**	**$279,001**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$6,221,646
Value/Cost	122%
Return on Cost (ROC)	7.29%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	($66,150)
Overall Gap as % of Development Cost	-1.29%
Indicated Residual Value Per Square Foot	**$77**

OPTION 6B: CLOSE-IN NEIGHBORHOOD
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	48,550
FAR (Exluding Parking):	4.40
Building Efficiency:	85%
Saleable and Leasable Area (SF):	41,300

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	1,300	$22.00	$28,600
Live / Work	0	$22.91	$0
Market Rate Apartments	35,400	$22.91	$810,932
Affordable Apartments	0	$12.77	$0
Parking - Structured	4,600	$4.80	$22,080
Operating Expenses		32.0%	($259,498)
Vacancy/Collection		5.0%	($43,081)
TOTAL	41,300	$13.54	**$559,033**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$106		$5,156,000
Soft Costs	$27		$1,324,577
Contingencies	$29		$292,800
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$154		**$7,473,377**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$7,473,377**
(-) Permanent Loan		($5,978,701)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**20.0%**	**$1,494,675**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$575,009	$575,009	
CAP Rate		6.00%	
Supportable Mortgage	**$6,242,418**	**$7,187,608**	**$5,978,701**
Annual Debt Service	**$460,007**	**$529,658**	**$407,357**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$9,583,477
Value/Cost	128%
Return on Cost (ROC)	7.69%

ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	($512,854)
Overall Gap as % of Development Cost	-6.86%

OPTION 6A: OUTER NEIGHBORHOODS
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	31,550
FAR (Exluding Parking):	2.80
Building Efficiency:	86%
Saleable and Leasable Area (SF):	27,147

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	2,050	$18.00	$36,900
Live / Work	0	$14.94	$0
Market Rate Apartments	21,497	$14.94	$321,165
Affordable Apartments	0	$12.77	$0
Parking	3,600	$2.40	$8,640
Operating Expenses		32.0%	($102,773)
Vacancy/Collection		5.0%	($18,335)
TOTAL	27,147	$9.05	**$245,597**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$107		$3,362,250
Soft Costs	$27		$853,193
Contingencies	$20		$203,113
Sale of Tax Credits	$0	3.22%	$ -
TOTAL / NET	$162		**$5,118,555**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$5,118,555**
(-) Permanent Loan		($2,735,102)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**46.6%**	**$2,383,453**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$251,939	$251,939	
CAP Rate		6.00%	
Supportable Mortgage	**$2,735,102**	**$3,149,235**	**$4,094,844**
Annual Debt Service	**$201,551**	**$232,069**	**$279,001**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$4,198,980
Value/Cost	82%
Return on Cost (ROC)	4.92%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$1,619,405
Overall Gap as % of Development Cost	31.64%
Indicated Residual Value Per Square Foot	**-$92**

OPTION 6B: OUTER NEIGHBORHOODS
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	48,550
FAR (Exluding Parking):	4.40
Building Efficiency:	85%
Saleable and Leasable Area (SF):	41,300

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	1,300	$18.00	$23,400
Live / Work	0	$14.94	$0
Market Rate Apartments	35,400	$14.94	$528,869
Affordable Apartments	0	$12.77	$0
Parking - Podium	4,600	$2.40	$11,040
Operating Expenses		32.0%	($169,238)
Vacancy/Collection		5.0%	($28,165)
TOTAL	41,300	$8.86	**$365,905**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$106		$5,156,000
Soft Costs	$27		$1,324,577
Contingencies	$29		$292,800
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$154		**$7,473,377**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$7,473,377**
(-) Permanent Loan		($4,084,451)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**45.3%**	**$3,388,925**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$376,232	$376,232	
CAP Rate		6.00%	
Supportable Mortgage	**$4,084,451**	**$4,702,895**	**$5,978,701**
Annual Debt Service	**$300,985**	**$346,559**	**$407,357**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$6,270,526
Value/Cost	84%
Return on Cost (ROC)	5.03%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$2,247,938
Overall Gap as % of Development Cost	30.08%
Indicated Residual Value Per Square Foot	**-$155**

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OPTION 6A: 20% OF UNITS AT60% MFI
CLOSE IN NEIGHBORHOOD

April 9, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	48,550
FAR (Exluding Parking):	4.40
Building Efficiency:	76%
Saleable and Leasable Area (SF):	36,700

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	1,300	$22.00	$28,600
Live / Work	0	$22.91	$0
Market Rate Apartments	28,320	$22.91	$648,755
Affordable Apartments	7,080	$12.77	$90,390
Parking - Surface	4,600	$4.80	$22,080
Operating Expenses	0	32.0%	($236,526)
Vacancy/Collection		5.0%	($39,491)
TOTAL	41,300	$12.44	**$513,807**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$106		$5,156,000
Soft Costs	$27		$1,324,577
Contingencies	$6		$292,800
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$154		**$7,473,377**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$7,473,377**
(-) Permanent Loan		($5,736,706)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**23.2%**	**$1,736,670**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.50%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$528,426	$528,426	
CAP Rate		6.00%	
Supportable Mortgage	**$5,736,706**	**$6,605,324**	**$5,978,701**
Annual Debt Service	**$422,741**	**$486,750**	**$407,357**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$8,807,099
Value/Cost	118%
Return on Cost (ROC)	7.07%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$134,127
Overall Gap as % of Development Cost	1.79%
Indicated Residual Value Per Square Foot	**$57**

OPTION 6B: 20% OF UNITS AT 80% MFI
CLOSE IN NEIGHBORHOOD

April 9, 2015

AREA SUMMARY:	
Site Size (SF):	10,000
Building Size (SF):	48,550
FAR (Exluding Parking):	4.40
Building Efficiency:	85%
Saleable and Leasable Area (SF):	41,300

INCOME SUMMARY:

	Total SF/Units	Average Rent/SF	Income
Retail Space	1,300	$22.00	$28,600
Live / Work	0	$22.91	$0
Market Rate Apartments	28,320	$22.91	$648,755
Affordable Apartments	7,080	$17.02	$120,520
Parking - Structured	4,600	$4.80	$22,080
Operating Expenses		32.0%	($246,168)
Vacancy/Collection		5.0%	($40,998)
TOTAL	41,300	$12.90	**$532,789**

COST SUMMARY:

	Per SF		Total
Property Acquisition	$70		$700,000
Direct Construction Cost	$106		$5,156,000
Soft Costs	$27		$1,324,577
Contingencies	$6		$292,800
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$154		**$7,473,377**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$7,473,377**
(-) Permanent Loan		($5,948,960)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**20.4%**	**$1,524,416**

PERMANENT FINANCING ASSUMPTIONS:

	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.50%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$547,977	$547,977	
CAP Rate		6.00%	
Supportable Mortgage	**$5,948,960**	**$6,849,717**	**$5,978,701**
Annual Debt Service	**$438,382**	**$504,759**	**$407,357**

MEASURES OF RETURN:

Indicated Value @ Stablization	$9,132,955
Value/Cost	122%
Return on Cost (ROC)	7.33%

ESTIMATION OF VIABILITY GAP

Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	($137,419)
Overall Gap as % of Development Cost	-1.84%
Indicated Residual Value Per Square Foot	**$84**

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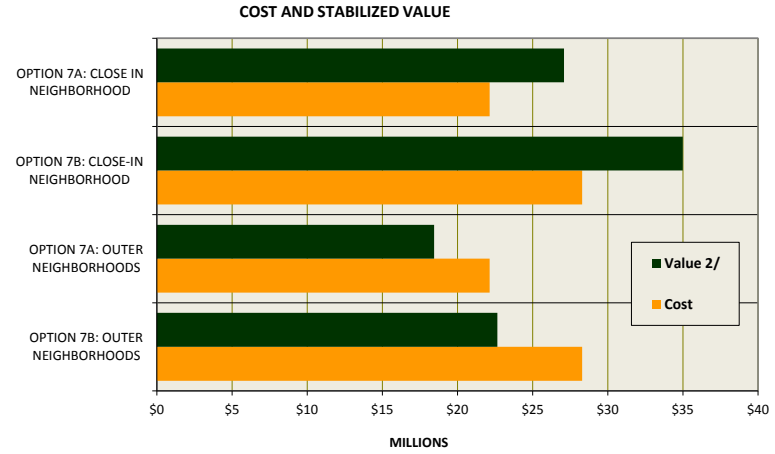
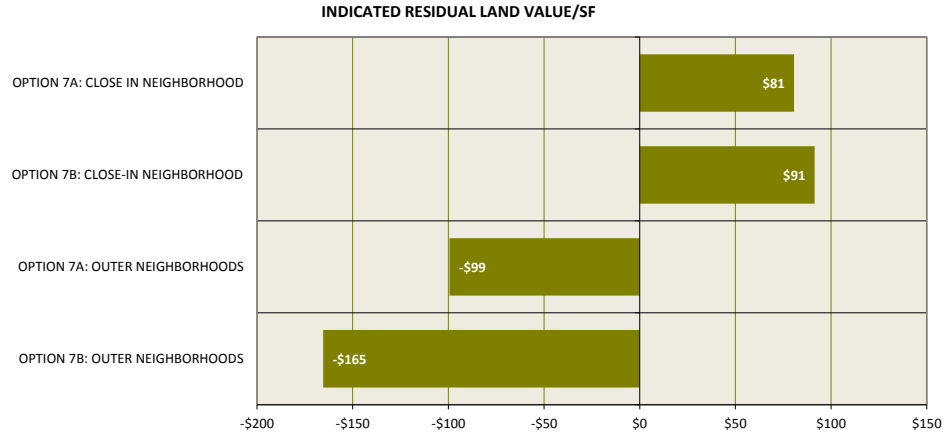
SUMMARY OF DEVELOPMENT SCENARIOS
MIXED USE ZONING PROTOTYPES

Option	Program			Costs			Stabilized	Return	Indicated	Value/	Calculated Viability Gap		Indicated Residual Land Value	
	Res S.F.	Retail S.F.	Parking Spaces	Property Acquisition	Hard & Soft	Total Cost	NOI	on Cost	Value 1/	Cost	Total 2/	% of Cost	Total	PSF
OPTION 7A: CLOSE IN NEIGHBORHOOD	89,640	11,800	44	$2,800,000	$19,345,480	$22,145,480	$1,625,192	7.34%	$27,086,538	122%	($426,635)	-1.9%	$3,226,635	$81
OPTION 7B: CLOSE-IN NEIGHBORHOOD	129,978	2,400	68	$2,800,000	$25,500,345	$28,300,345	$2,099,270	7.42%	$34,987,831	124%	($856,181)	-3.0%	$3,656,181	$91
OPTION 7A: OUTER NEIGHBORHOODS	89,640	11,800	44	$2,800,000	$19,345,480	$22,145,480	$1,106,643	5.00%	$18,444,052	83%	$6,775,436	30.6%	($3,975,436)	($99)
OPTION 7B: OUTER NEIGHBORHOODS	129,978	2,400	68	$2,800,000	$25,500,345	$28,300,345	$1,359,625	4.80%	$22,660,421	80%	$9,416,661	33.3%	($6,616,661)	($165)





1/ Reflects capitalized value at first stablized year. Not intended as a legal representation of value.

OPTION 7A: CLOSE IN NEIGHBORHOOD
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	40,000
Building Size (SF):	135,000
FAR (Exluding Parking):	3.00
Building Efficiency:	86%
Saleable and Leasable Area (SF):	116,640

INCOME SUMMARY:

	Total SF/Units	Average Rent/SF	Income
Retail Space	11,800	$22.00	$259,600
Live / Work	0	$22.91	$0
Market Rate Apartments	89,640	$22.91	$2,053,473
Affordable Apartments	0	$12.77	$0
Parking - Structure	15,200	$3.09	$46,903
Operating Expenses		32.0%	($657,111)
Vacancy/Collection		5.0%	($117,999)
TOTAL	116,640	$13.59	**$1,584,866**

COST SUMMARY:

	Per SF		Total
Property Acquisition	$70		$2,800,000
Direct Construction Cost	$109		$14,731,000
Soft Costs	$28		$3,737,930
Contingencies	$22		$876,550
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$164		**$22,145,480**

EQUITY ASSUMPTIONS:		
Total Development Cost		$22,145,480
(-) Permanent Loan		($17,643,439)
Tax Credit Percentage		3.22%
Tax Credit Discount Factor		80.00%
(-) Net Value of Tax Credits		$0
Net Permanent Loan Equity Required	**20.3%**	**$4,502,041**

PERMANENT FINANCING ASSUMPTIONS:

	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$1,625,192	$1,625,192	
CAP Rate		6.00%	
Supportable Mortgage	**$17,643,439**	**$20,314,903**	**$17,716,384**
Annual Debt Service	**$1,300,154**	**$1,497,015**	**$1,207,100**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$27,086,538
Value/Cost	122%
Return on Cost (ROC)	7.34%

ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	($426,635)
Overall Gap as % of Development Cost	-1.93%
Indicated Residual Value Per Square Foot	**$81**

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OPTION 7B: CLOSE-IN NEIGHBORHOOD
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	40,000
Building Size (SF):	183,900
FAR (Exluding Parking):	3.98
Building Efficiency:	86%
Saleable and Leasable Area (SF):	157,278

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	2,400	$22.00	$52,800
Live / Work	0	$22.91	$0
Market Rate Apartments	129,978	$22.91	$2,977,536
Affordable Apartments	0	$12.77	$0
Parking - Structured	24,900	$4.80	$119,520
Operating Expenses		32.0%	($952,812)
Vacancy/Collection		5.0%	($157,493)
TOTAL	157,278	$12.97	**$2,039,552**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$2,800,000
Direct Construction Cost	$106		$19,441,500
Soft Costs	$27		$4,946,770
Contingencies	$28		$1,112,075
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$154		**$28,300,345**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$28,300,345**
(-) Permanent Loan		($22,640,276)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**20.0%**	**$5,660,069**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$2,099,270	$2,099,270	
CAP Rate		6.00%	
Supportable Mortgage	**$22,790,128**	**$26,240,873**	**$22,640,276**
Annual Debt Service	**$1,679,416**	**$1,933,703**	**$1,542,588**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$34,987,831
Value/Cost	124%
Return on Cost (ROC)	7.42%

ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	($856,181)
Overall Gap as % of Development Cost	-3.03%

OPTION 7A: OUTER NEIGHBORHOODS
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	40,000
Building Size (SF):	135,000
FAR (Exluding Parking):	3.00
Building Efficiency:	86%
Saleable and Leasable Area (SF):	116,640

INCOME SUMMARY:

	Total SF/Units	Average Rent/SF	Income
Retail Space	11,800	$18.00	$212,400
Live / Work	0	$14.94	$0
Market Rate Apartments	89,640	$14.94	$1,339,222
Affordable Apartments	0	$12.77	$0
Parking	15,200	$2.40	$36,480
Operating Expenses		32.0%	($428,551)
Vacancy/Collection		5.0%	($79,405)
TOTAL	116,640	$9.26	**$1,080,146**

COST SUMMARY:

	Per SF		Total
Property Acquisition	$70		$2,800,000
Direct Construction Cost	$109		$14,731,000
Soft Costs	$28		$3,737,930
Contingencies	$22		$876,550
Sale of Tax Credits	$0	3.22%	$ -
TOTAL / NET	$164		**$22,145,480**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$22,145,480**
(-) Permanent Loan		($12,013,957)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**45.7%**	**$10,131,523**

PERMANENT FINANCING ASSUMPTIONS:

	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$1,106,643	$1,106,643	
CAP Rate		6.00%	
Supportable Mortgage	**$12,013,957**	**$13,833,039**	**$17,716,384**
Annual Debt Service	**$885,315**	**$1,019,364**	**$1,207,100**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$18,444,052
Value/Cost	83%
Return on Cost (ROC)	5.00%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$6,775,436
Overall Gap as % of Development Cost	30.60%
Indicated Residual Value Per Square Foot	**-$99**

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OPTION 7B: OUTER NEIGHBORHOODS
STANDARD MARKET PARAMETERS

January 20, 2015

AREA SUMMARY:	
Site Size (SF):	40,000
Building Size (SF):	183,900
FAR (Exluding Parking):	3.98
Building Efficiency:	86%
Saleable and Leasable Area (SF):	157,278

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	2,400	$18.00	$43,200
Live / Work	0	$14.94	$0
Market Rate Apartments	129,978	$14.94	$1,941,871
Affordable Apartments	0	$12.77	$0
Parking - Podium	24,900	$2.40	$59,760
Operating Expenses		32.0%	($621,399)
Vacancy/Collection		5.0%	($102,242)
TOTAL	157,278	$8.40	**$1,321,191**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$2,800,000
Direct Construction Cost	$106		$19,441,500
Soft Costs	$27		$4,946,770
Contingencies	$28		$1,112,075
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$154		**$28,300,345**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$28,300,345**
(-) Permanent Loan		($14,760,386)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**47.8%**	**$13,539,959**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.5%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$1,359,625	$1,359,625	
CAP Rate		6.00%	
Supportable Mortgage	**$14,760,386**	**$16,995,316**	**$22,640,276**
Annual Debt Service	**$1,087,700**	**$1,252,393**	**$1,542,588**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$22,660,421
Value/Cost	80%
Return on Cost (ROC)	4.80%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$9,416,661
Overall Gap as % of Development Cost	33.27%
Indicated Residual Value Per Square Foot	**-$165**

OPTION 7B: 20% OF UNITS AT 60% MFI
CLOSE IN NEIGHBORHOOD

April 9, 2015

AREA SUMMARY:	
Site Size (SF):	40,000
Building Size (SF):	183,900
FAR (Exluding Parking):	3.98
Building Efficiency:	72%
Saleable and Leasable Area (SF):	132,378

INCOME SUMMARY:	Total SF/Units	Average Rent/SF	Income
Retail Space	2,400	$22.00	$52,800
Live / Work	0	$22.91	$0
Market Rate Apartments	103,982	$22.91	$2,382,029
Affordable Apartments	25,996	$12.77	$331,885
Parking - Surface	24,900	$4.80	$119,520
Operating Expenses		32.0%	($868,452)
Vacancy/Collection		5.0%	($144,312)
TOTAL	157,278	$11.91	**$1,873,470**

COST SUMMARY:	Per SF		Total
Property Acquisition	$70		$2,800,000
Direct Construction Cost	$106		$19,441,500
Soft Costs	$27		$4,946,770
Contingencies	$6		$1,112,075
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$154		**$28,300,345**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$28,300,345**
(-) Permanent Loan		($20,933,013)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**26.0%**	**$7,367,332**

PERMANENT FINANCING ASSUMPTIONS:	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.50%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$1,928,205	$1,928,205	
CAP Rate		6.00%	
Supportable Mortgage	**$20,933,013**	**$24,102,565**	**$22,640,276**
Annual Debt Service	**$1,542,564**	**$1,776,130**	**$1,542,588**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$32,136,754
Value/Cost	114%
Return on Cost (ROC)	6.81%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$1,519,717
Overall Gap as % of Development Cost	5.37%
Indicated Residual Value Per Square Foot	**$32**

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OPTION 7B: 20% OF UNITS AT 80% MFI
CLOSE IN NEIGHBORHOOD

April 9, 2015

AREA SUMMARY:	
Site Size (SF):	40,000
Building Size (SF):	183,900
FAR (Exluding Parking):	3.98
Building Efficiency:	86%
Saleable and Leasable Area (SF):	157,278

INCOME SUMMARY:

	Total SF/Units	Average Rent/SF	Income
Retail Space	2,400	$22.00	$52,800
Live / Work	0	$22.91	$0
Market Rate Apartments	103,982	$22.91	$2,382,029
Affordable Apartments	25,996	$17.02	$442,513
Parking - Structured	24,900	$4.80	$119,520
Operating Expenses		32.0%	($903,853)
Vacancy/Collection		5.0%	($149,843)
TOTAL	157,278	$12.35	**$1,943,165**

COST SUMMARY:

	Per SF		Total
Property Acquisition	$70		$2,800,000
Direct Construction Cost	$106		$19,441,500
Soft Costs	$27		$4,946,770
Contingencies	$6		$1,112,075
Sale of Tax Credits	$0	3.22%	$0
TOTAL / NET	$154		**$28,300,345**

EQUITY ASSUMPTIONS:		
Total Development Cost		**$28,300,345**
(-) Permanent Loan		($21,712,345)
Tax Credit Percentage		**3.22%**
Tax Credit Discount Factor		**80.00%**
(-) Net Value of Tax Credits		**$0**
Net Permanent Loan Equity Required	**23.3%**	**$6,588,000**

PERMANENT FINANCING ASSUMPTIONS:

	DCR	LTV	LTC
Interest Rate	5.50%	5.50%	5.50%
Term (Years)	25	25	30
Debt-Coverage Ratio	**1.25**		
Loan-to-Value		**75%**	**80%**
Stabilized NOI (Year 2)	$1,999,992	$1,999,992	
CAP Rate		6.00%	
Supportable Mortgage	**$21,712,345**	**$24,999,899**	**$22,640,276**
Annual Debt Service	**$1,599,994**	**$1,842,255**	**$1,542,588**

MEASURES OF RETURN:	
Indicated Value @ Stablization	$33,333,198
Value/Cost	118%
Return on Cost (ROC)	7.07%
ESTIMATION OF VIABILITY GAP	
Targeted Return on Cost (ROC)	7.20%
Calculated Gap-Income Components	$522,680
Overall Gap as % of Development Cost	1.85%
Indicated Residual Value Per Square Foot	**$57**

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Appendix C: Additional Economic Analysis

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JOHNSON ECONOMICS

MEMORANDUM

DATE: March 11, 2015

TO: Barry Manning
BUREAU OF PLANNING AND SUSTAINABILITY

FROM: Jerry Johnson
JOHNSON ECONOMICS LLC

SUBJECT: Additional Economic Analysis

I. ECONOMIC FEASIBILITY MODELING

Johnson Economics was asked to model the economic feasibility of four prototypes, with the intent to determine the most economically feasible "base" allowed and "bonus" FAR scenarios. The work is based on market variables for inner eastside neighborhood markets, and models a range of affordable housing requirements in exchange for increased allowable FAR.

Marginal Value of Additional FAR

Calculating the marginal value of additional allowed FAR is challenging, as the ability to develop at higher densities is a function of site configuration and construction type. It is not always possible to develop the full increment of additional FAR on a specific site without changing the construction type, which typically shifts the construction cost per square foot higher. Our analysis will look at the marginal value of additional FAR assuming that construction types can be held constant, with the caveat that this is not always possible. In addition, the value of additional FAR is only calculated for close-in markets.

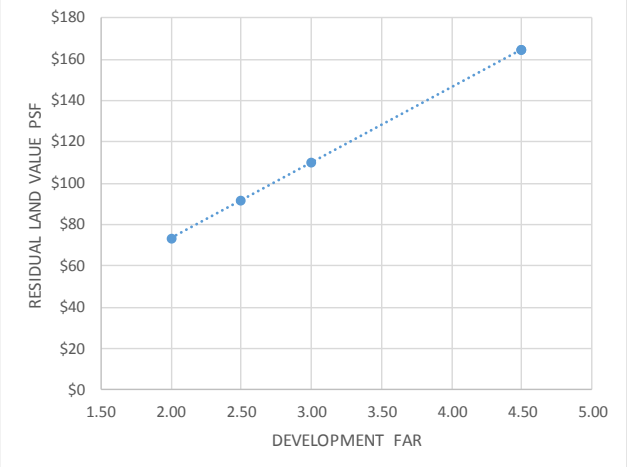
The underlying reason that allowing additional FAR has value is that it allows for a greater intensity of development on a site, which then supports a greater residual land value for the underlying property. Assuming a consistent cost of construction per square foot, as well as consistent achievable pricing and building efficiency, a marginal increase in leasable area will translate into an increase in supportable residual land value. The following table summarizes this basic relationship.

IMPACT ON RESIDUAL LAND VALUE OF INCREMENTAL INCREASE IN FAR
2.5 FAR TO 3.0 FAR

	Base FAR	Bonus FAR	Change
Income Characteristics			
Average Rent/SF:			
Market - Close-In	$2.20	$2.20	$0.00
Efficiency Ratio	83%	83%	0%
Assumed Cap Rate	7.20%	7.20%	0.00%
Stabilized Occupancy Rate	95.0%	95.0%	0.0%
Operating Costs/% of Gross	32.0%	32.0%	0.0%
NOI at Stabilization PSF	$14.16	$14.16	$0.00
Implied Value/SF	$197	$197	$0
Project Construction Costs			
Site Size/SF	10,000	10,000	0
Assumed FAR/Thousand	2.50	3.00	0.50
Gross Building Area	25,000	30,000	5,000
Cost PSF/Hard and Soft	$160	$160	$0
Project Cost Excluding Land	$4,000,000	$4,800,000	$800,000
Residual Land Value			
Threshold Yield	7.20%	7.20%	0.00%
Overall Supportable Cost	$4,914,983	$5,897,980	$982,997
Indicated Residual Land Value			
Total	$914,983	$1,097,980	$182,997
Per Square Foot	$91.50	$109.80	$18.30
VALUE OF FAR PSF OF BUILDING AREA			$36.60

In the preceding example, a 10,000 square foot site is assumed to develop with an FAR of 2.5 and 3.0. Achievable pricing, building efficiency, the capitalization rate and operating cost ratios are held steady. In this example, the marginal shift in FAR of 0.5 increases the indicated residual land value by $183,000, or $18.30 per square foot.

This same exercise was performed for a range of prospective alternative allowable FAR scenarios, using the same 10,000 square foot site module. As cost and income variables are held constant, the relationship is linear, with each incremental of 0.5 FAR associated with a marginal increase in supportable residual land value of $18.30 per square foot.



The following is a series of tables summarizing the results of alternatives proposed for a range of zoning designations. These show the same linear relationship between additional FAR and supportable residual land values.

CM1 ZONING

	Current	Alternative 1 Base	Alternative 1 Bonus	Alternative 2 Base	Alternative 2 Bonus
Income Characteristics					
Average Rent/SF:					
Market - Close-In	$2.20	$2.20	$2.20	$2.20	$2.20
Efficiency Ratio	83%	83%	83%	83%	83%
Assumed Cap Rate	7.20%	7.20%	7.20%	7.20%	7.20%
Stabilized Occupancy Rate	95.0%	95.0%	95.0%	95.0%	95.0%
Operating Costs/% of Gross	32.0%	32.0%	32.0%	32.0%	32.0%
NOI at Stabilization PSF	$14.16	$14.16	$14.16	$14.16	$14.16
Implied Value/SF	$197	$197	$197	$197	$197
Project Construction Costs					
Site Size/SF	10,000	10,000	10,000	10,000	10,000
Assumed FAR/Thousand	1.00	1.50	3.00	2.50	3.00
Gross Building Area	10,000	15,000	30,000	25,000	30,000
Cost PSF/Hard and Soft	$160	$160	$160	$160	$160
Project Cost Excluding Land	$1,600,000	$2,400,000	$4,800,000	$4,000,000	$4,800,000
Residual Land Value					
Threshold Yield	7.20%	7.20%	7.20%	7.20%	7.20%
Overall Supportable Cost	$1,965,993	$2,948,990	$5,897,980	$4,914,983	$5,897,980
Indicated Residual Land Value					
Total	$365,993	$548,990	$1,097,980	$914,983	$1,097,980
Per Square Foot	$36.60	$54.90	$109.80	$91.50	$109.80
Value of FAR Bonus					
Total			$548,990		$182,997
Per Square Foot of Land Area			$54.90		$18.30

CM2 ZONING

	Current	Alternative 1 Base	Alternative 1 Bonus	Alternative 2 Base	Alternative 2 Bonus
Income Characteristics					
Average Rent/SF:					
Market - Close-In	$2.20	$2.20	$2.20	$2.20	$2.20
Efficiency Ratio	83%	83%	83%	83%	83%
Assumed Cap Rate	7.20%	7.20%	7.20%	7.20%	7.20%
Stabilized Occupancy Rate	95.0%	95.0%	95.0%	95.0%	95.0%
Operating Costs/% of Gross	32.0%	32.0%	32.0%	32.0%	32.0%
NOI at Stabilization PSF	$14.16	$14.16	$14.16	$14.16	$14.16
Implied Value/SF	$197	$197	$197	$197	$197
Project Construction Costs					
Site Size/SF	10,000	10,000	10,000	10,000	10,000
Assumed FAR/Thousand	2.00	2.50	4.50	3.00	4.50
Gross Building Area	20,000	25,000	45,000	30,000	45,000
Cost PSF/Hard and Soft	$160	$160	$160	$160	$160
Project Cost Excluding Land	$3,200,000	$4,000,000	$7,200,000	$4,800,000	$7,200,000
Residual Land Value					
Threshold Yield	7.20%	7.20%	7.20%	7.20%	7.20%
Overall Supportable Cost	$3,931,987	$4,914,983	$8,846,970	$5,897,980	$8,846,970
Indicated Residual Land Value					
Total	$731,987	$914,983	$1,646,970	$1,097,980	$1,646,970
Per Square Foot	$73.20	$91.50	$164.70	$109.80	$164.70
Value of FAR Bonus					
Total			$731,987		$548,990
Per Square Foot of Land Area			$73.20		$54.90

CM3 ZONING					
		Alternative 1		Alternative 2	
	Current	Base	Bonus	Base	Bonus
Income Characteristics					
Average Rent/SF:					
Market - Close-In	$2.20	$2.20	$2.20	$2.20	$2.20
Efficiency Ratio	83%	83%	83%	83%	83%
Assumed Cap Rate	7.20%	7.20%	7.20%	7.20%	7.20%
Stabilized Occupancy Rate	95.0%	95.0%	95.0%	95.0%	95.0%
Operating Costs/% of Gross	32.0%	32.0%	32.0%	32.0%	32.0%
NOI at Stabilization PSF	$14.16	$14.16	$14.16	$14.16	$14.16
Implied Value/SF	$197	$197	$197	$197	$197
Project Construction Costs					
Site Size/SF	10,000	10,000	10,000	10,000	10,000
Assumed FAR/Thousand	3.00	3.50	6.00	4.00	6.00
Gross Building Area	30,000	35,000	60,000	40,000	60,000
Cost PSF/Hard and Soft	$160	$160	$160	$160	$190
Project Cost Excluding Land	$4,800,000	$5,600,000	$9,600,000	$6,400,000	$11,400,000
Residual Land Value					
Threshold Yield	7.20%	7.20%	7.20%	7.20%	7.20%
Overall Supportable Cost	$5,897,980	$6,880,977	$11,795,960	$7,863,973	$11,795,960
Indicated Residual Land Value					
Total	$1,097,980	$1,280,977	$2,195,960	$1,463,973	$395,960
Per Square Foot	$109.80	$128.10	$219.60	$146.40	$39.60
Value of FAR Bonus					
Total			$914,983		($1,068,013)
Per Square Foot of Land Area			$91.50		($106.80)

A key assumption is that the full incremental increase in allowable FAR can be achieved within the allowable building envelope, as well as at the same cost per square foot for construction (which assumes no change in construction typology). The construction form assumed in our modeling is Type V, which can be constructed at up to five stories in height. If a higher structure is needed to achieve higher densities, such as the assumed 6.0 FAR in the CM3 zoning, construction costs would increase significantly for the entire project, yielding no marginal gain associated with the additional FAR.

Marginal Cost of Meeting Affordable Housing Targets

A second task of our analysis was to establish a "monetized cost" of requirements to provide affordable housing units. Our approach to establishing a cost was evaluate the indicated impact on residual land value of a project assuming a reduced level of rental income associated with including a percentage of units with rents limited to households at 60% or 80% of Median Family Income (MFI). Allowed rent levels were estimated at an average of $1.06 for units at 60% MFI, while rents were $1.42 for units at 80% MFI. Assuming market rents of $2.20 per square foot in close-in neighborhoods, the marginal loss of income is considered to be the primary impact.

Average Rent/SF:	
Percent of MFI	60.0%
Allowed	$1.06
Market - Close-In	$2.20
Percent of MFI	80.0%
Allowed	$1.42

The value of this impact can be capitalized into project value, and subsequently supportable residual land value. If an in-lieu fee or credit is offered, that value can be established by monetizing the impact of the affordability requirements (expressed in terms of foregone revenue).

Reconciliation/Inflection Points

Our estimates of the value of incremental increases in allowable FAR and the cost of meeting affordable housing targets can be reconciled. This allows us to test the degree to which the anticipated benefit associated with an FAR bonus is adequate to offset the cost of meeting the bonus requirements.

As shown in the table to the right, the residual land value can be modeled under a baseline FAR assumption, as well as a bonus FAR assumption with a percentage of affordable units. In this case, an assumed increase in allowable FAR of 1.5 offset the lost revenue associated with providing 10% of the units for households at 60% MFI. As a result, we would expect a bonus program structured in this manner to induce some developers to seek the bonus through provision of affordable housing. We would expect that the return should be higher than parity to induce shifts in behavior, as the requirements will require ongoing monitoring and other additional costs.

	10% of Units at 60% MFI		
	Base FAR	**Bonus FAR**	**Change**
Income Characteristics			
Percent of MFI		60.0%	
Percent of Units		10.0%	
Average Rent/SF:	$2.20	$2.09	-$0.11
Efficiency Ratio	83%	83%	0%
Assumed Cap Rate	6.00%	6.00%	0.00%
Stabilized Occupancy Rate	95.0%	95.0%	0.0%
Operating Costs/% of Gross	32.0%	33.7%	1.7%
NOI at Stabilization PSF	$14.16	$13.08	($1.07)
Implied Value/SF	$236	$218	($18)
Project Construction Costs			
Site Size/SF	10,000	10,000	0
Assumed FAR/Thousand	2.00	3.50	1.50
Gross Building Area	20,000	35,000	15,000
Cost PSF/Hard and Soft	$160	$160	$0
Project Cost Excluding Land	$3,200,000	$5,600,000	$2,400,000
Residual Land Value			
Threshold Yield	7.20%	7.20%	0.00%
Overall Supportable Cost	$3,931,987	$6,358,424	$2,426,437
Indicated Residual Land Value			
Total	$731,987	$758,424	$26,437
Per Square Foot	$73.20	$75.84	$2.64

In the following tables, we have run a series of potential requirements as well as FAR bonus assumptions to test the sensitivity of these assumptions:

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	10% of Units at 60% MFI			20% of Units at 60% MFI			10% of Units at 80% MFI			20% of Units at 80% MFI		
	Base FAR	Bonus FAR	Change	Base FAR	Bonus FAR	Change	Base FAR	Bonus FAR	Change	Base FAR	Bonus FAR	Change
Income Characteristics												
Percent of MFI		60.0%			60.0%			80.0%			80.0%	
Percent of Units		10.0%			20.0%			10.0%			20.0%	
Average Rent/SF:	$2.20	$2.09	-$0.11	$2.20	$1.97	-$0.23	$2.20	$2.12	-$0.08	$2.20	$2.04	-$0.16
Efficiency Ratio	83%	83%	0%	83%	83%	0%	83%	83%	0%	83%	83%	0%
Assumed Cap Rate	6.00%	6.00%	0.00%	6.00%	6.00%	0.00%	6.00%	6.00%	0.00%	6.00%	6.00%	0.00%
Stabilized Occupancy Rate	95.0%	95.0%	0.0%	95.0%	95.0%	0.0%	95.0%	95.0%	0.0%	95.0%	95.0%	0.0%
Operating Costs/% of Gross	32.0%	33.7%	1.7%	32.0%	35.7%	3.7%	32.0%	33.2%	1.2%	32.0%	34.4%	2.4%
NOI at Stabilization PSF	$14.16	$13.08	($1.07)	$14.16	$12.01	($2.15)	$14.16	$13.42	($0.74)	$14.16	$12.68	($1.48)
Implied Value/SF	$236	$218	($18)	$236	$200	($36)	$236	$224	($12)	$236	$211	($25)
Project Construction Costs												
Site Size/SF	10,000	10,000	0	10,000	10,000	0	10,000	10,000	0	10,000	10,000	0
Assumed FAR/Thousand	2.00	3.50	1.50	2.00	3.50	1.50	2.00	3.50	1.50	2.00	3.50	1.50
Gross Building Area	20,000	35,000	15,000	20,000	35,000	15,000	20,000	35,000	15,000	20,000	35,000	15,000
Cost PSF/Hard and Soft	$160	$160	$0	$160	$160	$0	$160	$160	$0	$160	$160	$0
Project Cost Excluding Land	$3,200,000	$5,600,000	$2,400,000	$3,200,000	$5,600,000	$2,400,000	$3,200,000	$5,600,000	$2,400,000	$3,200,000	$5,600,000	$2,400,000
Residual Land Value												
Threshold Yield	7.20%	7.20%	0.00%	7.20%	7.20%	0.00%	7.20%	7.20%	0.00%	7.20%	7.20%	0.00%
Overall Supportable Cost	$3,931,987	$6,358,424	$2,426,437	$3,931,987	$5,835,871	$1,903,885	$3,931,987	$6,521,543	$2,589,556	$3,931,987	$6,162,108	$2,230,122
Indicated Residual Land Value												
Total	$731,987	$758,424	$26,437	$731,987	$235,871	($496,115)	$731,987	$921,543	$189,556	$731,987	$562,108	($169,878)
Per Square Foot	$73.20	$75.84	$2.64	$73.20	$23.59	($49.61)	$73.20	$92.15	$18.96	$73.20	$56.21	($16.99)

	10% of Units at 60% MFI			20% of Units at 60% MFI			10% of Units at 80% MFI			20% of Units at 80% MFI		
	Base FAR	Bonus FAR	Change	Base FAR	Bonus FAR	Change	Base FAR	Bonus FAR	Change	Base FAR	Bonus FAR	Change
Income Characteristics												
Percent of MFI		60.0%			60.0%			80.0%			80.0%	
Percent of Units		10.0%			20.0%			10.0%			20.0%	
Average Rent/SF:	$2.20	$2.09	-$0.11	$2.20	$1.97	-$0.23	$2.20	$2.12	-$0.08	$2.20	$2.04	-$0.16
Efficiency Ratio	83%	83%	0%	83%	83%	0%	83%	83%	0%	83%	83%	0%
Assumed Cap Rate	6.00%	6.00%	0.00%	6.00%	6.00%	0.00%	6.00%	6.00%	0.00%	6.00%	6.00%	0.00%
Stabilized Occupancy Rate	95.0%	95.0%	0.0%	95.0%	95.0%	0.0%	95.0%	95.0%	0.0%	95.0%	95.0%	0.0%
Operating Costs/% of Gross	32.0%	33.7%	1.7%	32.0%	35.7%	3.7%	32.0%	33.2%	1.2%	32.0%	34.4%	2.4%
NOI at Stabilization PSF	$14.16	$13.08	($1.07)	$14.16	$12.01	($2.15)	$14.16	$13.42	($0.74)	$14.16	$12.68	($1.48)
Implied Value/SF	$236	$218	($18)	$236	$200	($36)	$236	$224	($12)	$236	$211	($25)
Project Construction Costs												
Site Size/SF	10,000	10,000	0	10,000	10,000	0	10,000	10,000	0	10,000	10,000	0
Assumed FAR/Thousand	2.50	4.50	2.00	2.50	4.50	2.00	2.00	4.50	2.50	2.00	4.50	2.50
Gross Building Area	25,000	45,000	20,000	25,000	45,000	20,000	20,000	45,000	25,000	20,000	45,000	25,000
Cost PSF/Hard and Soft	$160	$160	$0	$160	$160	$0	$160	$160	$0	$160	$160	$0
Project Cost Excluding Land	$4,000,000	$7,200,000	$3,200,000	$4,000,000	$7,200,000	$3,200,000	$3,200,000	$7,200,000	$4,000,000	$3,200,000	$7,200,000	$4,000,000
Residual Land Value												
Threshold Yield	7.20%	7.20%	0.00%	7.20%	7.20%	0.00%	7.20%	7.20%	0.00%	7.20%	7.20%	0.00%
Overall Supportable Cost	$4,914,983	$8,175,117	$3,260,133	$4,914,983	$7,503,263	$2,588,280	$3,931,987	$8,384,840	$4,452,854	$3,931,987	$7,922,711	$3,990,724
Indicated Residual Land Value												
Total	$914,983	$975,117	$60,133	$914,983	$303,263	($611,720)	$731,987	$1,184,840	$452,854	$731,987	$722,711	($9,276)
Per Square Foot	$91.50	$97.51	$6.01	$91.50	$30.33	($61.17)	$73.20	$118.48	$45.29	$73.20	$72.27	($0.93)

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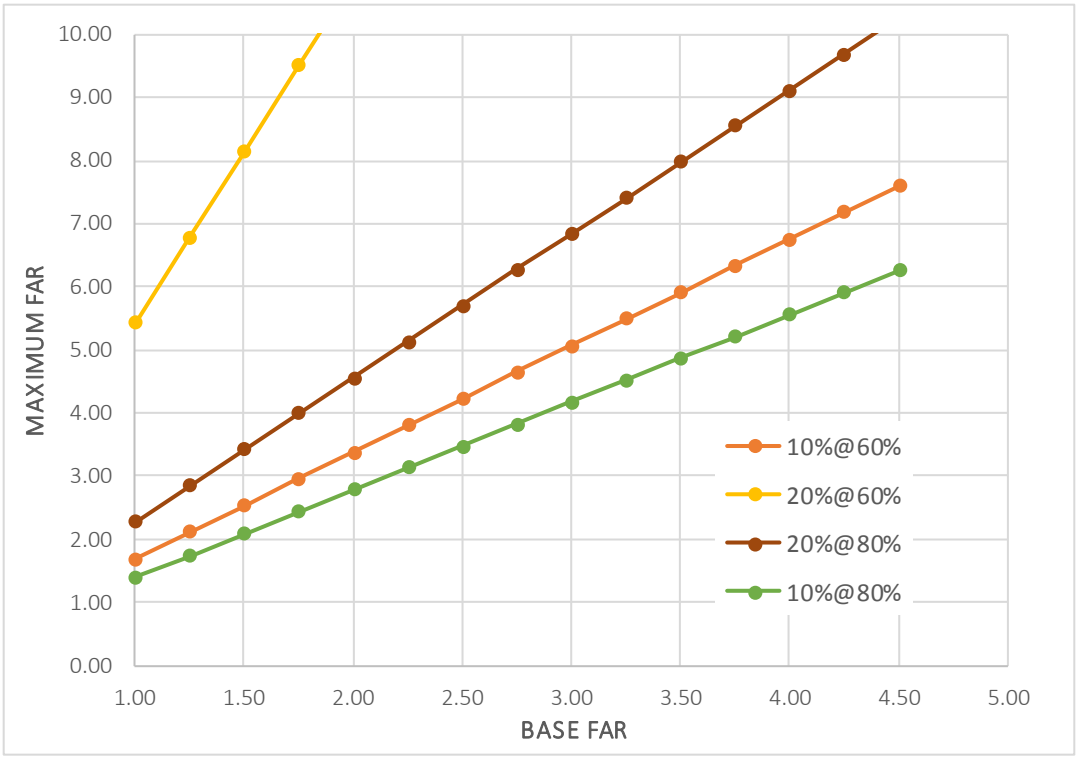
In these cases, a shift in FAR from 2.0 to 3.5 was supported for programs with 10% of their units at 60% or 80% of MFI, but the cost of moving to 20% of units at 60% or 80% of MFI was too high to be offset by the value of the incremental FAR. If the shift in allowable FAR was from 2.5 to 4.5, the program would be very attractive for projects with 10% of their units affordable, while shifting to rough parity with 20% of units at 80% of MFI.

The relationship between the base and maximum FAR with bonuses varies based on the affordable housing requirement as well as the base FAR. The following table solves for a maximum FAR under each requirement and a series of baseline FARs, with the maximum shown reflecting what would be required to maintain the underlying residual land value associated with the base FAR.

	Max FAR at Alternative Affordable Housing Targets			
Base FAR	10%@60%	20%@60%	10%@80%	20%@80%
1.00	1.69	5.43	1.39	2.28
1.25	2.11	6.79	1.74	2.85
1.50	2.53	8.15	2.09	3.42
1.75	2.96	9.50	2.43	3.99
2.00	3.38	10.86	2.78	4.56
2.25	3.80	12.22	3.13	5.13
2.50	4.22	13.58	3.48	5.70
2.75	4.64	14.93	3.82	6.27
3.00	5.07	16.29	4.17	6.84
3.25	5.49	17.65	4.52	7.41
3.50	5.91	19.01	4.87	7.98
3.75	6.33	20.37	5.21	8.55
4.00	6.76	21.72	5.56	9.12
4.25	7.18	23.08	5.91	9.69
4.50	7.60	24.44	6.26	10.25

The cells shaded blue reflect development forms that would likely entail a change in construction type, and as such, calculating an FAR bonus adequate to change the outcome would require further analysis. The following chart outlines the relationship between base and maximum FAR and parity in terms of residual land value by affordable housing requirement.



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DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
415 956 4300 415 956 7315

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MEMO

DATE: April 27, 2016

TO: **Mayor Hales and City Council**

FROM: **Tyler Bump, Senior Economic Planner**
Steve Kountz, Senior Economic Planner
Tom Armstrong, Supervising Planner

CC: **Susan Anderson, Director**

SUBJECT: Portland and Pattern Area Retail Demand and Sales Analysis

This memo is a follow-up to the retail leakage analysis issues raised in the April 22, 2016 testimony from Eric Hovee on behalf of the Retail Task Force and the International Council of Shopping Centers.

In consideration of the Hovee rebuttal, BPS still does not support amending the EOA analysis with this new retail leakage for two reasons:

1. The retail leakage analysis is not significantly different from what is in the EOA and does not materially change the findings of the EOA – there is a large surplus of neighborhood commercial development capacity in terms of sites sizes and locations throughout the City of Portland.

2. Hovee is misinterpreting the requirements of Goal 9. It requires demonstrating adequate capacity for industrial uses specifically and for the widest range of other employment (non-industrial) uses - not for the widest range of retail, as suggested. The City has done that by analyzing the need for Central City, Campus Institutions and Neighborhood Commercial capacity.

   The City does not have to create an even-more complex, detailed analysis that looks at the supply and demand for large-format, auto accommodating, value-oriented retail with drive-throughs. The EOA includes a parcel size analysis for neighborhood commercial uses that shows surplus capacity across a range of parcel sizes across Portland. This level of detail is sufficient to comply with Goal 9.

Retail Leakage

The April 22 Hovee memo asked BPS staff to provide a comparison of the overall retail sales leakage. Table 1 provides that analysis. Analysis of ESRI Business Analyst Data indicates that there is significantly less total retail leakage occurring in East Portland than identified in the Nielsen data. BPS has identified an 18% retail leakage using the ESRI Business Analyst Data compared to 48% leakage identified by Hovee using the Nielsen data.

Specifically, it is the outer Lents/Pleasant valley sub-market in the Eastern Pattern area represents 57 percent of total leakage in East Portland. This is the area where BPS applied commercial zoning as part of the 122nd Avenue Rezoning Project.

Table1. Comparison of Retail (all categories) Leakage

	Hovee (Nielsen data)	BPS (ESRI Business Analyst data)
Citywide	9% gap	10% surplus
Eastern	48% gap	18% gap
Western	61% gap	82% gap
Inner	38% gap	38% gap
Central City	223% surplus	308% surplus

Buildable Land Inventory

The April 22 Hovee memo notes a specific concern for neighborhood commercial development capacity in the 3-10 acre parcel size. Table 2 splits the “greater than 3 acres” category into two categories – 3-10 acres and greater than 10 acres. The analysis shows about 45% of the capacity greater than 3 acres is in the 3-10 acre category and there is a reasonable distribution across the pattern areas for both 3-10 acre and greater than 10 acre categories parcel sizes.

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Table 2 Neighborhood Commercial Development Capacity by Pattern Area

Pattern Area	Parcel Size: Less than 3 acres	3-10 acres	More than 10 acres	Total	Share
Eastern Neighborhoods	230	146	129	505	37%
Inner Neighborhoods	455	69	40	564	41%
Western Neighborhoods	66	31	33	131	10%
Industrial & River	22	24	114	160	12%
	773	270	316		

Conclusion

The retail leakage analysis is only one factor that is considered along with job growth, sector trends, development trends, business focus group insights, small business vitality, and complete neighborhood strategy. The EOA demonstrates that there is a more than adequate land supply to meet future employment growth in the Neighborhood Commercial geography. The EOA is a background document that provides the context for the Comprehensive Plan policy and map decisions to create a hierarchy of centers and corridors that increase access to complete neighborhoods, including access to commercial services and healthy food.

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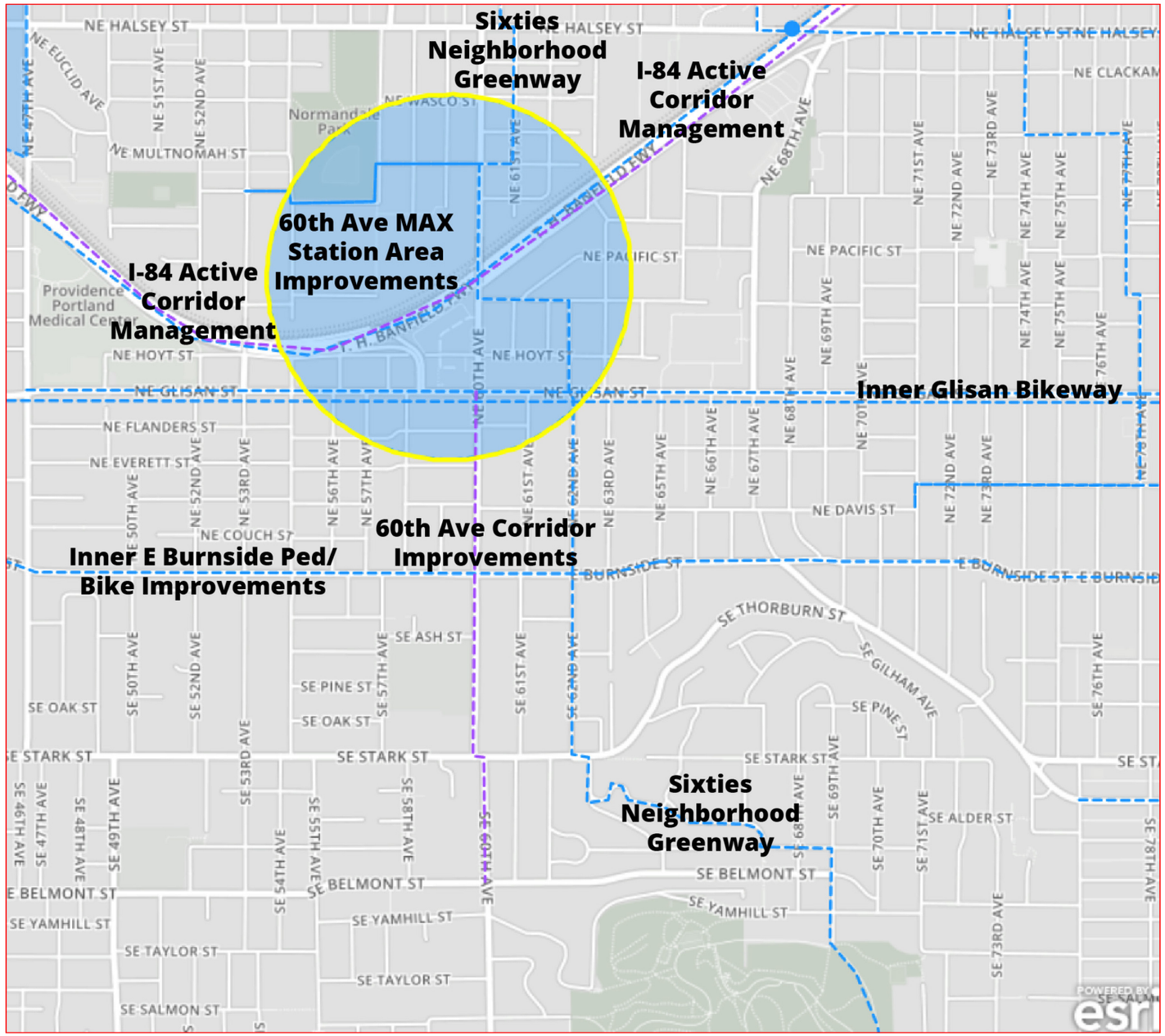
60th Avenue MAX station TSP "constrained" (more likely) project list

Projects score higher when they're located in areas with higher projected population and job growth, and when we're able to partner with developers to build projects or portions or projects, so these improvements are somewhat more likely to occur with greater zoning.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost ($2014)	Financially Constrained?	Fully Funded?	Timeframe
70006		Portland	Portland	60th Ave Corridor Improvements	60th Ave, NE/SE (Glisan - Belmont)	Design and implement signal and intersection improvements to improve safety. Includes the intersections with Belmont, Stark, Burnside, and Glisan.	$ 2,000,000	No	No	
40115	11320	Portland	Portland	60th Ave MAX Station Area Improvements	60th Ave MAX Station Area, NE	Implement pedestrian and bicycle improvements in the 60th Ave MAX Station Area identified in the Eastside MAX Station Area Communities Project.	$ 7,570,723	Yes	No	Years 1 - 10
70010	11558	Portland	Portland	Inner E Burnside Ped/Bike Improvements	Burnside St, E (28th - 82nd)	Design and implement bicycle facilities and improve pedestrian crossings to provide access to schools and transit.	$ 5,000,000	Yes	No	Years 1 - 10
70059	10325	Portland	Portland	Inner Glisan Bikeway	Glisan St, NE (47th - I-205)	Design and implement bicycle facilities.	$ 5,352,131	Yes	No	Years 11 - 20
70071		Portland	Portland	Sixties Neighborhood Greenway	60s Aves, NE/SE (Hancock - Springwater Trail)	Design and implement bicycle facilities.	$ 1,500,000	Yes	No	Years 1 - 10
70078	11206	Portland	Portland/ODOT	I-84 Active Corridor Management	I-84/Powell/Glisan/Sandy	This project expands traveler information and enables incident management techniques that reduce traveler delay and improve safety through the I-84 corridor.	$ 1,207,937	Yes	Yes	Years 1 - 10


Sixties Neighborhood Greenway
I-84 Active Corridor Management
60th Ave MAX Station Area Improvements
I-84 Active Corridor Management
Inner Glisan Bikeway
60th Ave Corridor Improvements
Inner E Burnside Ped/ Bike Improvements
Sixties Neighborhood Greenway
NE HALSEY ST
NE MULTNOMAH ST
NE HOYT ST
NE GLISAN ST
NE FLANDERS ST
NE EVERETT ST
NE COUCH ST
E BURNSIDE ST
NE PACIFIC ST
NE DAVIS ST
SE THORBURN ST
SE ASH ST
SE PINE ST
SE OAK ST
SE STARK ST
SE ALDER ST
SE BELMONT ST
SE YAMHILL ST
SE TAYLOR ST
SE SALMON ST
SE GILHAM AVE
NE 60TH AVE
SE 60TH AVE
Providence Portland Medical Center
Normandale Park



2035 Comprehensive Plan

Planning and Sustainability Commission
Work Session

Residential and Open Space Zoning Map Update

April 26, 2016

Bureau of Planning and Sustainability
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Proposed Zoning Map changes:

1. Correspond with 2035 Comp Plan map changes, or
2. Address miscellaneous situations, or
3. Ease David Douglas School District overcrowding, or
4. Match 1980 Comp Plan designations

Tonight's work session: desired outcome

- General direction to staff about what to include in the Proposed Draft Composite Zoning Map

- Direction will be *provisional*, pending additional public review and testimony through July 12

Tonight's work session: agenda

1. Q&A review
2. Discussion and provisional direction to staff:
   - General issues
   - Area-specific topics
3. Wrap up and next steps

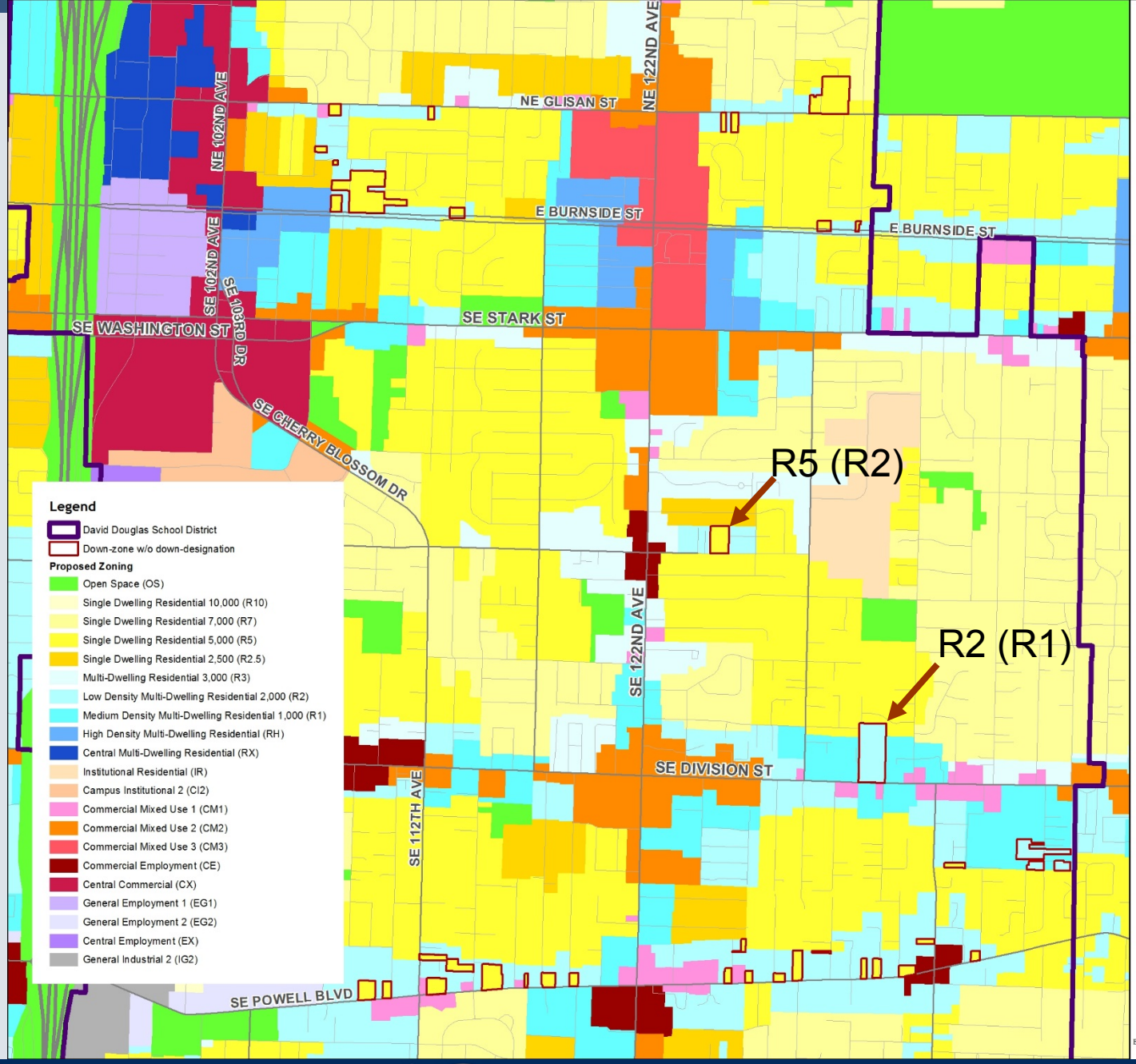
Discussion questions: general issues

1. Should any of the following factors be the basis for modifying staff's proposals for residential Zoning Map changes?

    a) Increased potential for demolition of existing homes
    b) Effect of redevelopment on neighborhood character and scale
    c) Pressures of redevelopment on parking and local traffic
    d) Effect of zone changes on property values or taxes
    e) Potential impact of a zone change on the racial composition in neighborhoods that are experiencing gentrification

Discussion questions: general issues

2. Does the PSC generally support proposed Zoning Map changes in the David Douglas School District, recognizing the temporary reduction of development potential on affected properties?



February 19, 2016

City of Portland, Oregon ||
Bureau of Planning and Sustainability ||
Geographic Information Systems

Down-zones without Down-designations

East Portland

NORTH

0 0.1 0.2 Miles

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

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City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

E:\Dropbox (BPS Tech Services)\BPS Tech Services Team Folder\gis\projects\District_Liaisons\East_District\Maps\8x11_EPDX_DZ_no_DD.mxd

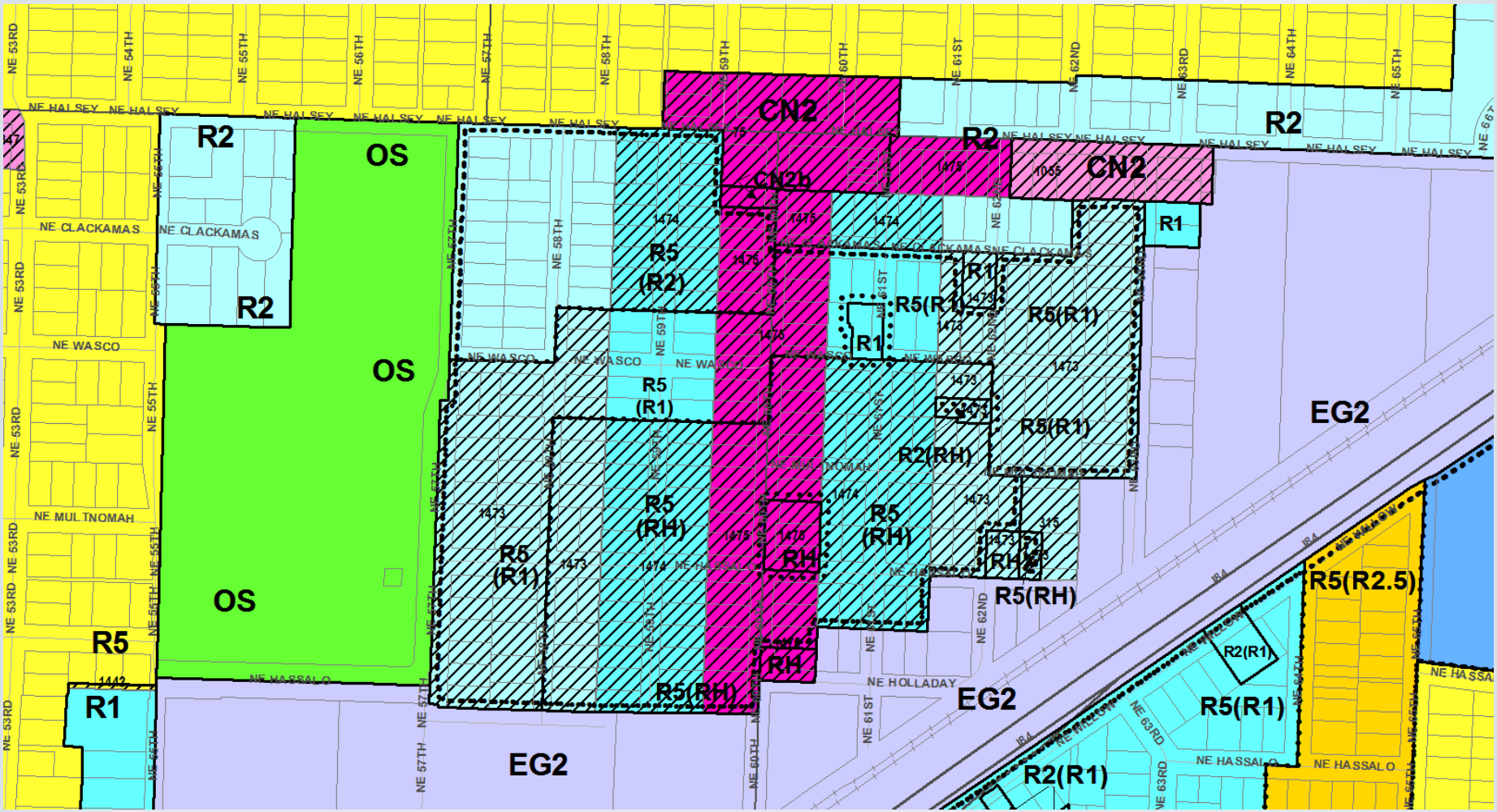
Area-specific discussion topic #1

Rose City Park near the 60th Ave MAX Station

(proposed change from R5 to R2 and R1)

Does PSC support retaining the R5 zoning/pattern in this area? Or should the zoning be changed to reflect location at 60th Ave station area?

Rose City Park-NE 60th
Proposed Comprehensive Plan map



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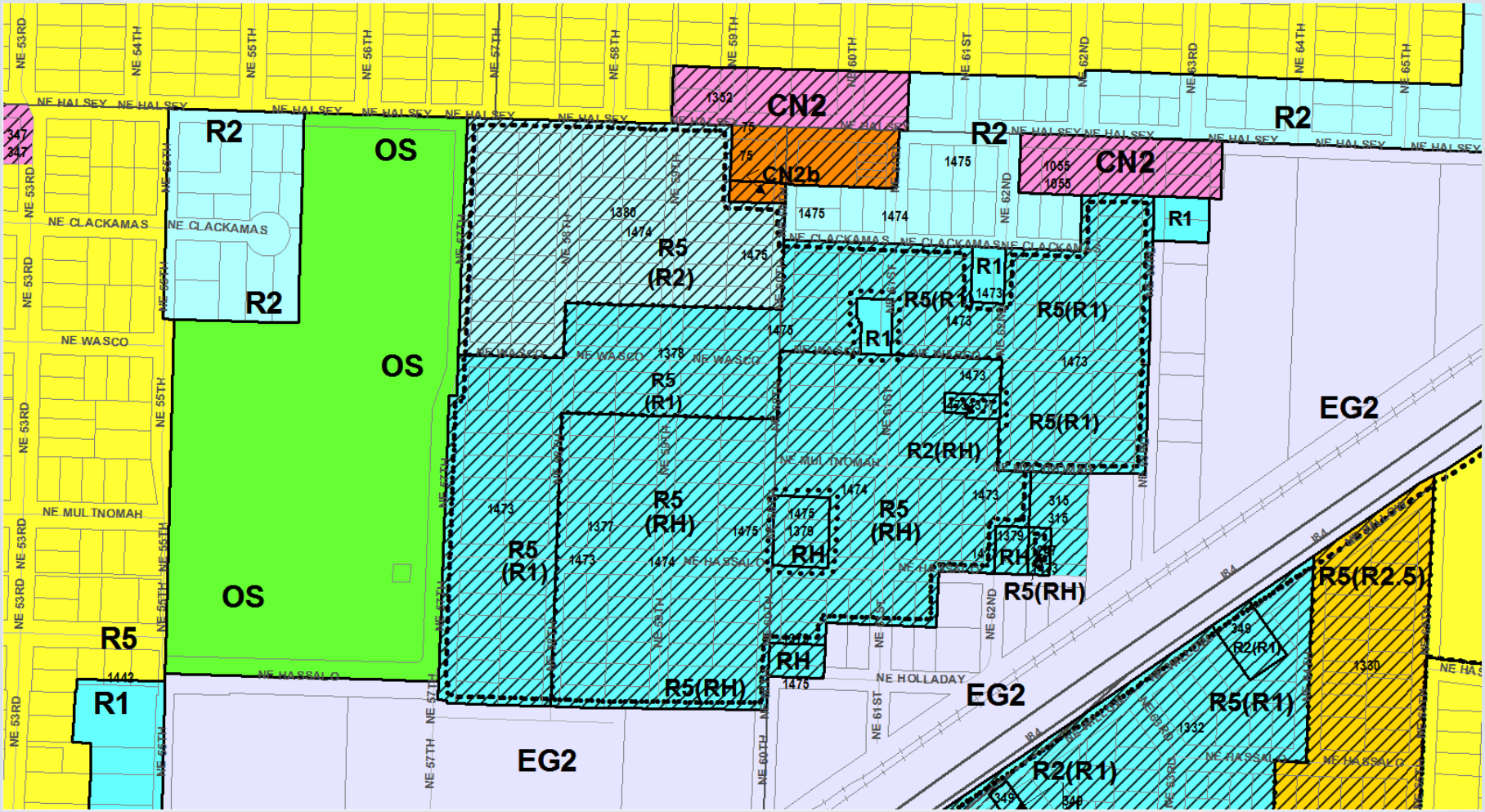
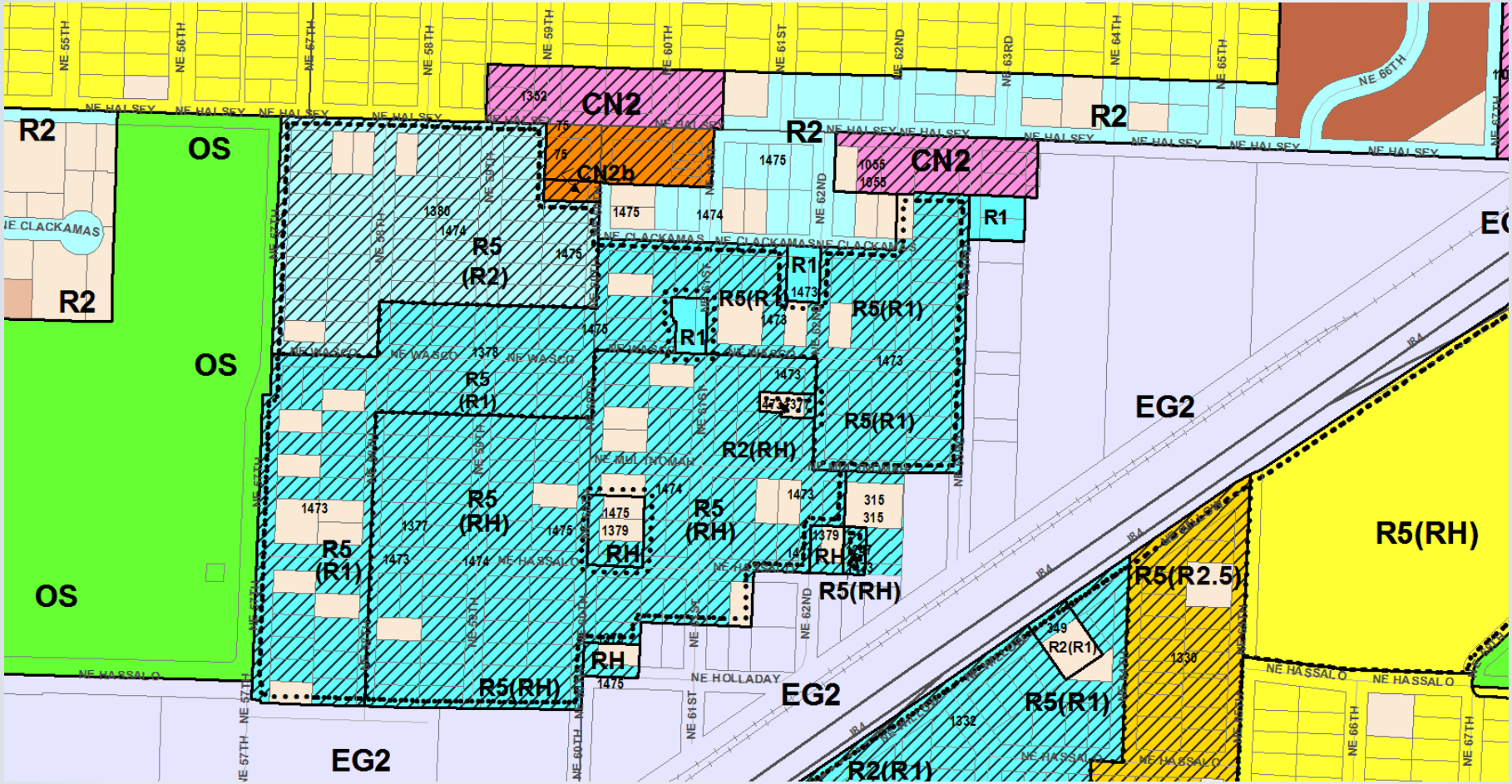
Rose City Park-NE 60th Proposed zoning



Rose City Park-NE 60th




NE Hassalo St
Portland, Oregon
Street View - Aug 2014
NE Hassalo St

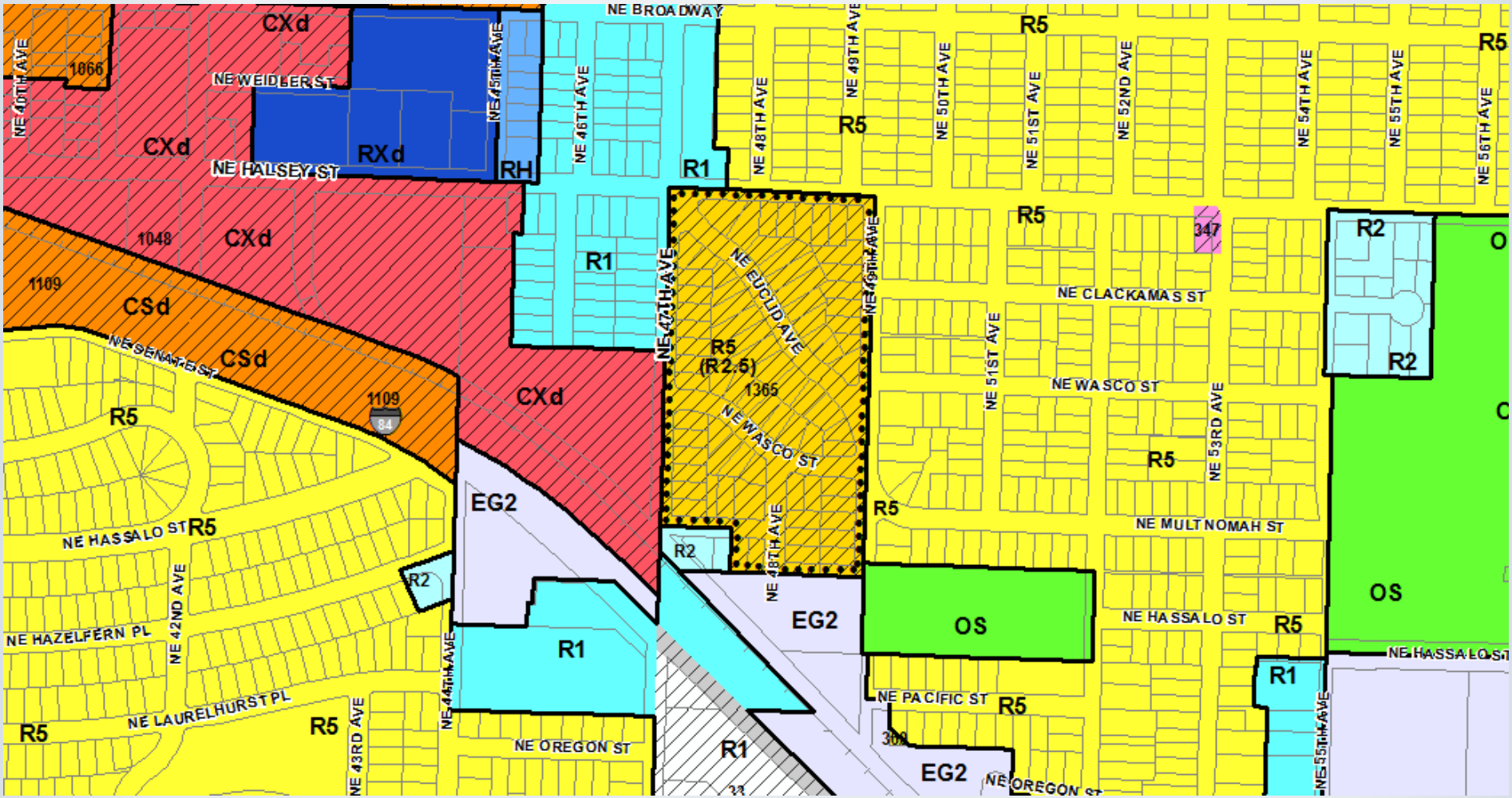

Street View - Aug 2014
NE 61st Ave
Hide imagery


NE 60th Ave
Portland, Oregon
Street View - Aug 2014
NE 60th Ave
Hide imagery

Area-specific discussion topic #2

Rose City Park - Euclid Heights
(proposed change from R5 to R2.5)

Rose City Park - Euclid Heights



Rose City Park-Euclid Heights



NE Wasco & NE 48th



NE Euclid

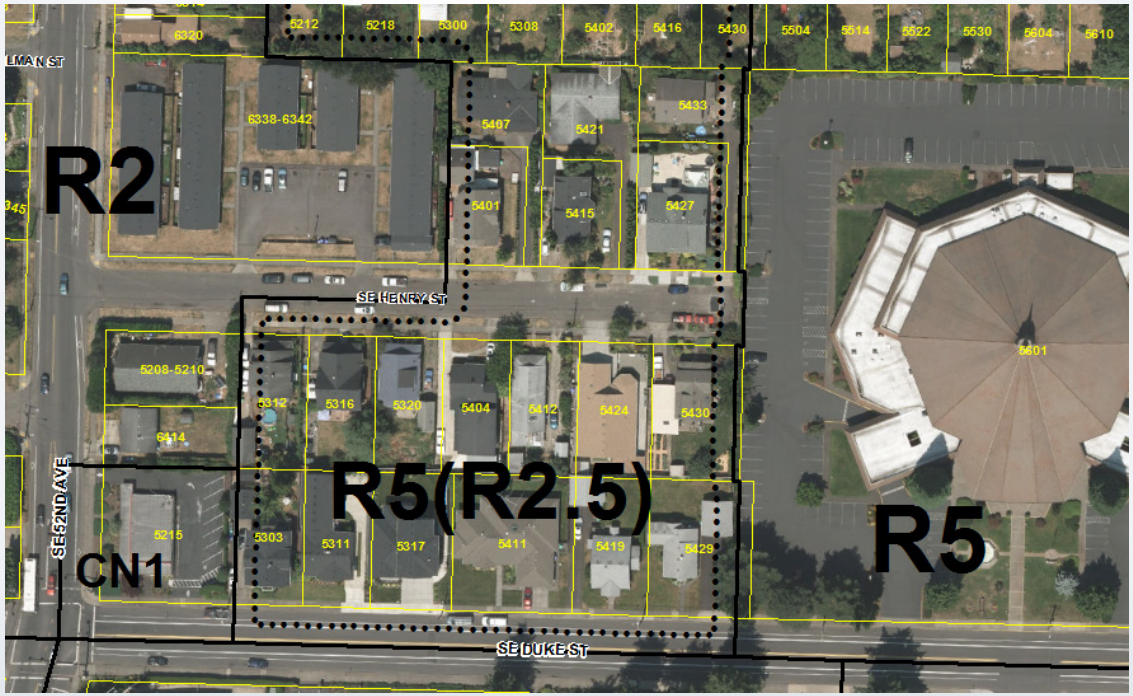


NE Halsey at 49th

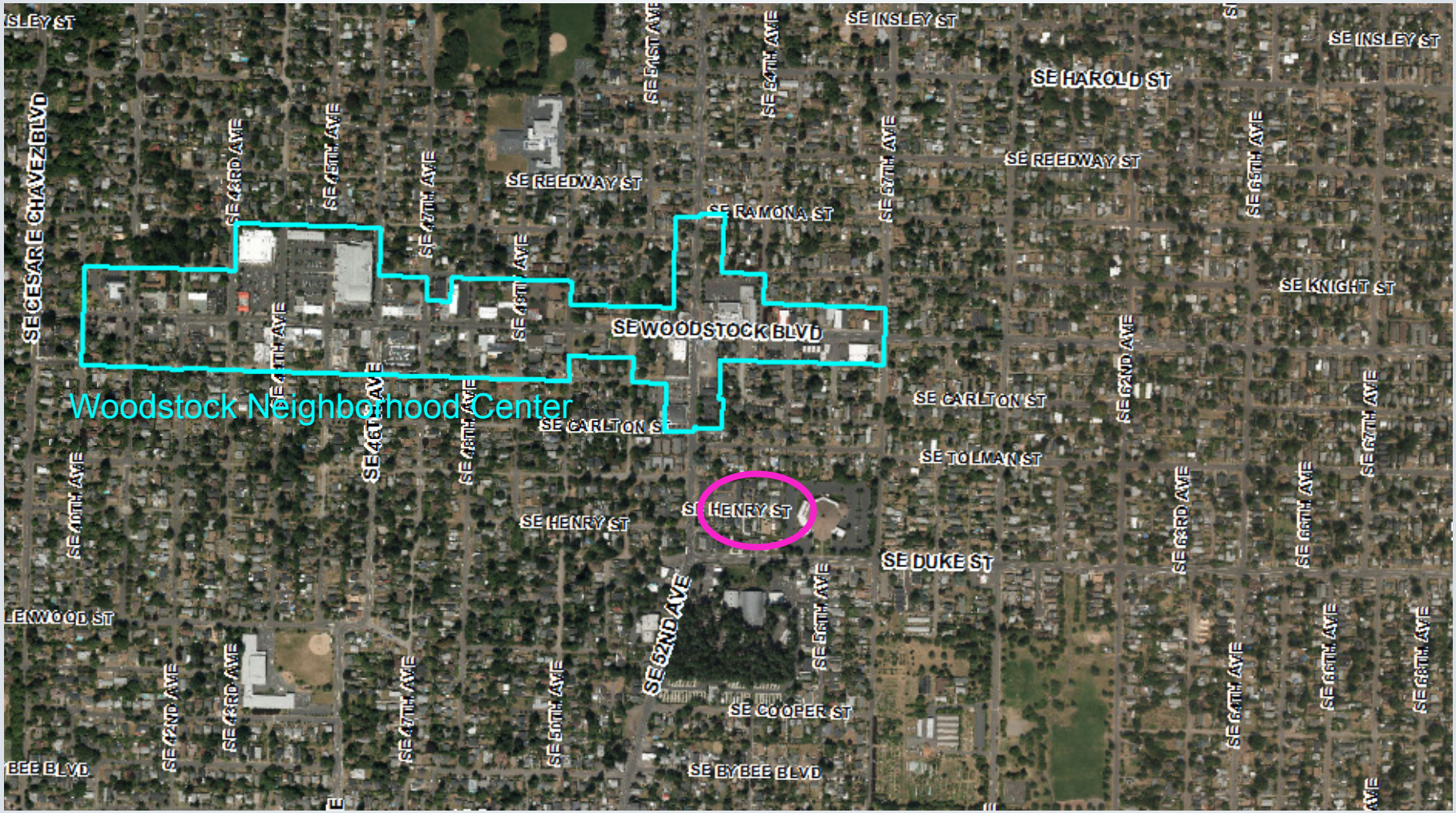
Area-specific discussion topic #3

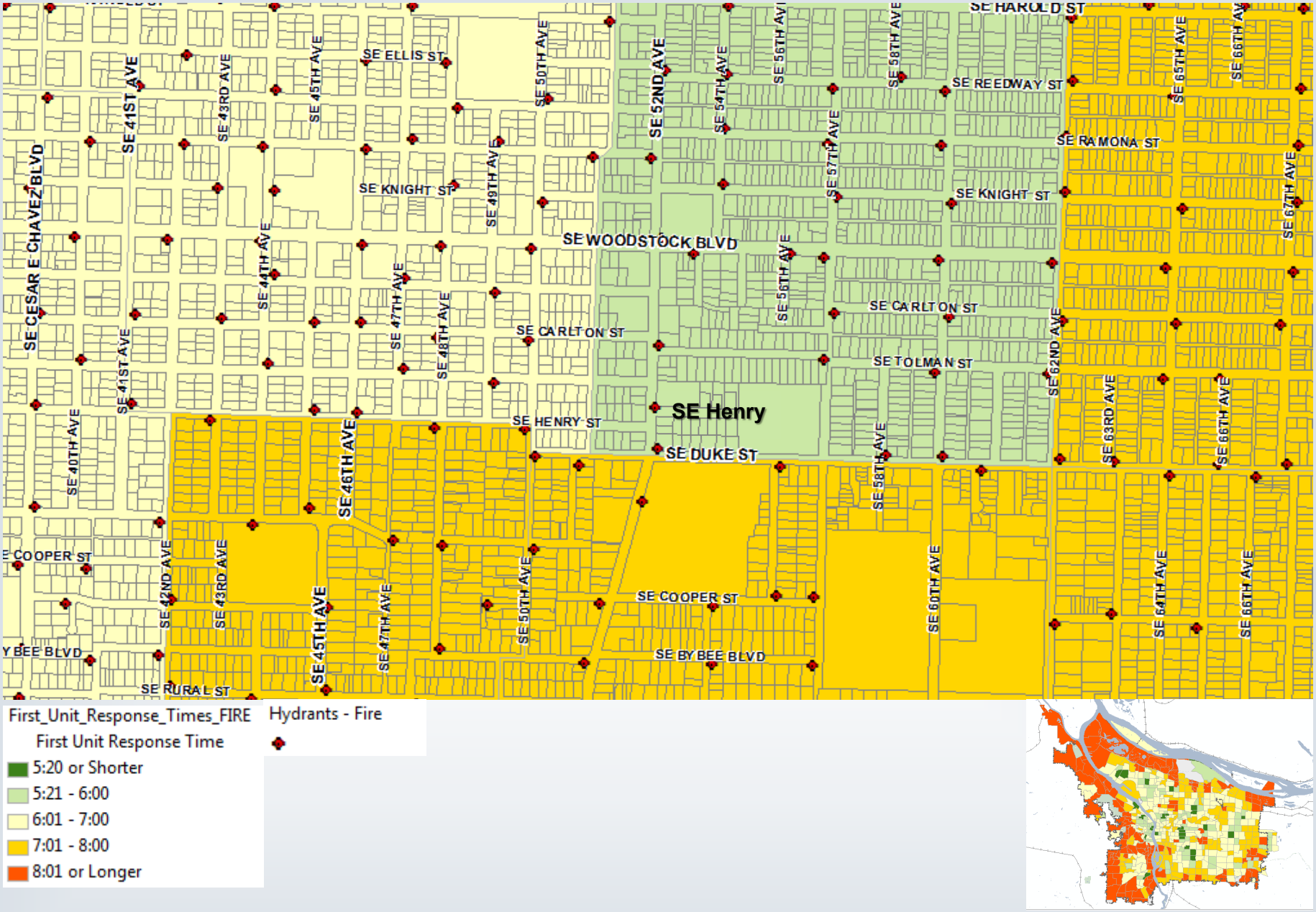
Woodstock – SE Henry Street

(proposed change from R5 to R2.5)



SE Henry Street

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SE ELLIS ST
SE 41ST AVE
SE 43RD AVE
SE 45TH AVE
SE 50TH AVE
SE 52ND AVE
SE 54TH AVE
SE 56TH AVE
SE 58TH AVE
SE REEDWAY ST
SE 65TH AVE
SE 66TH AVE
SE RAMONA ST
SE KNIGHT ST
SE 49TH AVE
SE 57TH AVE
SE 67TH AVE
SE CESAR E CHAVEZ BLVD
SE WOODSTOCK BLVD
SE 44TH AVE
SE 47TH AVE
SE 48TH AVE
SE 56TH AVE
SE CARLTON ST
SE 41ST AVE
SE TOLMAN ST
SE 62ND AVE
SE Henry
SE HENRY ST
SE DUKE ST
SE 40TH AVE
SE 46TH AVE
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SE 66TH AVE
SE COOPER ST
SE 42ND AVE
SE 43RD AVE
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SE 64TH AVE
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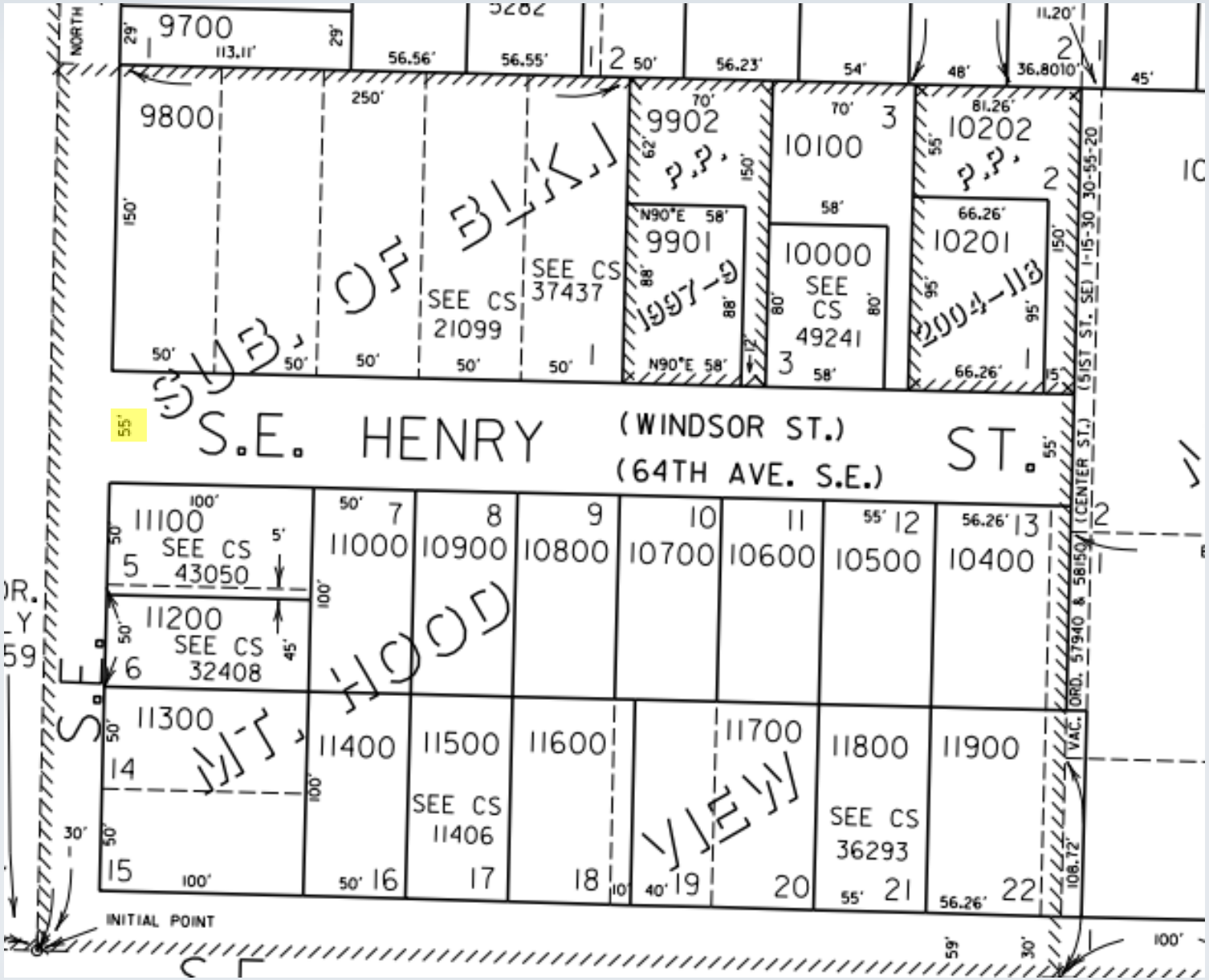
SE BY BEE BLVD
SE RURAL ST
First_Unit_Response_Times_FIRE
First Unit Response Time
5:20 or Shorter
5:21 - 6:00
6:01 - 7:00
7:01 - 8:00
8:01 or Longer
Hydrants - Fire


S.E. HENRY (WINDSOR ST.) (64TH AVE. S.E.) ST.
9700
9800
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10202
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10000 SEE CS 49241
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SEE CS 21099
SEE CS 37437
11100 SEE CS 43050
11200 SEE CS 32408
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11700
11800
11900
SEE CS 11406
SEE CS 36293
INITIAL POINT
(CENTER ST.)
(51ST ST. SE) 1-15-30 30-55-20
ORD. 57940 & 58150 VAC.

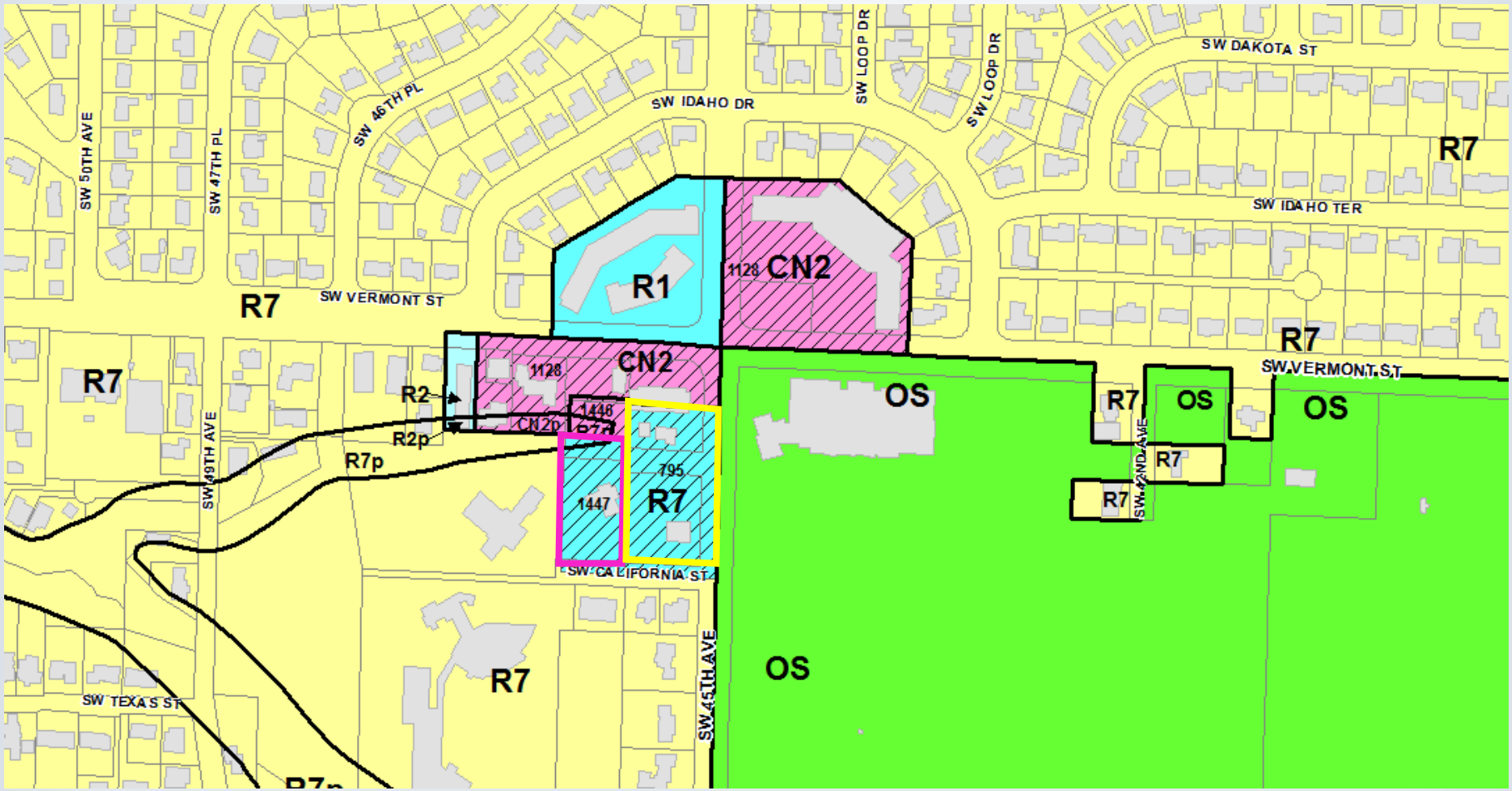
SE Henry Street



Area-specific discussion topic #4

- **Maplewood - SW 45th and California** (proposed change from R7 to R1 to correspond with Recommended 2035 Comprehensive Plan Map)

SW 45th & California



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SW 45th & California



SW 45th & California

Area-specific discussion topic #5

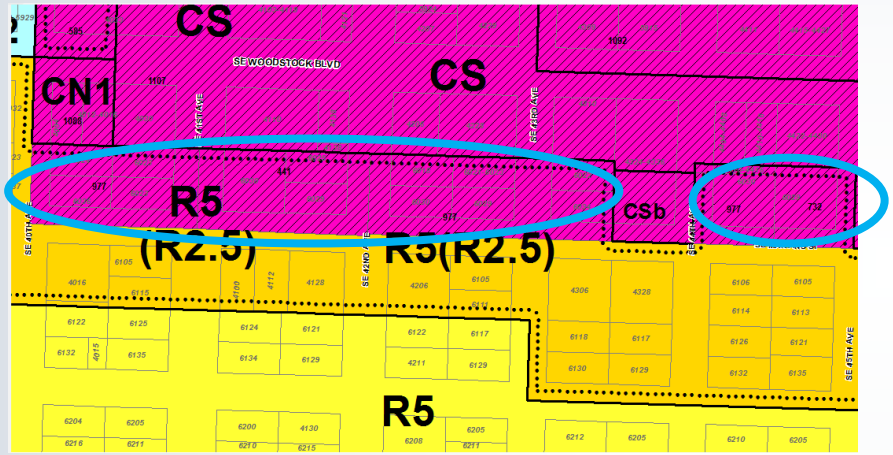
In locations with R5 or R2 zoning and Commercial/ Mixed Use Comp Plan designation (new or applied in 1980), should the Composite Zoning Map…

a) Consider rezoning to Mixed Use?

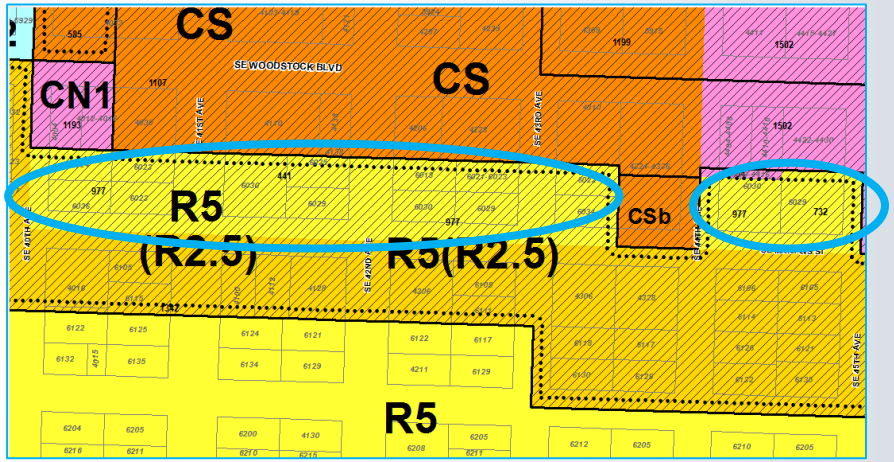
b) Consider rezoning to match the adjacent higher intensity residential zone?

c) Retain the existing zoning?

Example of Concept

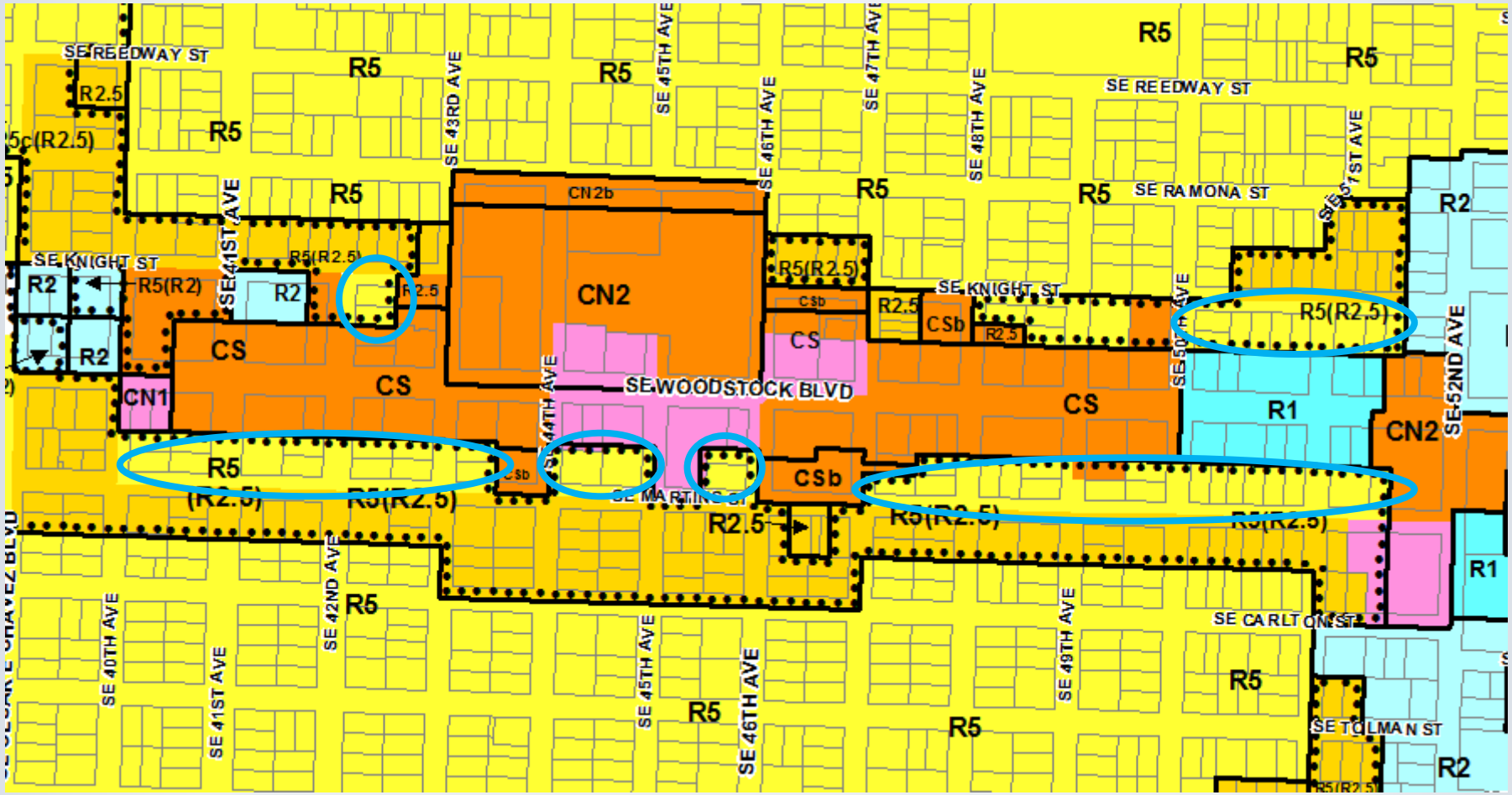


Recommended Comprehensive Plan Map



Proposed Zoning

Woodstock


SE REEDWAY ST
SE KNIGHT ST
SE WOODSTOCK BLVD
SE MARTINS ST
SE CARLTON ST
SE TOLMAN ST
SE RAMONA ST
SE 41ST AVE
SE 42ND AVE
SE 43RD AVE
SE 44TH AVE
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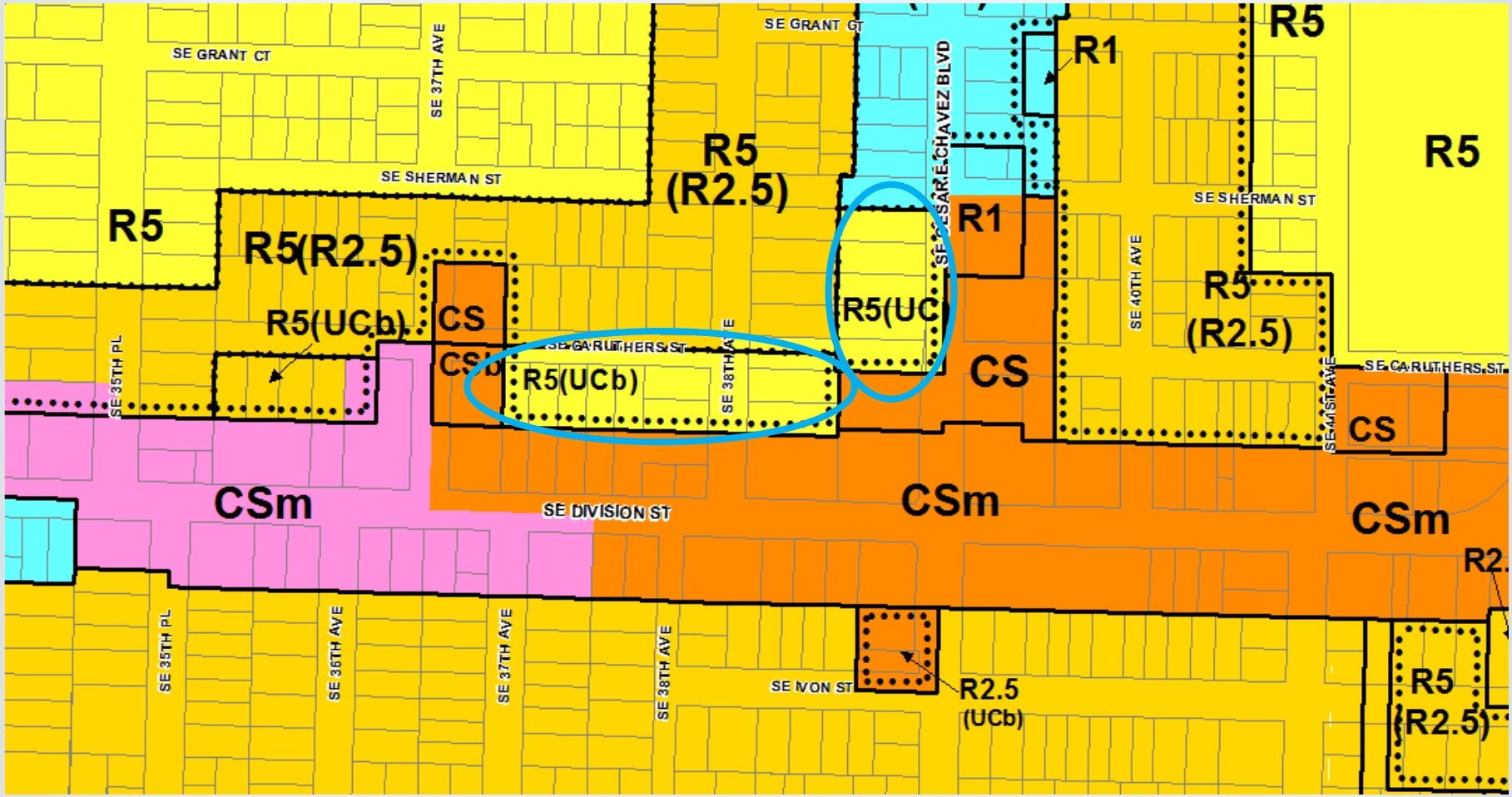
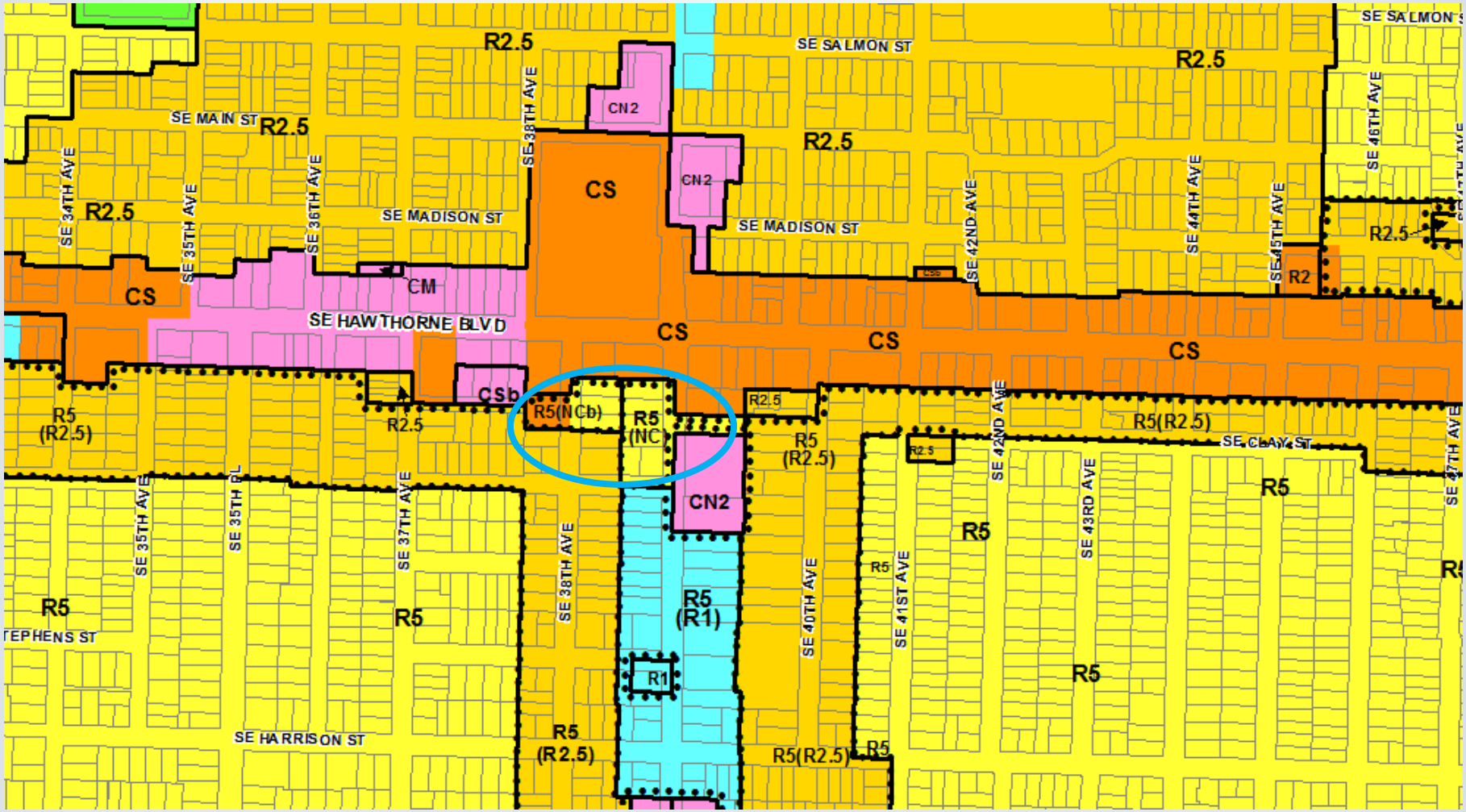
SE 49TH AVE
SE 50TH AVE
SE 51ST AVE
SE 52ND AVE
SE 40TH AVE
R5
R2.5
R2
R1
CN1
CN2
CN2b
CS
CSb
R5(R2.5)
R5(R2)

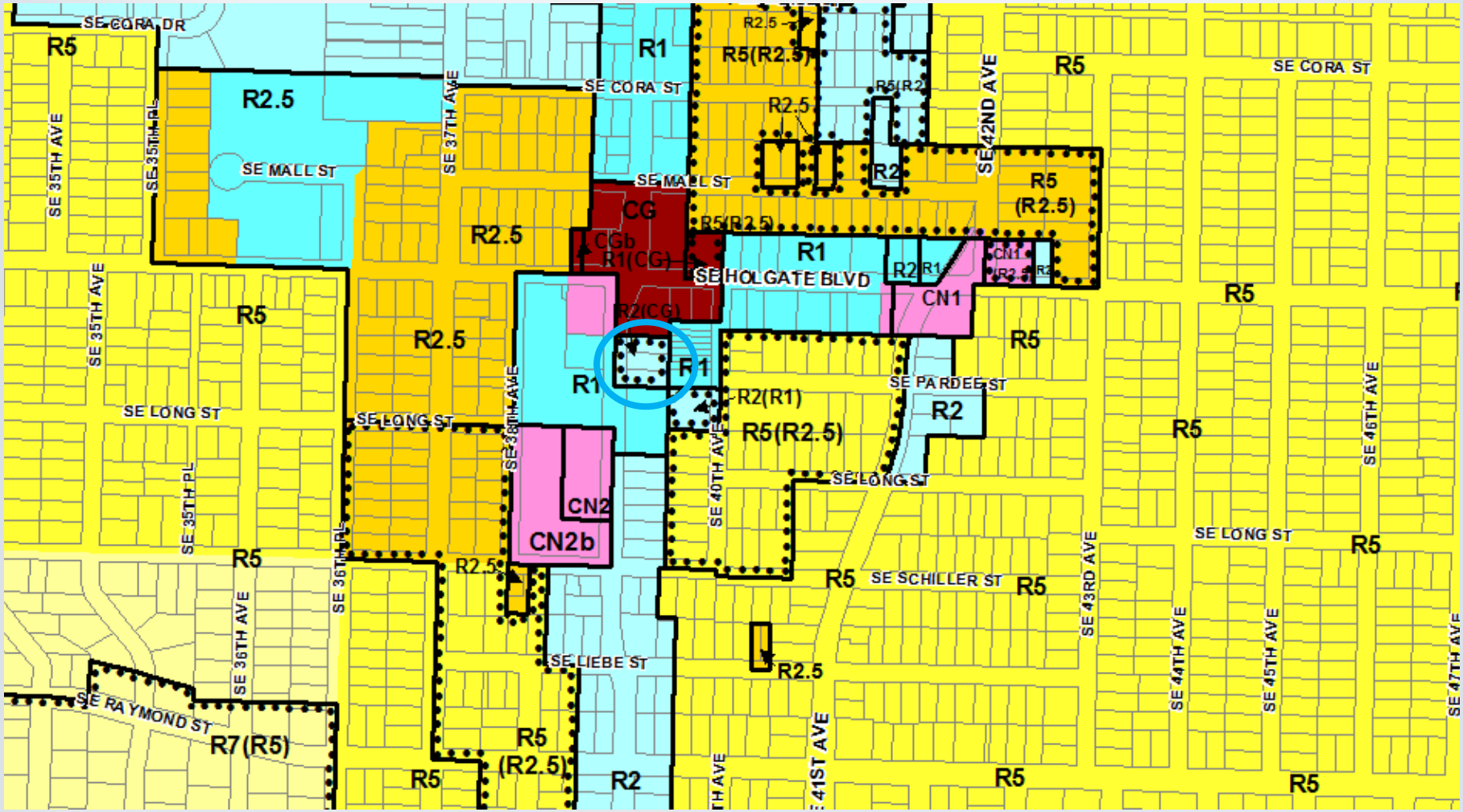
SE Caruthers



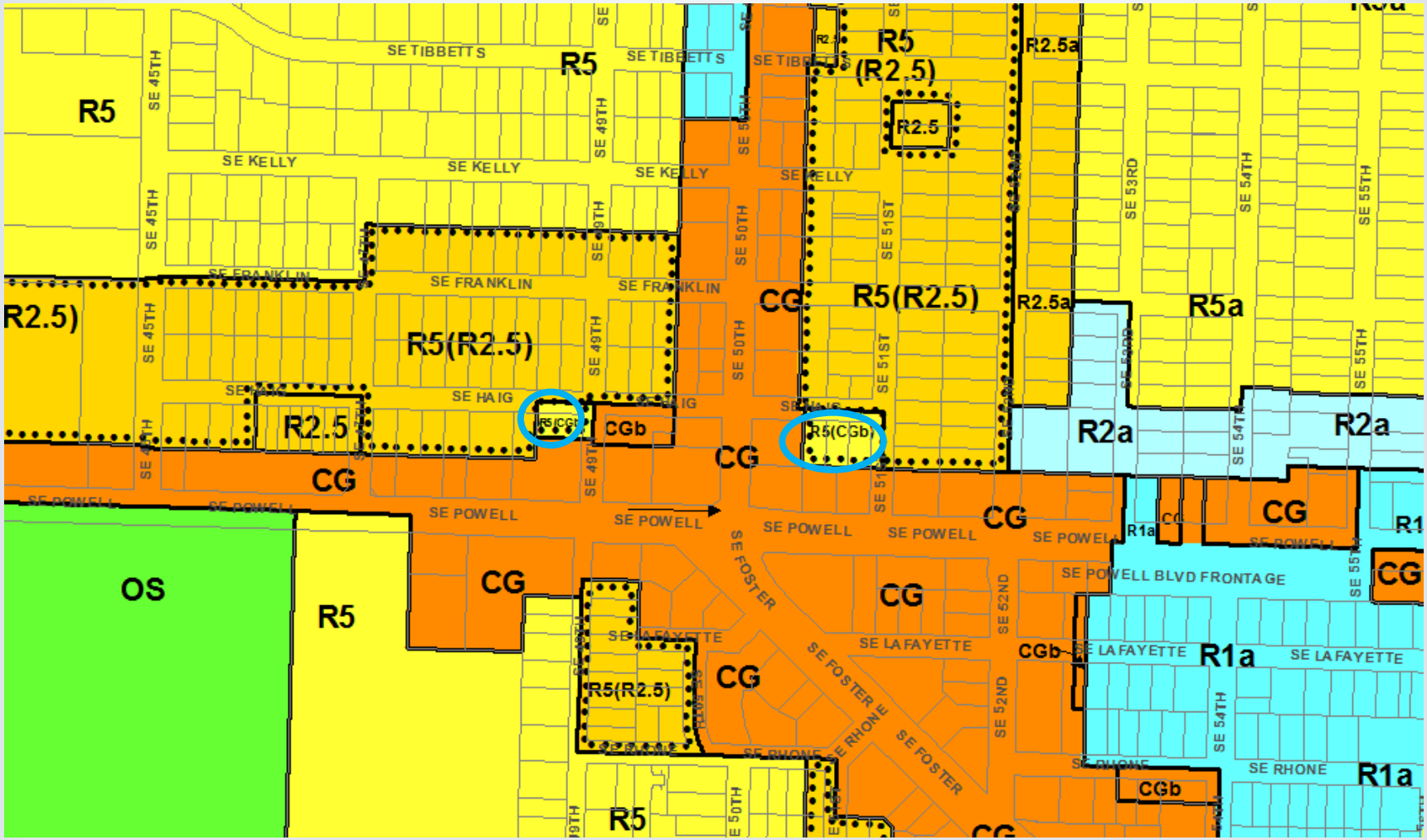
SE Hawthorne & Chavez



SE Holgate & Chavez



SE 50th & Powell



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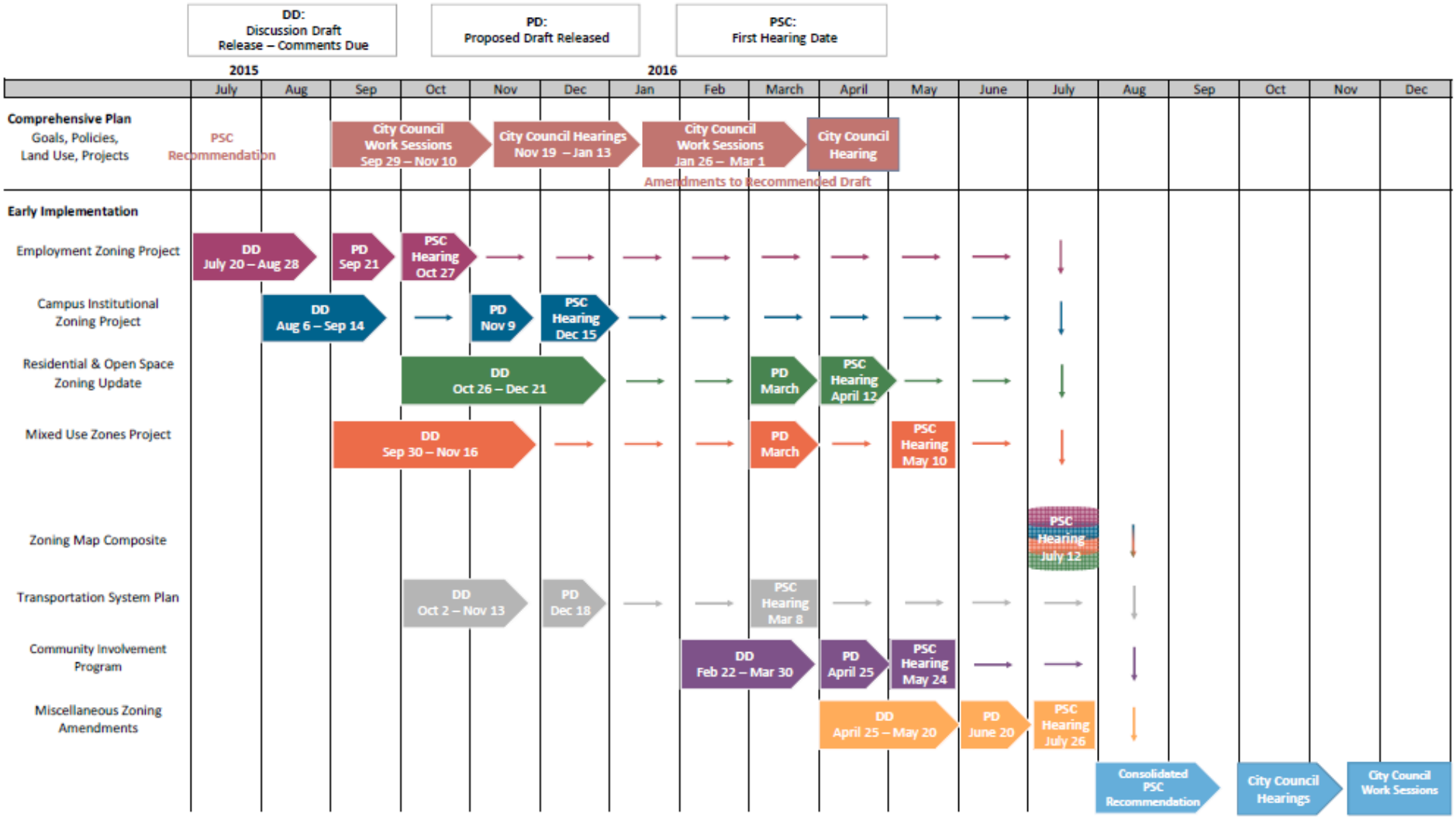
Next steps

- **June 2016:** staff publishes proposed Composite Zoning Map

- **July 12, 2016:** public hearing on Composite Zoning Map


DD:
Discussion Draft
Release – Comments Due
PD:
Proposed Draft Released
PSC:
First Hearing Date
2015
2016
July
Aug
Sep
Oct
Nov
Dec
Jan
Feb
March
April
May
June
July
Aug
Sep
Oct
Nov
Dec
Comprehensive Plan
Goals, Policies,
Land Use, Projects
PSC
Recommendation
City Council
Work Sessions
Sep 29 – Nov 10
City Council Hearings
Nov 19 – Jan 13
City Council
Work Sessions
Jan 26 – Mar 1
City Council
Hearing
Amendments to Recommended Draft
Early Implementation
Employment Zoning Project
DD
July 20 – Aug 28
PD
Sep 21
PSC
Hearing
Oct 27
Campus Institutional
Zoning Project
DD
Aug 6 – Sep 14
PD
Nov 9
PSC
Hearing
Dec 15
Residential & Open Space
Zoning Update
DD
Oct 26 – Dec 21
PD
March
PSC
Hearing
April 12
Mixed Use Zones Project
DD
Sep 30 – Nov 16
PD
March
PSC
Hearing
May 10
Zoning Map Composite
PSC
Hearing
July 12
Transportation System Plan
DD
Oct 2 – Nov 13
PD
Dec 18
PSC
Hearing
Mar 8
Community Involvement
Program
DD
Feb 22 – Mar 30
PD
April 25
PSC
Hearing
May 24
Miscellaneous Zoning
Amendments
DD
April 25 – May 20
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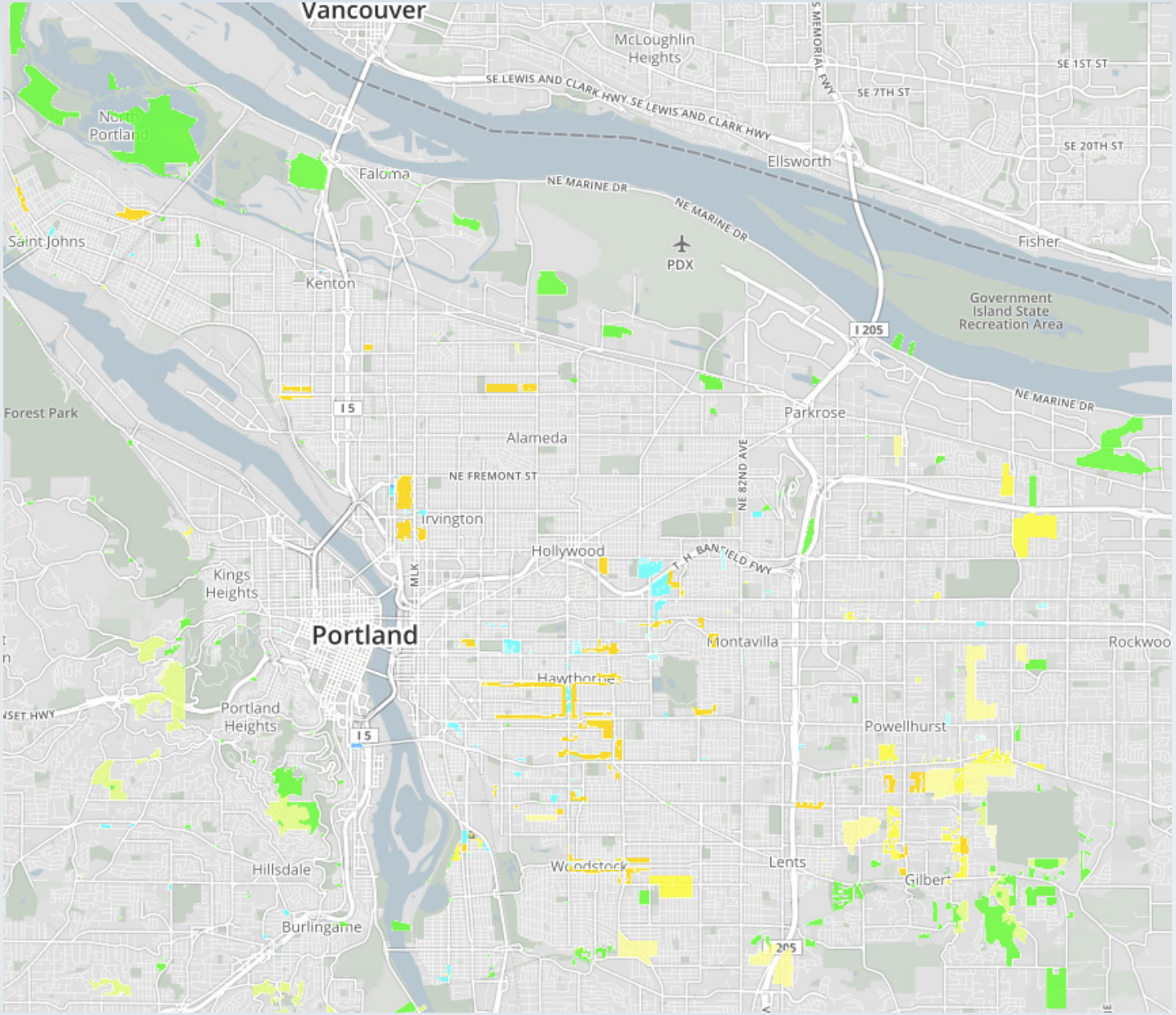
June 20
PSC
Hearing
July 26
Consolidated
PSC
Recommendation
City Council
Hearings
City Council
Work Sessions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Kings Heights
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Powellhurst
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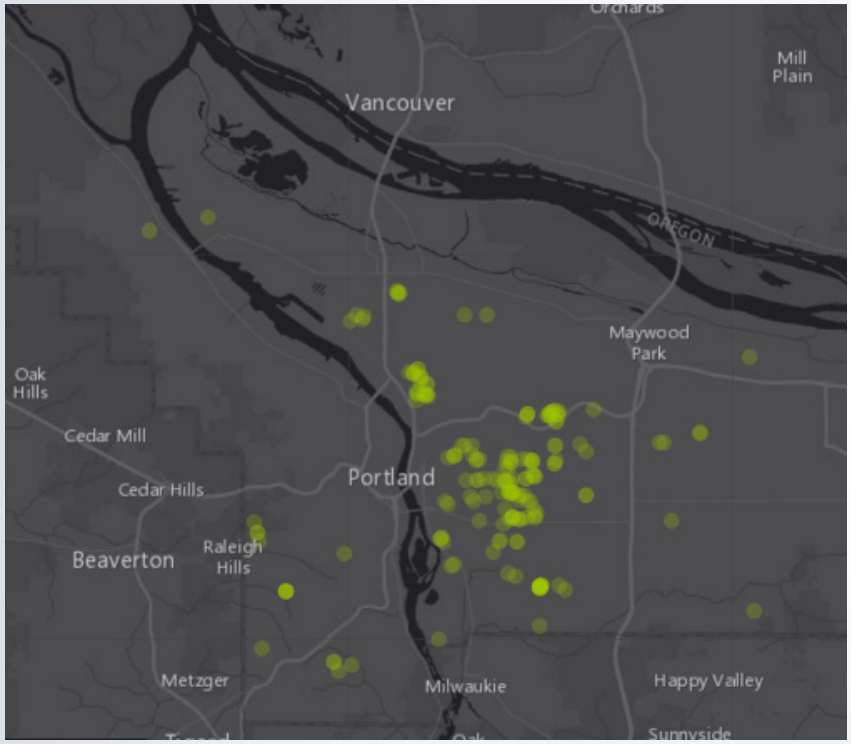
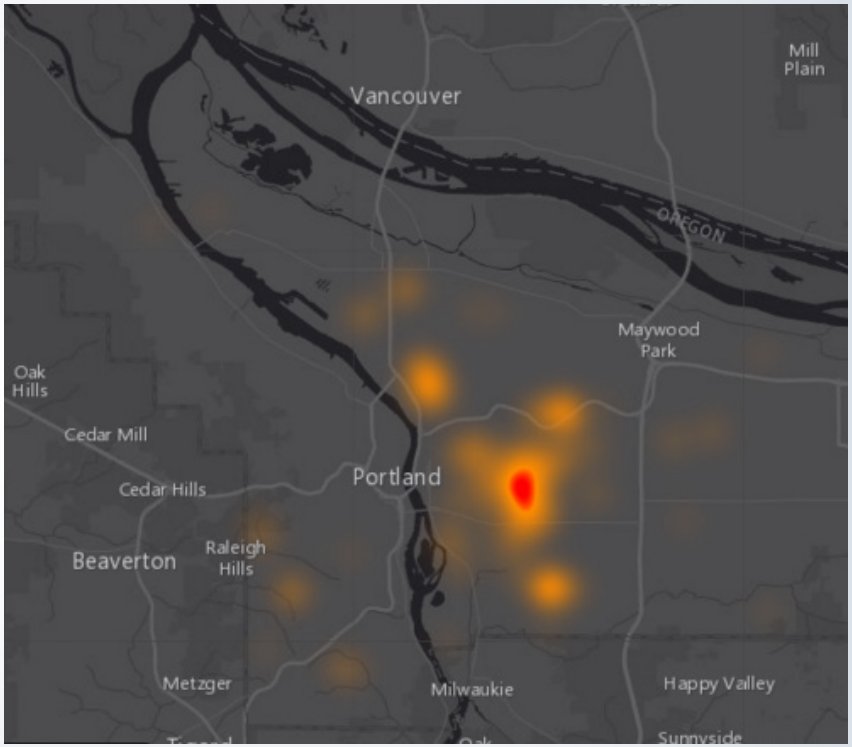
Lents
Gilbert
Burlingame
205

Geographic Distribution of Testimony

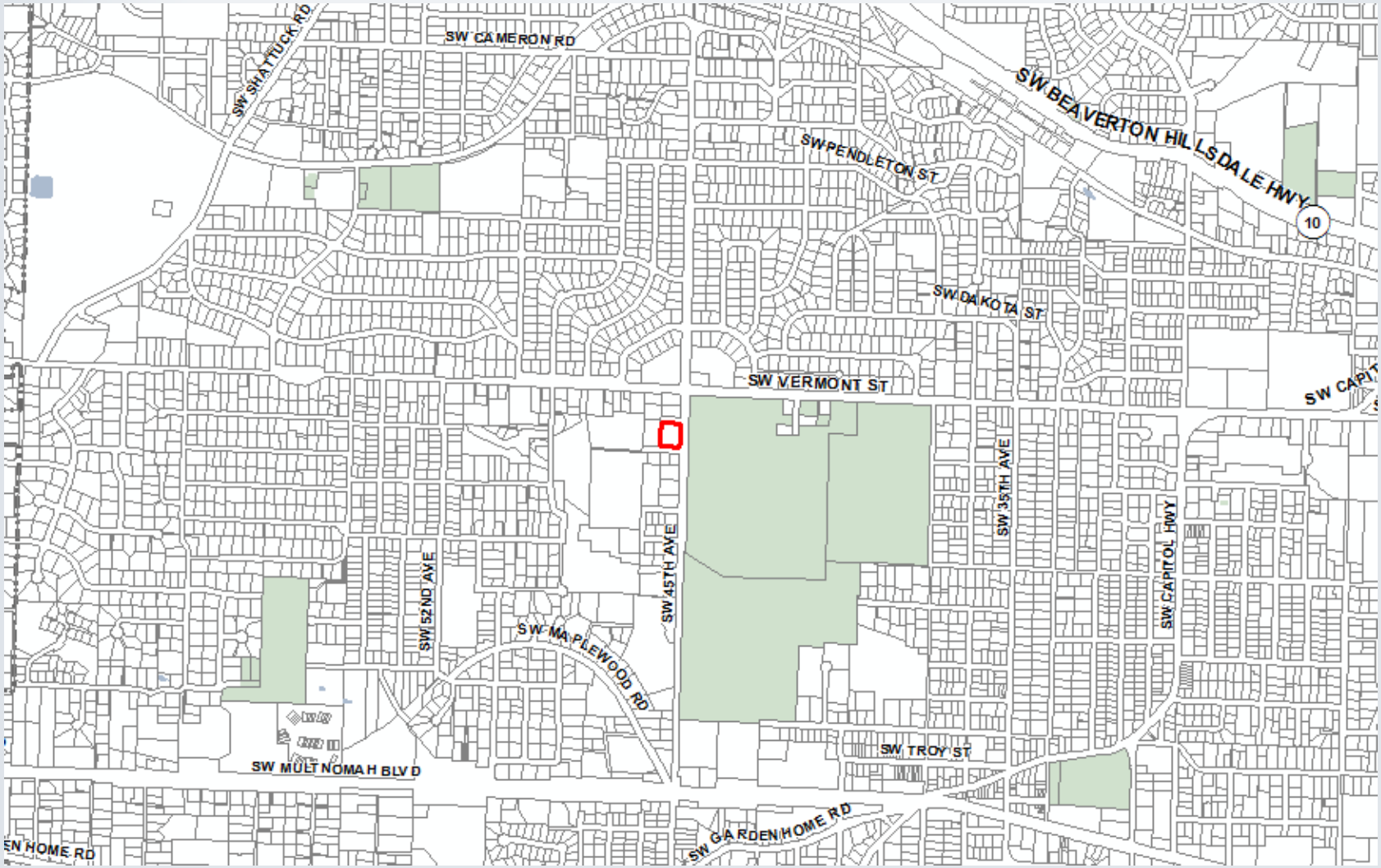


All Proposed Draft Testimony



Heat map of Proposed Draft Testimony

SW 45th & California



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MEMO

DATE: April 21, 2016

TO: Planning and Sustainability Commission

FROM: Deborah Stein, Principal Planner

CC: Susan Anderson, Director; Joe Zehnder, Chief Planner; Eric Engstrom, Principal Planner

SUBJECT: Residential and Open Space Zoning Map Update: Preparation for April 26, 2016 Work Session

In preparation for your April 26, 2016 work session on the Residential and Open Space Zoning Map Update, this memo includes:

- **Responses to questions** that commissioners posed to staff at the April 12, 2016 public hearing on this proposal.
- **A recap of the evaluation process** that staff followed for Zoning Review Areas, excerpted from the *Residential and Open Space Zoning Map Proposed Draft* (March 2016).
- **A set of questions for PSC discussion** on April 26.
- **A summary of written and oral testimony**, received through April 12th. Testimony has been organized by major themes to facilitate your discussion. Attached are two tables: 1) testimony related to Proposed Zoning Map changes in Zoning Review Areas and in the David Douglas School District; and 2) testimony related to changes that correspond with the Recommended 2035 Comprehensive Plan Map. *(Note that the PSC's influence on the latter is limited, since Comprehensive Plan Map changes are in City Council's hands at this time.)*

Desired outcome of the April 26, 2016 work session

Staff is seeking general direction from the PSC (nods, not a formal vote) on what staff should include in the Proposed Draft Composite Zoning Map. This map will be a compilation of all the Zoning Map layers (Residential and Open Space, Employment, Campus Institution and Mixed Use) and will be published in early June, with opportunities for public review and testimony to the PSC at a public hearing on July 12.

Because the record for testimony on the Residential and Open Space Zoning Map Update remains open through July 12, the direction that staff seeks from the PSC on April 26 would be *provisional*, since it will be based on testimony you have received to date.

We want to clearly convey to the public that you will be reviewing and deliberating on the Proposed Draft Composite Zoning Map as a whole this summer, after having heard additional testimony received between now and July. The timing of the Composite Zoning Map will allow staff to incorporate any Zoning Map changes needed to align with yet-to-be adopted City Council amendments to the Comprehensive Plan Map.

Responses to PSC's questions

Commissioners posed a number of questions to staff following testimony on April 12. Here are staff's responses:

1. **How do we respond to property owners who assert that a decision to down-zone their property constitutes a "taking?"**

   It is up to a court to determine whether any land use change constitutes a "taking." Property owners are advised to consult with their own attorney if they have questions.

2. **How do we respond to a property owner who asserts that they have a Measure 49 claim?**

   The City Council has an adopted process that allows a property owner to file a Measure 49 claim with the City and have the claim reviewed and decided by the City Council. (See City Code Chapter 5.75—Claims Under ORS 195 and 197). It is up to the Council and, ultimately, a court to decide whether a property owner has a successful Measure 49 claim based on a change in a land use regulation. Property owners are advised to consult with their own attorney if they have questions.

3. **How does PBOT consider unimproved street conditions in their analysis of potential zone changes?**

   PBOT has very limited capital funding available for improving local gravel streets, and most potential sources of funding (federal, SDCs, etc.) are restricted to collector

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streets or priority pedestrian and/or bicycle routes. City Council recently approved roughly $1 million per year in ongoing general fund support for such purposes, but this is a very small fraction of the overall need.

Given funding constraints, PBOT expects that most local street improvements will occur through redevelopment or through Local Improvement Districts (LIDs). When redevelopment occurs, property owners are typically required to construct half-street and sidewalk frontage improvements (though soon they may be given the option of paying a fee instead). With a Local Improvement District, the property owners agree to pay all or part of the cost of the project, occasionally with a City subsidy when such funding is available.

Both redevelopment and LID formation are more likely to occur with higher zoning, because it increases the potential value of the property and decreases the per-unit cost of an LID. Therefore, PBOT generally considers the presence of local gravel streets in a neighborhood to be a good reason to have higher-density zoning, rather than a reason to have lower-density zoning.

BPS staff considers this perspective in its evaluation of zoning designations, but also considers other constraints and locational factors. There may be areas with unimproved streets where staff does not recommend higher density zoning.

4. **How would a City Council decision to down-designate Eastmoreland affect any of the residential zoning decisions the PSC is reviewing?**

   City Council is considering a Commissioner-sponsored amendment that would change the Comprehensive Plan Map designation for the majority of the Eastmoreland neighborhood (the portion within the boundaries of the existing Eastmoreland plan district) to R7 from its current R5. City Council has not yet deliberated about this amendment, so we don't yet know what their decision will be.

   If this amendment passes, staff would then amend the Zoning Map proposal so that the zoning would correspond with the Comprehensive Plan designation (R7). A decision by City Council to down-designate Eastmoreland to R7 would not conflict with or otherwise affect staff's proposal for zone changes in Zoning Review Areas, the vast majority of which are being considered for change from R5 to R2.5 zoning.

5. **How do we respond to concerns expressed about "leaving affluent areas alone while middle class neighborhoods are being rezoned to higher density?"**

   Areas proposed for residential Zoning Map changes have a number of locational and physical criteria in common: proximity to walkable places with services and amenities, frequent transit, infrastructure availability, and a lack of development constraints. This Residential Zoning Map Update process was fairly focused; staff did not look citywide for every opportunity to accommodate a wider range of housing types and sizes. Instead, staff narrowed its focus on Zoning Review Areas (ZRAs)

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where the current zoning doesn't match the Comprehensive Plan Map designation applied in 1980.

Planning decisions should always consider who is likely to benefit and who may be burdened by any land use change. In reviewing potential Zoning Map changes in ZRAs, staff did consider demographics, but only in a limited way: to assess whether there may be unintended displacement of tenants that may be prompted by a Zoning Map change, if redevelopment were to occur.

6. **What are the implications of a decision to not rezone areas from R5 to R2.5? How would this affect our ability to meet our housing goals and 2035 growth projections?**

   2035 housing capacity is calculated based on the Comprehensive Plan map, which provides enough capacity to accommodate anticipated residential growth through the 20 year planning period. Not all of the capacity must be zoned at the beginning of the planning period, as long as the Comprehensive Plan Map allows for the zoning in the future. With the exception of ZRAs that are separately being considered for Council-sponsored amendments, Comprehensive Plan Map designations are not proposed to change in the Zoning Review Areas.

   That said, the R2.5 is a zone that allows small-lot detached and attached houses (an aspect of the "missing middle"). Houses built in this zone, and the R2 zone, tend to be smaller starter homes, in comparison to the larger lots/homes in R5 and R7. Although we have adequate land for housing in the aggregate, our growth scenario forecasts suggests there will be a tight supply in some housing types. This is especially true in the middle - for the kind of entry-level small-lot housing allowed in R2.5 and R2. We have a lot of land available for apartments, and a lot of land available for larger homes on 5,000-square-foot lots, or larger. But our economic analysis suggests that most people in the region will not be able to afford large-lot housing. Unless we can make more land available for entry-level homes, many young families will continue to find limited options to meet their housing needs, with larger homes out of reach economically.

   There is also a geographic element. In our housing policies, we say that we want to create more housing opportunity in close-in areas, near services. The R2.5 Zoning Review Areas are all in relatively good locations, from an access point of view. Outside of these Zoning Review Areas, much of the city's remaining supply of R2 and R2.5 zoning is in North or East Portland. In the absence of these zoning changes, we would expect to see a larger share of the middle housing built in East Portland or North Portland, because that is where the available lots will be.

7. **Clarify the quasi-judicial versus legislative process question raised in testimony.**

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The 2035 Comprehensive Plan – Recommended Draft addresses this question in Policy 10.3 (Amending the Zoning Map): Amending a base zone may be done legislatively or quasi-judicially. *This is allowed under the existing Comprehensive Plan as well.*

The review body for a legislative hearing on a Comprehensive Plan Map Amendment and/or Zoning Map Amendment is the Planning and Sustainability Commission per Planning and Zoning Code (PZC) Section 33.710.040.D Power and Duties, prior to City Council action.

Through the Comprehensive Plan update and related zoning map update processes, affected property owners have been afforded due process through individual Measure 56 notices and public hearings before both the Planning and Sustainability Commission and then City Council.

Recap of evaluation process for Zoning Review Areas

Staff reviewed 42 "Zoning Review Areas" (areas where the current zoning does not match the Comprehensive Plan Map designation applied in 1980) following publication of the Residential and Open Space Discussion Draft in November 2015. Following this evaluation and community conversations, staff proposed that the zoning for 24 of these be changed to match the Comprehensive Plan Map designation applied in 1980.

In reviewing these areas for suitability and readiness for zone changes, staff considered a number of factors including infrastructure constraints and conditions, actual built densities, recent market activity, demographics and policy direction in the 2035 Comprehensive Plan. Factors were considered on balance, such that minor infrastructure shortcomings might be outweighed by other location strengths, and vice versa.

Generally, residential zones in areas with relatively strong infrastructure investments and proximity to amenities and services are proposed to change to match the long-standing Comprehensive Plan designation. The majority of proposed changes are modest in scale, such as the difference between Residential 5,000 (R5), which mostly allows single-family home development, and Residential 2,500 (R2.5) which allows single-family home development as well as duplexes and row houses.

In areas farther from centers, with more limited infrastructure and/or with other constraints (such as steep slopes), staff has generally proposed to retain current zoning. In these areas, property owners would continue to be able to request an individual zone change through a land use review process, subject to meeting approval criteria in the Zoning Code.

Specific evaluation criteria included:

- Proximity to centers
- Lack of substandard streets, water system constraints, and other infrastructure barriers
- Terrain

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- Transportation capacity
- Existing development that exceeds the allowable density in the current zone (typically a legacy of less restrictive zoning in the past)
- Lot sizes that are smaller than allowed in the current zone
- Underlying plats and/or alleys
- Properties that have zoning in place to match the Comprehensive Plan, approved through owner-initiated Land Use Reviews
- Existing development allowed through lot confirmations
- Low potential for displacement of tenants as a result of redevelopment

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Questions for PSC discussion

General issues raised in testimony

1. The following issues were raised in testimony received to date. Does the PSC agree that any of these should be the basis for modifying staff's proposals for residential Zoning Map changes?
    a. Increased potential for demolition of existing homes
    b. Effect of redevelopment on neighborhood character and scale
    c. Pressures of redevelopment on parking and local traffic
    d. Effect of zone changes on property values or taxes
    e. Potential impact of a zone change on the racial composition in neighborhoods that are experiencing gentrification

2. Does the PSC generally support proposed Zoning Map changes in the David Douglas School District, recognizing the temporary reduction of development potential on affected properties?

3. There are locations in SE Portland (Woodstock, Chavez, Caruthers and a few others) with R5 zoning and a Commercial/Mixed Use Comprehensive Plan designation (some applied in 1980 and some newly proposed). The zoning in these locations has not been proposed for change in either the Mixed Use Zoning Project or the Residential and Open Space Zoning Update. Should the Composite Zoning Map consider Zoning Map changes in these locations to either Mixed Use, or to match the adjacent higher density residential zone? (Staff will provide examples on April 26th to inform this discussion.)

Area-specific issues for PSC discussion

4. **Rose City Park** (proposed change from R5 to R2 and R1 near the 60th Ave MAX Station)

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- Does the PSC support retaining the R5 zoning/pattern in this area? Staff's proposal to change to R2 and R1 would allow a slightly higher density option that would (a) legalize nonconforming multi-plexes in the current R5 zone, (b) provide options for various housing types, and (c) result in transportation-related improvements that depend on higher density zoning.

5. **Rose City Park - Euclid Heights** (proposed change from R5 to R2.5)

   - Does the PSC support retaining R5 zoning in order to preserve existing character and recognize the 20% slope? Staff's proposal to change to R2.5 was based on the area's service-rich location (within ½ mile of Hollywood/42nd Ave Transit Center and proximity to Providence, a major employer).

6. **Woodstock - SE Henry Street** (proposed change from R5 to R2.5)

   - Does the PSC support retaining R5 zoning here, in response to testimony? SE Henry Street is a dead end without an approved turnaround, and residents are concerned about fire safety and constraints on emergency response. Staff has consulted with the Portland Fire and Rescue, and will share information with the PSC at the work session.

7. **Maplewood - SW 45th and California** (proposed change from R7 to R1 to correspond with Recommended 2035 Comprehensive Plan Map)

   - Does the PSC support retaining R7 zoning here, in response to testimony? This would require a property owner to apply for a quasi-judicial Zoning Map Amendment and would require additional public process.

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Overview of Testimony on Proposed Residential and Open Space Zoning Update

The following tables present a general overview of key themes and categories that stood out in testimony received on the Proposed Draft of the Residential and Open Space Zoning Update, as of April 12 2016. The full record of testimony received up to April 12, 2016 is available through e-files (http://efiles.portlandoregon.gov/Record/8824031/). Additional testimony continues to be received in anticipation of the hearing on the composite zoning map, scheduled for July 2016.

Table 1: Zoning-Only Changes

Theme	# of Pieces of Testimony	Primary neighborhoods identified in testimony	Sample testimony excerpts
In support of Zoning Map change in Zoning Review Areas	41 total (submitted by 9 individuals or groups)	• Buckman • Concordia • Hosford-Abernathy • Mt Tabor • North Tabor • Overlook • Piedmont • Richmond • Rose City Park • Sunnyside • Woodstock • Citywide	"I support this modest change to increase the housing possibilities near the Clinton MAX station." (Hosford-Abernethy) " My wife and I would like to continue living here after we retire, and the only practical way to afford that is build a smaller home on our lot and rent out or sell our current home." (Richmond) "… Portland is growing at a rapid rate and it is becoming increasingly difficult to find housing to rent or purchase closer in. The rents are incredibly high and there is much competition to even get into a home. The Comprehensive Plan states that it wants to focus growth on centers and corridors." (Richmond) "These properties have sat for decades with a Comp Plan designation higher than the zone, with little movement. Changing the zone will perhaps encourage a few more property owners to take advantage of the higher zone, and add a few more units here and there in the neighborhood. With the plan to get to 20% of the new housing units within the neighborhoods, this is the least that can be done." (Richmond) "Yes! This is a great place to increase density. Please consider R2 instead of R2.5" (Overlook)

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Theme	# of Pieces of Testimony	Primary neighborhoods identified in testimony	Sample testimony excerpts
Concerns about potential impacts of redevelopment • Parking • Loss of trees • Increased traffic • Changing character	62 total (submitted by 54 individuals or groups)	• Creston-Kenilworth • Mt Tabor • Overlook • Piedmont • Richmond • Rose City Park • Sunnyside • Woodstock • Maplewood	"I am in favor of the zoning change on my block with the caveat that something needs to be done about aggressive commuter parking in our neighborhood. It is increasingly difficult for neighbors to park on their street near their homes due to commuter parking, particularly since during weekdays parking is only allowed one side of the street." (Sunnyside) "In the last eight years I have watched the destruction lovely trees, the filling up of so many yards with skinny and tall houses, and the demolition of smaller houses with replacement by large houses that are absent any yard and that barely fit into the resulting space. These houses do not fit in with the existing one and two story old Portland homes next door. The obliteration of yards that heretofore had been neighborhood green spaces is sad and makes the neighborhood less healthy with its increase in air and noise pollution because of the diminished plant life." (Sunnyside) "I am concerned about the increase of traffic on narrow SE 74th if the proposed change at 74th-76th and Thorburn is adopted. Doubling the residential density from R5 to R2.5 will greatly increase traffic on those already dangerous intersections, especially left turns from Thorburn." (Mt. Tabor) Concerns about no required parking from new higher density development near LRT station; general opposition to going from R5 to R1 or R2 and changing the character of largely SF neighborhood (Rose City Park) "We are not against density. In fact, we worked closely with our next-door neighbors when they converted their double-car garage into an accessory dwelling unit (ADU). However, we are against a practices that has become too common in our city: throughout Portland, developers have torn down single-family homes and built cheap dwellings—with two to eight units apiece without parking—which consume resources and further contribute to congestion and environmental pollution." (Piedmont) "I oppose this upzoning change to this degree, from R7 to R1. This is too extreme of a change, does not fit the rest of the surrounding streets or

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Theme	# of Pieces of Testimony	Primary neighborhoods identified in testimony	Sample testimony excerpts
			neighborhood. Traffic is a high concern in the specific location as is bike and pedestrian safety." (Maplewood)
Development constraints weren't considered	23 total (submitted by 20 individuals or groups)	• Mt Tabor (4) • Richmond (1) • Rose City Park (3) • Woodstock (15)	"Current Fire Code prohibits this type of street for new development, and the City of Portland should not allow more density on a street that is substandard with regard to its own public safety code. The Portland Fire code states: "Dead end fire apparatus access roads in excess of 300 feet in length shall be provided with an approved turnaround (OFC 503.2.5 & D103.1)." This dead end block of SE Henry Street qualifies as an access road, and there is nothing anywhere along its length that meets approved turnaround standards of any type." (Woodstock) General concerns about lack of infrastructure (unimproved streets) and already unofficial park and ride areas near LRT station. (Rose City Park)
Concern that rezoning proposals aren't applied evenly	27 total	• Creston-Kenilworth • Mt Tabor • Overlook • Piedmont • Richmond • Rose City Park • Sunnyside • Woodstock	"We find it perplexing that the city has proposed to *down-designate* some Eastmoreland neighborhoods...It is well known that the City of Portland is in the midst of an affordable housing shortage; it seems a strange proposition to reduce capacity in this established neighborhood and put further pressure on the city's housing market as a whole. " (Overlook)
Concerns about displacement, access to housing, affordability	21 total	• Hosford-Abernathy • Mt Tabor • Richmond • Rose City Park • Piedmont	"Retaining single family residences and lower density units will encourage stabilization of property value and rents in this area. This also can help to preserve neighborhood diversity and reduce the unintended consequences of new development trends and the involuntary displacement of renters in the area affected." (Rose City Park) "It is well known that communities of color, immigrants, and the poor have historically inhabited North and Northeast Portland neighborhoods. Traditionally, these communities have lacked the clout to resist arbitrary

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Theme	# of Pieces of Testimony	Primary neighborhoods identified in testimony	Sample testimony excerpts
			proposals such as this one that impact the quality of life in their neighborhood. " (Piedmont)
Concerns about property value and development potential	6 total	• Creston-Kenilworth • Hosford-Abernathy • Richmond • Woodstock • Hazelwood	"I believe this zoning change would have a negative impact on our property values and neighborhood. It would do nothing to solve the city's affordable housing problem, while adding a new risk factor for our street that would compromise our re-sale value." (Hosford-Abernethy) "This would downgrade the usage of my lot, restrict the options to develop, and lower the value considerably." (Hazelwood)
Concerns about scale, compatibility of new development	12 total	• Irvington • Mt Tabor • North Tabor • Overlook • Richmond • Rose City Park • Sunnyside • Woodstock	"...RH to R1.... will make the FAR and height limitations in the Broadway area compatible with the Irvington Historic District, and especially the criteria used to evaluate new construction. These changes will assure that new construction will be compatible with the transition to the residential portion of the neighborhood. These changes should also reduce conflicts between neighbors and developers, and the developers will know what to expect in terms of mass, scale, and size. " (Irvington)

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Table 2: Testimony Related to Zoning Based on Changes in Recommended Comprehensive Plan

Theme	# of Pieces of Testimony	Neighborhoods identified in related testimony	Sample testimony excerpts
In support of Recommended Comp Plan and corresponding zoning	27 total	• Bridlemile • Brooklyn • Buckman • Creston-Kenilworth • Eliot • Hillsdale • Hosford-Abernathy • Marshall Park • Richmond • Sellwood • Sunnyside	"The site currently functions like it is R1, but I'd hate to limit it in the future. The proximity to the Lone Fire open space and to amenities on 28th as well as Belmont makes me think it could be zoned for a higher capacity. This is true of the entire stretch between 26th and 30th on SE Stark. (Belmont/Sunnyside)
Opposition to down-designation related to property value or development potential	15 total	• Ashcreek • Brentwood-Darlington • Bridlemile, • Brooklyn • Eliot • Forest Park • Marshall Park • Powelhurst-Gilbert • Sellwood • St Johns	"The proposed zoning changes effectively cut the value of our property in half...This is just the property value, and does not even consider the added value that we would receive after building and selling the homes...." (Ashcreek) "Please consider the entire risks for Eliot residents of the zone change. Several of our residents are not in support of this change due to the potential increased taxes but our LUTC has considered the costs of loss of old homes and found this shift to R2.5 to be the best alternatives for that purpose. We are supportive of the LUTC efforts and wish you to also consider the other perspectives of those concerned and vulnerable residents." (Eliot)
Opposition to down-designation (and down zoning) related to uneven development	1 total	St Johns	"If this zoning change goes through I will be a single family house, on property zoned for less density, sandwiched between a restaurant, a 7 unit apartment complex, on a truck route. This is an awful solution...I encourage you to leave the zoning as it is, allowing for flexibility in development options as the street evolves. Do not fossilize a poor transportation and zoning choice." (St Johns)

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Theme	# of Pieces of Testimony	Neighborhoods identified in related testimony	Sample testimony excerpts
Opposition to down-designation related to need for housing access, affordability	10 total	• Brentwood-Darlington, • Eliot, • Buckman • Sellwood-Moreland	"I currently rent in Brentwood and am shocked that the city would consider downzoning my neighborhood in the middle of a housing crisis. I would like the change of buying in some proximity to family and my stepdaughter's school in this neighborhood. If the city permits nothing but large unattached houses in this area, it will become one more neighborhood in the city that is designed to push out its middle-income and poor residents." (Brentwood-Darlington) "Request that my current R2 zoning be left in place, rather than be changed to the proposed R5. My reasoning for this related to the current status of the parcel immediately adjacent to the east, which is in the process of developing into a 5-story apartment building. This change, and the proposal of R1 on the neighboring 2 blocks of 13th, causes me to think it is not unreasonable for my parcel to develop at R2 density." (Sellwood-Moreland)
Opposition to upzoning in area with nonconforming density.		Buckman/Sunnyside	"Please bring non-conforming apartment buildings into compliance on a property-to-property basis, rather than the blanket changes that also affect existing single-family homes." (Buckman/Sunnyside) "The proposed changes will allow currently conforming single family homes to have four story apartment buildings constructed immediately adjacent. The scale of the buildings that will be allowed outright in the proposed zoning do not belong in an area with historic single family residences." (Buckman)

Table 3: Geographic distribution of testimony

District	Total # pieces of testimony	Percent of Total	Total # individual testifiers
North	10	5.3%	8
Northeast	39	20.6%	24
Southeast	118	62.4%	66
East	7	3.7%	6
West	13	6.9%	12
Citywide/Other	2	1.1%	2
Total	**189**	**100.0%**	**118**

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MEMO

DATE: April 19, 2016

TO: **Mayor Hales and City Council**

FROM: **Tyler Bump, Senior Economic Planner**
Steve Kountz, Senior Economic Planner
Tom Armstrong, Supervising Planner

CC: **Susan Anderson, Director**

SUBJECT: Portland and Pattern Area Retail Demand and Sales Analysis

BPS staff does not think there is a need to amend the Economic Opportunities Analysis (EOA) to address retail capacity issues raised in the April 14, 2016 testimony from Mark Whitlow and Eric Hovee on behalf of the Retail Task Force and the International Council of Shopping Centers. BPS does support amending or adding policies to the Comprehensive Plan to further support retail development, especially grocery stores, in neighborhood business districts as part of the complete neighborhoods strategy.

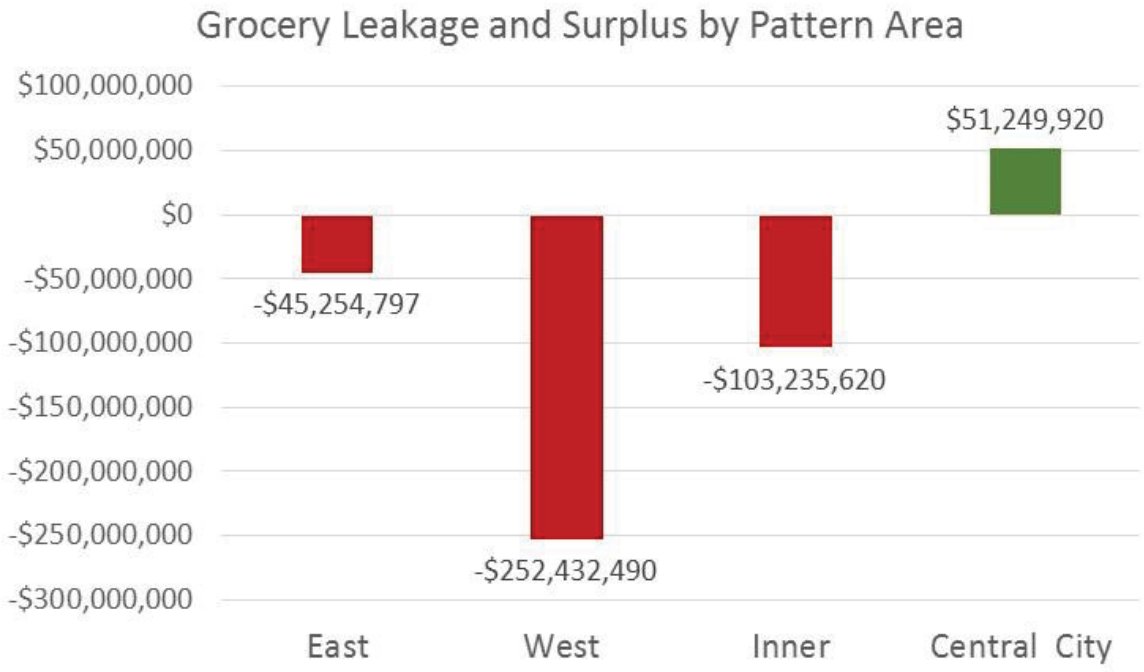
Retail Leakage

BPS staff conducted further analysis to evaluate the land use implications for retail leakage as identified in Eric Hovee's "Retail Performance by Pattern Area Draft 1-14-16". BPS staff found some discrepancies in the scale of leakage by pattern area between the Nielsen data source used by Hovee and ESRI Business Analyst data, which was also used in the EOA. This difference may be attributed to modelling methodology differences between these two third-party data sources. It should also be noted, that this type of analysis is based on the number of stores located within a given geography, but because there is no sales tax there is a lack of complete and accurate data for retail activity by sector and geography.

One of the key claims in the Hovee memo is that Portland as a whole is "under retailed" with a 9% leakage of retail sales – that is that Portlanders spend 9% of their disposal income outside the city on retail goods. The implication in testimony provided to City Council is that this leakage is due to the lack of retail land available, especially for larger, big box formats.

Specifically, the testimony indicates that there is a shortage of grocery stores, especially in East Portland.

Additional analysis of ESRI data conducted by BPS staff suggests that citywide there is actually a 10% surplus of retail sales beyond estimated demand for Portland households. BPS staff agrees that there is citywide grocery leakage, which is also identified in the EOA, though analysis using ESRI Business Analyst suggest that citywide grocery leakage is 18% compared to 24% grocery leakage identified in the Hovee memo. Variation in findings of grocery leakage also exist for pattern area geographies. The majority of grocery leakage in the City of Portland, 89 percent of total grocery leakage, can be attributed to the Western Neighborhood pattern area where there are both land use constraints and topography constraints that significantly impact land supply. As noted in the Hovee "Retail Performance by Pattern Area" memo, the majority of daily needs purchases for this pattern area are made in cities adjacent to Portland such as Beaverton, Tigard and Lake Oswego or at grocers located in Northwest Portland and the Central City.



Source: BPS analysis of ESRI Business Analyst Data- March 2016

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Table1. Comparison of Grocery Store Leakage

	Hovee (Nielsen data)	BPS (ESRI Business Analyst data)
Citywide	24% gap	18% gap
East	39% gap	16% gap
West	66% gap	77% gap
Inner	15% gap	12% gap
Central City	19% surplus	44% surplus

ESRI Business Analyst data indicates that the Eastern pattern area had much less leakage occurring than is identified in the Nielsen data provided by Hovee, which estimated total retail sales leakage of 48% and grocery leakage of 39%. The ESRI data identified a much smaller leakage estimate for both total retail sales (18%) and grocery sales (16%). Additionally, a closer analysis found there are two key sub-areas where grocery leakage is occurring in the Eastern pattern area, the Sumner-Parkrose area and the outer Lents-Pleasant Valley Area. In addition to the Grocery Outlet store that is currently under construction at NE 107th/Sandy Boulevard (which is not accounted for in the retail sales data), BPS staff has been working with community organizations in the Parkrose area to refine zoning proposals in the Mixed Use Zones Project to encourage more daily needs retail users on the north side of Sandy Boulevard through the wider designation of CE zoning. The 122nd Avenue Rezone Project (2012) also applied a variety of commercial zones along 122nd Avenue near Foster Road to encourage retail activity that will help nearby residents meet their daily needs. It should also be noted that a large number of residents in the Eastern pattern area meet their grocery shopping needs at culturally specific markets and stores throughout East Portland. These small culturally specific markets are vibrant businesses of which are often undervalued in traditional economic modelling but are crucial to supporting immigrant and refugee communities in East Portland.

Also, Hovee's findings of a higher vacancy rate and lower rents in East Portland are an indicator of retail space availability. Something other than zoning/land development capacity is at work – a combination of insufficient demographic demand and business support. The City of Portland strategy is not to zone even more land for commercial retail development, but rather to support business growth through programs like PDC's Neighborhood Prosperity Initiative.

The high amount of retail and grocery leakage that occurs in the Western Neighborhoods pattern area can be attributed to a number of factors. The built form and residential density levels vary significantly across the Western pattern area from the south to north which impacts access to commercial services. Retail demand analysis for this large of a geography identifies a significant amount of demand based on higher income levels of households while

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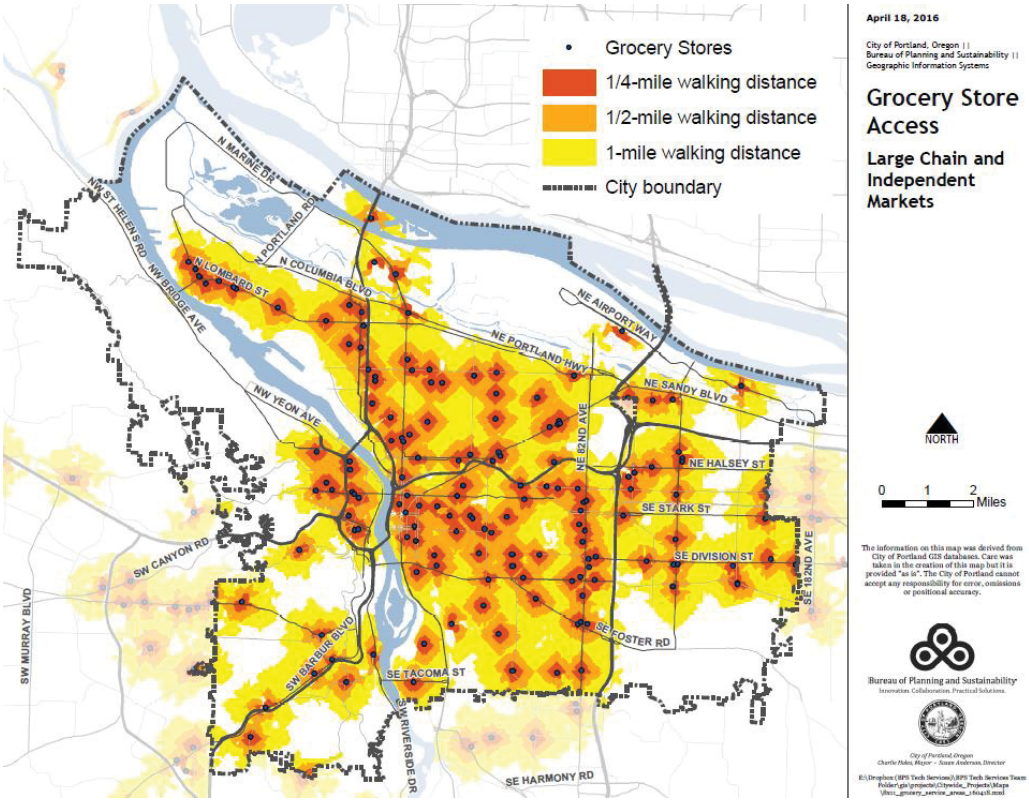
these neighborhoods have significant land use and topography constraints that limit the market response from large format retailers. Much of the leakage in the Western pattern area is going to Inner Pattern Area stores such as the Northwest Portland Fred Meyer, Whole Foods, New Seasons, and Food Front Co-Op as well as large format retailers on the west side of Portland near Raleigh Hills and Cedar Hills shopping centers that include Fred Meyer, New Seasons, Winco Foods, and a variety of culturally specific grocery stores including Uwajimaya, Bazaar Market, Asian Food Center, G Mart and Salsa Market. The recent closure of the Walmart Neighborhood Market in Raleigh Hills is demonstrative of the large supply of west side grocers that serve finite demand of a larger market area in and around the Southwest Hills.[1]

The 2008 retail leakage analysis in Section 1 of the EOA found that, "Generally, Portland is adequately retailed." In the 2008 analysis using ESRI Business Analyst data, there was an identified citywide retail surplus of 14%. An update of citywide retail analysis conducted for this memo found that a retail surplus of 10% exists as of March 2016. Additionally, recent analysis of access to grocery stores in the City of Portland indicates that access throughout the city is reasonably well distributed with the exception of Parkrose where challenges exist to compete with the existing Costco on NE 138th Avenue, near SE 122nd Avenue and Foster Road where land use changes were made to accommodate a variety of neighborhood serving retail as part of the 122nd Avenue Rezoning Project (2012), and parts of the Southwest and Northwest hills where land use and topography constraints limit commercial activity.



[1] http://pamplinmedia.com/bvt/15-news/289089-166241-walmart-to-close-raleigh-hills-store-268-others

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Previous testimony by Whitlow (December 31, 2015) also references a 2011 PDC study by Leland Consulting Group as further evidence of a "lack of available sites" for grocery stores in East Portland. BPS does not find the 2011 PDC/Leland study to be compelling for a 20-year EOA because it was a short-term market study of what was currently available on the market at that time and limited to what buildings were available for lease and what vacant land was for sale. The Leland Consulting Group report that was conducted for the Portland Development Commission did not consider redevelopment of underutilized, lower-value sites, which is the primary source of developable land supply in the Neighborhood Commercial geographies identified in the Buildable Land Inventory, which is the basis for the land supply analysis in the EOA Section 2/3. The EOA Section 2/3 found that there was sufficient developable and redevelopable land for a variety of site sizes as referenced below in the research that was conducted by E.D. Hovee and Company and the Bureau of Planning and Sustainability.

Table 2. Comparison of Buildable Land Inventory Demand and Supply by Site Size

	Buildable Land Inventory by Parcel Size (acres)	
EOA Geography	< 3 Acres	> 3 Acres
Neighborhood Commercial Demand	515	176
Neighborhood Commercial Supply	761	543
Neighborhood Commercial Surplus	246	367

BPS analysis of the BLI development capacity in the Neighborhood Commercial geography shows an adequate distribution across the pattern areas for both small and large parcel sizes. As discussed above the Western Neighborhood pattern area has the most constrained land supply, but it is in-line with its proportional share (17%) of the population. (Note: Industrial & River pattern area is included because it include the retail development on Hayden Island as well as Cascade Station).

Table 3 Neighborhood Commercial Development Capacity by Pattern Area

	Parcel Size			
Pattern Area	Less than 3 acres	More than 3 acres	Total	Share
Eastern Neighborhoods	230	275	505	37%
Inner Neighborhoods	455	110	564	41%
Western Neighborhoods	66	64	131	10%
Industrial & River	22	138	160	12%
	773	587		

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Conclusion

BPS staff disagrees with the Hovee/Whitlow position that "Portland experiences significant sales leakage." The 2016 BPS analysis is consistent with the 2008 data in the Section 1 of EOA. Therefore, no amendment to that portion of the document is necessary.

BPS staff disagrees with the Hovee/Whitlow position that the land supply is inadequate for store types that require larger sites. The land supply analysis in the EOA finds an overall 216% surplus of developable land in Neighborhood Commercial geographies relative to 20-year demand. The BLI shows that there is ample supply of Neighborhood Commercial land in all size categories, including for 2-5 acre sites. Additionally, some of the mixed use commercial map changes in the Comprehensive Plan have been made to address areas that are underserved by neighborhood serving retail and services as part of creating complete neighborhoods.

The EOA includes retail leakage analysis within a broad review of neighborhood commercial land considerations, including job growth, sector trends, development trends, business focus group insights, small business vitality, complete neighborhoods, and adequate land supply. The EOA analysis particularly explores new market opportunities and new policy directions, including expanding transit oriented development, an urban form hierarchy of centers and corridors, neighborhood revitalization, and healthy food access.

Finally, BPS staff does not think it is necessary to include an additional statement in Section 4 of the EOA to emphasize the need to serve unmet neighborhood commercial needs. Section 4 already acknowledges that only 64% of Portlanders live in complete neighborhoods, and that only 60% live within a half-mile of a grocery store and that there is a need for additional commercial capacity in underserved neighborhoods, but this challenge is more than a land use development capacity issue, it requires other actions, in terms of incentives and investments, to support additional retail development in underserved neighborhoods.

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Steve Novick Commissioner **Leah Treat** Director

Memorandum

To: Planning and Sustainability Commissioners (PSC)

From: Denver Igarta, Portland Bureau of Transportation (PBOT)

Subject: TSP Stage 2: Amendments for Work Session April 12, 2016

Background

The Transportation System Plan (TSP) Stage 2 Proposed Draft was published on December 18, 2015. PSC had a briefing on February 9 and two public hearings (March 8 and March 22). Public testimony closed Friday, March 25, 2016. PSC will hold a Work Session and Recommendation on April 12, 2016.

Based on public testimony, PSC discussion, and staff review we are recommending the attached amendments to the Proposed Draft.

Testimony

PBOT staff reviewed nearly 200 pieces of written testimony submitted to the PSC, over 100 bicycle classification testimonies submitted through the MapApp, and oral testimony from the PSC public hearings on March 8 and March 22.

The topics that received the most testimony included the following:

- Classification of NE 7th or 9th Avenues as a Major City Bikeway
- Concerns about a City Bikeway designation in the Proposed Draft along Hayden Bay (an acknowledged mis-designation and proposed consent agenda amendment)
- Concerns regarding the adopted TSP bicycle classification through a manufactured home community on Hayden Island from the Hayden Island Plan in 2009
- Transportation Demand Management (TDM)
- A number of additional issues and suggestions were raised in the testimony to the PSC, from parking to street safety.

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Amendments

PBOT Staff divided comments and amendments into a Consent List, a Discussion List and a No Change List. The Consent List includes minor amendments that staff identified could be changed and PSC can vote on as one package. PSC members can pull an item from Consent to move to the Discussion List in order to have a discussion at the PSC Work Session on April 12. The Discussion List includes a staff recommendation and one or more other options for the PSC to consider. The No Changes List includes items that staff does not support to change at this time, but would consider at a later date through subsequent planning process, such as Stage 3 of the TSP Update. PSC members may move items from the No Change List to the Discussion List.

Consent List

There are ten items on the Consent List – refer to page 3. Each item has an Attachment that illustrates the changes.

Discussion List

There are seven items on the Discussion List – refer to page 4. Each item has a Staff Recommendation and an Attachment that explains the changes and the recommendation.

No Change List

The No Change List (refer to page 5) includes items that staff does not support to change at this time, but would consider at a later date through other planning and public involvement processes. Most of the items are related to Objectives, Major City Bikeway designations, and mode split targets.

Process

PSC members should notify PBOT and BPS staff by **Friday, April 8 at 4:00** if there are any items that they want moved from Consent to Discussion or No Change to Discussion, or if there are any new items to add to the Discussion List.

Please contact Denver Igarta at Denver.igarta@portlandoregon.gov or 503/823-1088 if you have questions.

CONSENT AMENDMENTS LIST

No.	Amendment	Section	Source/Sponsor	Staff response	Attach
1	TSP Objectives (revisions)	Sect. 2 (p. 5)		Staff supports revisions to Objectives 6.23.J and 6.28.F	A
2	Community Involvement Objectives add equity language	Sect. 3 (p.3)	PBOT	Staff proposes language changes to the Community Involvement objectives proposed by staff to include additional equity and inclusion language.	B
3	Bicycle Classification Description and Objectives Amendment	Sect. 4 (p. 3)	ODOT	Staff supports adding "property dedication" to list of alternative approaches. Staff supports revisions to Objectives 6.26.A, 6.27.D, 6.27.E	C
4	Hayden Island pathway – remove bicycle classification along Hayden Bay and Waterside Marina	Sect. 5 (p.7)	Numerous testimony	Staff supports amending the Proposed Draft (per 3/3/16 staff memo) to remove the City Bikeway classification from the Waterside Marina and Hayden Bay path to be consistent with the amended version of Exhibit C of the Hayden Island Plan passed in 2009 (ORD 183124).	D
5	Street Design Classification Description Amendments	Sect. 6	PSC, PBOT	Staff supports remove Urban Highway classification, revise Urban Throughway description.	E
6	Street Design Classification Map Amendments	Sect. 7	Various testimony, PBOT	Staff supports minor amendments including reclassification of Urban Highways to Urban Throughways.	F
7	Mode share targets for all trips	Sect. 10 (p. 3)		Staff supports adding an objective referencing the 70% daily mode share and pattern area targets. (Objective 11.13)	G
8	Glossary amendments	Sect. 11	Various testimony, PBOT	Staff supports minor amendments	H
9	Projected ODOT "Hot Spot" Locations Refinement Plan	Sect. 12 (p. 77)	ODOT	Staff supports modifications proposed by ODOT in Fall 2015 to the hot spots refinement studies are supported by staff. Missed adding the changes in the last draft.	I
10	NW District Access and Circulation Plan	Sect. 12 (p. 79)	NWDA, PBOT	Staff supports replacing "Northwest District Street Decoupling Feasibility Study" with "Northwest District Access and Circulation Study", with broader scope looking at access and circulation for all modes and connections to/from Central City.	J

Ord. 188177, Vol. 2.5, page 13636

DISCUSSION AMENDMENTS LIST

No.	Amendment	Section	OPTION A	OPTION B	OPTION C	Staff Recommends	Attach
1	Autonomous Vehicles Objectives and Glossary	Sect. 2	Add Objectives to Sect. 2 and Sect. 11	Address in Stage 3		B	K
2	Neighborhood greenways traffic calming: "Use traffic calming tools and other available tools" Objectives 6.13.G	Sect. 2	Add "traffic diversion" Objectives 6.13.G, Sect 4.	No Change		A	L
3	NE 7th/9th Neighborhood Greenways	Sect. 5	Move MCB designation to NE 7th	Retain MCB on NE 9th and extend to Holman St. Extend the CB on NE 7th Ave north to Sumner St.	Downgrade NE 9th from MCB to CB (leaving both 7th and 9th as City Bikeways)	B	M
4	Bicycle Classification Map – "Major" Amendments	Sect. 5	Amend bicycle classifications	No change to classification until there is additional public process		B	N
5	Bicycle Classification Map – "Minor" Amendments	Sect. 5	Amend bicycle classifications	No change to classification until there is additional public process		A	O
6	Hayden Island pathway – retain adopted TSP bicycle classification	Sect. 5 (p.7)	Remove bicycle classification along the northern edge of Hayden Island	No changes to Council adopted TSP bicycles classification maps (2009 Hayden Island Plan ORD 183124)		B	P
7	Transportation Demand Management Title 17.106 Amendment	Sect. 14 (p. 3)	Recommend proposed 17.106 language to clarify TDM plan elements (attachment Q.1)	No action (goes to Council without PSC recommendation).		A	Q

Ord. 188177, Vol. 2.5, page 13637

NO CHANGE TO PROPOSED DRAFT (STAGE 2) RECOMMENDED LIST

No.	Item	Staff response
1	New TSP Objectives (e.g. autonomous vehicles and stormwater objectives):	Staff's preference is to wait until Stage 3. Many of the new Comp Plan policies do not yet have TSP objectives, e.g. the Transportation Strategy for People Movement, Streets as public spaces, Corridors, Trails, etc. Some may not need to have them. No public involvement or review regarding these proposals. Would give staff and stakeholders additional time to craft the language. Staff supports the ideas and concepts, but would prefer additional outreach and discussion that moving them to Stage 3 will allow.
2	Street Design Classification changes on BH Hwy and Thurman	In the development of TSP Stage 2, BPS and PBOT staff agreed that new Main Street designations would be applied where Civic or Neighborhood Corridors are also within a Center as shown on the Recommended Comprehensive Plan map. SW B-H Hwy around SW 30th Ave and NW Thurman St west of NW 25th Ave are not within Centers and therefore do not meet the agreed-upon criteria. Staff's preference is to use clear and consistent criteria for the expansion of Main Streets, therefore we recommend against these changes.
3	Hayden Island Bridge Street Classifications	City Council is expected to vote later this year on a package of amendments to the TSP Major Projects list, which includes a new collector-level bridge to Hayden Island. Staff's preference is to wait until this amendment is adopted by City Council before proposing street classifications as part of Stage 3. If adopted, staff anticipates the bridge would carry a Regional Corridor street design classification. Other TSP street classifications would need to be developed as well.
4	"Work at Home" mode share target	PSC can direct PBOT to consider a "work at home" mode share target be added to the Chapter 10 list of performance measures we will consider in Stage 3.
5	"Auto Ownership" targets	We are starting by proposing an auto ownership target for mixed use zone buildings since many will be located in areas with more options, and some will have low or no parking requirements, thus lessening the likelihood of owning a car. We could evaluate expanding the target in our Stage 3 performance measures work.

Ord. 188177, Vol. 2.5, page 13638

Section 2: TSP OBJECTIVES

Objective 11.10 (Street Design and Right of Way Improvements)

E. Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland's Pedestrian Design Guide, Bicycle Master Plan-Appendix A, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Portland Parks and Recreation Trail Design Guidelines, Designing for Truck Movements and Other Large Vehicles ~~Design Guide for Truck Streets~~, and City of Portland Green Street Policy, **Stormwater Management Manual** and Design Guide for Public Street Improvements.

Objective 6.28.F (Travel Management)

F. Require institutions and ~~**other large employers**~~ **new development** to participate in programs to reduce single-occupant automobile trips.

Section 3: Community Involvement Objectives

Objective 6.1

F. Provide funding that is adequate to carry out **equity driven** public involvement **best** practices.

G. Foster a culture of **equitable** public involvement across **all** divisions within PBOT.

Section 4: Bicycle Classification Descriptions and Other Bicycle Objectives

Bicycle Classification Descriptions

Objective 6.7. A-C

A. Major City Bikeways

Major City Bikeways form the backbone of the city's bikeway network and are intended to serve high volumes of bicycle traffic and provide direct, seamless, efficient travel across and between transportation districts.

- Land Use. Major City Bikeways should support 2040 land use types.
- Improvements. Major City Bikeways should be designed to accommodate large volumes of bicyclists, to maximize their comfort and to minimize delays by emphasizing the movement of bicycles. Build the highest quality bikeway facilities. Motor vehicle lanes and on-street parking may be removed on Major City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after performing careful ~~assessments~~ analysis to determine potential impacts to the essential movement of all modes. Where improvements to the bicycling environment are needed but the ability to reallocate road space is limited, consider alternative approaches that include property acquisition **or dedication**, parallel routes and/or less desirable facilities. On Major City Bikeways developed as shared roadways, use all appropriate tools to achieve recommended performance guidelines. Where conditions warrant and where practical, Major City Bikeways should have separated facilities for bicycles and pedestrians.

B. City Bikeways

City Bikeways are intended to establish direct and convenient bicycle access to significant destinations, to provide convenient access to Major City Bikeways and to provide coverage within three city blocks of any given point.

- Land Use. City Bikeways should support 2040 land use types and residential neighborhoods.
- Improvements. City Bikeways emphasize the movement of bicycles. Build the highest quality bikeway facilities. Motor vehicle lanes and on-street parking may be removed on City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after taking into consideration the essential movement of all modes. Where improvements to the bicycling environment are needed but the ability to reallocate road space is limited, consider alternative approaches that include property acquisition **or dedication**, parallel routes and/or less desirable facilities. On City Bikeways developed as shared roadways, use all appropriate tools to achieve recommended performance guidelines.

C. Local Service Bikeways
Local Service Bikeways are intended to serve local circulation needs for bicyclists and provide access to adjacent properties.

- Classification. All streets not classified as City Bikeways or ~~Off-Street Paths~~ **Major City Bikeways**, with the exception of Regional Trafficways not also classified as Major City Traffic Streets, are classified as Local Service Bikeways.
- Improvements. Consider the following design treatments for Local Service Bikeways: shared roadways, traffic calming, bicycle lanes, and extra-wide curb lanes. Crossings of Local Service Bikeways with other rights-of-way should minimize conflicts.
- On-Street Parking. On-street parking on Local Service Bikeways should not be removed to provide bicycle lanes.
- Operation. Treatment of Local Service Bikeways should not have a side effect of creating, accommodating, or encouraging automobile through-traffic.

Other Bicycle Objectives

Objective 6.23

J. Support bike-sharing programs aimed at **residents, employees, and visitors** ~~visitors, tourists, employees, and residents~~ to increase access to bicycles and to provide last-mile connections from transit.

Objective 6.26

A. Support land uses in existing and emerging regional centers, town centers, **neighborhood centers,** and main streets with an adequate supply of on-street parking spaces while emphasizing grouped bicycle parking in the street.

Objective 6.27

D. Support changes to regulations to ensure that all land uses provide an ample quantity of short- and long-term bicycle parking **for a variety of bicycle types** and end-of-trip facilities consistent with an increasing bicycle mode share.

E. Encourage owners of existing residential or commercial buildings to supplement and upgrade off-street long-term and short-term bicycle parking **for a variety of bicycle types**.

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Steve Novick Commissioner **Leah Treat** Director

Memorandum

To: Planning and Sustainability Commissioners

From: Zef Wagner, Portland Bureau of Transportation

Date: 03/03/2016

Subject: Hayden Island Bicycle Classification Map in TSP Proposed Draft

Background
On December 18, 2015, the Portland Bureau of Transportation (PBOT) issued the Proposed Draft of the Transportation System Plan (TSP). Section 5: Bicycle Classification Maps, page 7, shows the proposed Bicycle Classifications for Hayden Island and the surrounding area. This map shows a City Bikeway along the edge of Hayden Bay, along what is now a privately-owned path along the waterfront. This proposed classification has raised concerns among property owners around Hayden Bay, who expected this path to remain pedestrian-only.

When developing the Proposed Draft of the TSP, PBOT staff reviewed previously adopted area plans to inform the proposed street classifications. Exhibit C on page 28 of the published Hayden Island Plan, available on the City of Portland website and marked as adopted by Portland City Council on August 19, 2009, shows a bicycle classification along Hayden Bay.

Staff Response
In response to recent concerns from residents and property owners around Hayden Bay, PBOT staff did additional research into the history of the Hayden Island Plan adoption process. It was discovered that an amendment to the Hayden Island Plan was passed by City Council to amend Exhibit C to delete the bicycle classification from the path around Hayden Bay and instead added a short connection to the local street system at N Hayden Island Dr. (near N Jantzen Beach Ave) between the Red Lion Hotel and the Waterside Marina. The bicycle classification was retained to the west of that connection, but was deleted to the east of the connection and around Hayden Bay.

PBOT staff recommends that the PSC amend the Proposed Draft of the TSP to remove the City Bikeway classification from the Waterside Marina and Hayden Bay path to be consistent with the amended version of Exhibit C of the Hayden Island Plan passed in 2009 (ORD 183124 - see amended map, next page).

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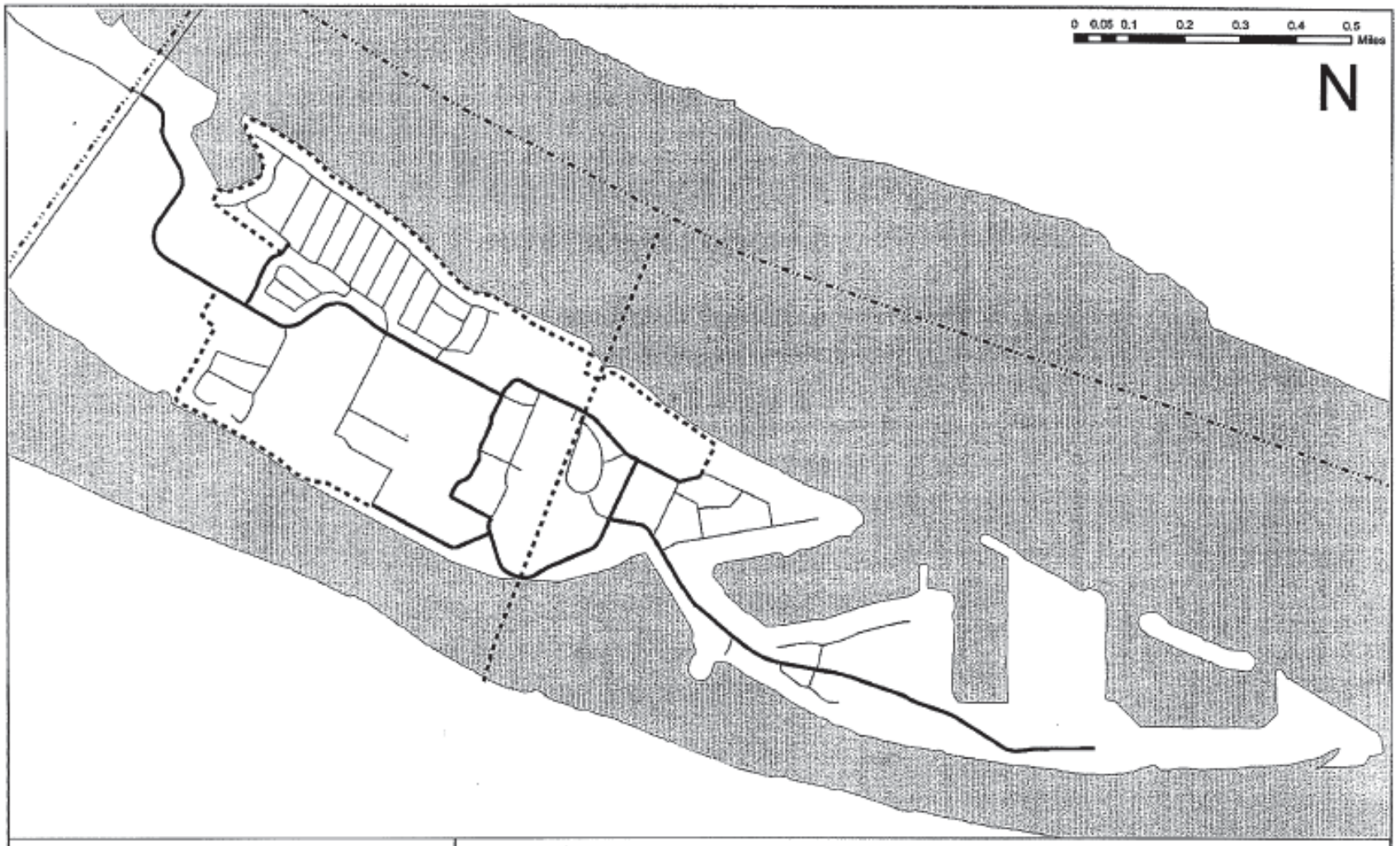

HAYDEN ISLAND

Transportation System Plan

Exhibit C

LEGEND

City of Portland Boundary

Major Rivers

Bicycle Classifications

City Bikeway

Off-Street Path

Local Service Bikeway

Ord. 188177, Vol. 2.5, page 13644

A. **Urban Throughways**
Urban Throughways are designed to emphasize long-distance mobility ~~provide high-speed travel~~ for ~~longer~~ motor vehicle, freight, and transit trips throughout the region.

- Land Use. Urban Throughways ~~emphasize motor vehicle travel and~~ connect major activity centers, industrial areas, and intermodal facilities. Adjacent land uses ~~do not~~ **sometimes** orient directly to Urban Throughways.
- Number of Lanes. Urban Throughways usually have four to six vehicle lanes, with additional lanes in some situations. Dedicated high-occupancy-vehicle, freight-only, or transit-only lanes may be provided to support more efficient use of Urban Throughways.
- Function. Urban Throughways ~~exclusively~~ **primarily** serve a mobility function, with **little or** no local access provided along the street.
- Separation. Urban Throughways ~~are~~ **may be** completely divided, with no left turns**, or they may be mostly divided, with limited opportunities for left turns.** Street connections may occur at separated grades, with access controlled by ramps, **or there may be limited street connections at grade. If designed as a grade-separated freeway**, pedestrian and bicycle crossings should be provided on overpasses or underpasses, and pedestrian and bicycle facilities along the corridor should be provided on parallel pathways. **If designed as a limited-access highway or expressway, pedestrian and bicycle crossings should be either grade-separated or signalized, and pedestrian and bicycle facilities should be separated from motor vehicle traffic.**
- Design Elements. Urban Throughway design typically includes vehicle lanes, **grade-separated or signalized** pedestrian and bicycle crossings ~~on overpasses or underpasses,~~ parallel pathways **or separated facilities** for pedestrian and bicycle travel, clear sightlines, median barriers, shoulders, and motor vehicle lane widths that accommodate freight movement. Where appropriate, transit priority treatments should be used to enhance transit speed and reliability. ~~Urban Throughway design shall consider the need for high vehicle speeds, pedestrian crossings on overpasses, parallel facilities for bicycles, and motor vehicle lane widths that accommodate freight movement and high-speed travel.~~ Encourage the Oregon Department of Transportation to maintain a continuous landscape along Urban Throughways that reduces the visual impacts of the throughway on motorists and adjacent land uses.
- ~~Dual Classification. A street with dual Urban Throughway and Urban Highway classifications should retain the operational characteristics of an Urban Highway and respond to adjacent land uses.~~
- Connections. A ramp that connects to an Urban Throughway is classified as an Urban Throughway up to its intersection with a ~~lower~~differently-classified street. An interchange between an Urban Throughway and a differently-classified street should be designed to safely accommodate all modes and provide the least possible disruption to the surrounding modal networks. Connections should be provided across Urban Throughways at closely-spaced intervals to provide greater street connectivity.

~~*Explanation: The Urban Throughway classification encompasses both of Metro's Throughway designs: Freeways and Highways.*~~

B. **Urban Highways**

Urban Highways are designed to emphasize mobility for motor vehicle, freight, and transit trips that traverse the region while also accommodating other modes and providing some local access.

- Land Use. Urban Highways link major activity centers, industrial areas, and intermodal facilities. Adjacent land uses sometimes orient to the Urban Highway.
- Number of Lanes. Urban Highways usually consist of four travel lanes, with separate turning lanes in some locations. Dedicated high-occupancy-vehicle, freight-only, or transit-only lanes may be provided as needed to support efficient use of the roadway.
- Function. Urban Highways primarily serve a mobility function, with limited local access provided along the street.
- Curb zone. The curb zone along Urban Highways primarily serves mobility functions such as vehicle lanes or bike lanes. The curb zone may be used for access functions such as parking and loading at limited locations if needed to support adjacent land use.
- Separation. Urban Highways have limited street connections that may occur at same grade or separate grades. Pedestrian and bicycle crossings should be grade-separated or signalized, and pedestrian and bicycle facilities should be separated from motor vehicle traffic.
- Design Elements. Urban Highway design typically includes vehicle lanes, pullouts for bus stops, transit priority treatments, separated pedestrian and bicycle facilities, and improved pedestrian crossings located on overpasses, underpasses, or signalized at-grade intersections.

Street Design Map Amendments

Map ID #	Description	Explanation
1	NW Yeon Ave / St Helens Rd (Nicolai – City Limits): Change to Urban Throughway	Consistent with proposed amendment to eliminate Urban Highway classification.
2	N Martin Luther King, Jr Blvd (Columbia – I-5): Change to Urban Throughway	Consistent with proposed amendment to eliminate Urban Highway classification.
3	SE McLoughlin Blvd (17th – City Limits): Change to Urban Throughway	Consistent with proposed amendment to eliminate Urban Highway classification.
4	SW Multnomah Blvd to Terwilliger Blvd connection: Change to Community Corridor	Retains Urban Throughway designation on ODOT-owned freeway ramps, but more appropriately designates PBOT-owned connection from Multnomah to Terwilliger as Community Corridor.

OBJECTIVES 11.13

G. By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day on average and 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:

- Transit 25%
- Bicycle 25%
- Walk 7.5%
- Carpool 10%

H. By 2035, increase the mode share of daily non-drive alone trips to 70% citywide and to the following in the five pattern areas:

Central City	**87%**
Inner Neighborhoods	**71%**
Western Neighborhoods	**65%**
Eastern Neighborhoods	**65%**
Industrial and River	**55%**

I. By 2025, increase the percentage of new mixed use zone building households not owning an automobile from approximately 13% (2014) to 25%, and reduce the percentage of households owning two automobiles from approximately 24% to 10%.

J. By 2035, reduce Portland's transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons.

Section 11: Glossary

Congestion
A condition characterized by unstable traffic flows that prevents movement on a transportation facility at optimal legal speeds.
A condition characterized by unstable traffic flows that prevents reliable movement on a transportation facility.

Bicycle Boulevard
See Neighborhood Greenway.
~~A street with low traffic volumes where the through movement of bicycles is given priority over motor vehicle travel. *(Source: Portland Bicycle Master Plan)*(see City Greenway)~~

High-capacity Transit
High-capacity transit is public transit **that bypasses congestion by making full or partial use of** ~~that has an~~ exclusive right of way, a non-exclusive right of way, **using transit priority** or a combination. Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus.

Streetcar
Fixed guide-way ~~**transit**~~ service ~~**mixed in traffic**~~ for locally oriented trips within or between higher density mixed-use centers.

Section 12: Refinement Plans and Studies
ODOT Hot Spots

Projected ODOT "Hot Spot" Locations **Refinement Plan**

This analysis ~~would~~ **will** identify plan-level solutions for locations with safety and/**current or** projected capacity problems on or near State Highways. The study **refinement plan** will also **develop and** evaluate alternative performance measures, **including alternative mobility targets for State Highways, consistent with Action 1F3 of the Oregon Highway Plan, in collaboration with the Oregon department of Transpiration.**

Through modeling and analysis, PBOT and ODOT have identified multiple locations with potential safety and/or projected capacity problems. The agencies have agreed that PBOT will **identify feasible actions for addressing these safety and/or capacity programs along with a financially feasible implementation program, the appropriate micro- or meso scale modeling and analysis tools based on the results of the alternative performance measures work,** analyze potential alternative performance measures. After analyzing the locations based on the results of the alternative performance measure work, PBOT will recommend whether and what types of solutions are appropriate for each location **for inclusion in the City's TSP. PBOT will also with ODOT to develop and recommend alternative State Highway mobility targets for adoption by the City and the Oregon Transportation Commission. This refinement plan will be completed no later than the next major TSP update.**

Section 12: Refinement Plans and Studies
NW District Circulation

Northwest District Access and Circulation Study

Prepare an access and circulation study for the NW District neighborhood. Consider street reconfigurations and improvements including pedestrian and bicycle safety and access, travel directions, travel lanes, traffic control, and transit mobility and circulation. Identify and recommend changes to street classifications and identify near-term projects to improve safety, access, and circulation for all modes.

~~Northwest District Street Decoupling Feasibility Study~~

~~This study will assess the feasibility of decoupling the Everett/Glisan St and 18th/19th Ave couplets within the NW District. These streets are classified as Local Service Traffic Streets in the Transportation System Plan, and community members have questioned whether the streets are appropriate as one-way couplets. This study will examine the costs, benefits, and overall feasibility of decoupling, taking into account the needs of all modes of transportation.~~

Section 2/Section 11: Autonomous Vehicles

TSP Objectives (Section 2)

A. Consider regulation, pricing or incentives to:
   - encourage deployment of autonomous vehicles in a shared mobility model
   - minimize miles traveled by passenger vehicles with no passengers on board
   - encourage multiple passengers in autonomous vehicles
   - make benefits of autonomous mobility available on an equitable basis to all segments of the community
   - use connected vehicles, with appropriate privacy controls, to measure the performance of the transportation system

B. Support the deployment of vehicle automation that improves safety (example: forward collision avoidance systems).

C. Consider investments in wayside communication systems that facilitate connected or autonomous vehicles more effectively achieving Comprehensive Plan and Transportation System Plan policies and objectives.

D. Consider a role for Portland as a test site for connected or autonomous vehicle technologies that further Comprehensive Plan and Transportation System Plan policies and objectives.

Glossary (Section 2)

Autonomous Vehicle -The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) defines five levels of vehicle automation:

1. **No-Automation (Level 0)**: The driver is in complete and sole control of the primary vehicle controls – brake, steering, throttle, and motive power – at all times.
2. **Function-specific Automation (Level 1)**: Automation at this level involves one or more specific control functions. Examples include electronic stability control or pre-charged brakes, where the vehicle automatically assists with braking to enable the driver to regain control of the vehicle or stop faster than possible by acting alone.
3. **Combined Function Automation (Level 2)**: This level involves automation of at least two primary control functions designed to work in unison to relieve the driver of control of those functions. An example of combined functions enabling a Level 2 system is adaptive cruise control in combination with lane centering.
4. **Limited Self-Driving Automation (Level 3)**: Vehicles at this level of automation enable the driver to cede full control of all safety-critical functions under certain traffic or environmental conditions and in those conditions to rely heavily on the vehicle to monitor for changes in those conditions requiring transition back to driver control. The driver is expected to be available for occasional control, but with sufficiently comfortable transition time. The Google car is an example of limited self-driving automation.
5. **Full Self-Driving Automation (Level 4)**: The vehicle is designed to perform all safety-critical driving functions and monitor roadway conditions for an entire trip. Such a design anticipates that the driver will provide destination or navigation input, but is not expected to be available for control at any time during the trip. This includes both occupied and unoccupied vehicles.

Connected Vehicle -A vehicle that communicates with the Internet, other vehicles, wayside systems and/or passenger.

Section 4: Traffic Calming Objective

Objective 6.13 G (Traffic Calming)

G. Use traffic calming tools, **traffic diversion,** and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure a comfortable cycling environment on the street.

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Steve Novick Commissioner **Leah Treat** Director

Memorandum

To: Planning and Sustainability Commissioners

From: Zef Wagner, Portland Bureau of Transportation

Date: 03/31/2016

Subject: NE 7th and 9th Ave Bikeway Classifications in TSP Proposed Draft

Background

Over the last six months, PBOT and Commissioner Novick have received letters from several organizations advocating for traffic calming and diversion to reduce cut-through traffic and improve conditions for bicycling on NE 7th Ave from Broadway to Sumner, with a particular focus on the segment from Broadway to Fremont where the traffic volumes are highest. These organizations include the Irvington Community Association, Eliot Neighborhood Association, King Neighborhood Association, the Broadway-Weidler Alliance, and the Bicycle Transportation Alliance.

The advocates listed above argue that NE 7th Ave is carrying high traffic volumes despite being classified as a local street, and that this causes safety and livability concerns. Furthermore, they argue this is a well-used bike route and has been identified in City plans as a future neighborhood greenway, but that the route does not meet our standards for traffic speeds and volumes. The advocates are asking the City to prioritize establishment of a neighborhood greenway on 7th rather than on 9th, which is also shown in the Bike Plan and is currently shown in the TSP Major Projects List Recommended Draft.

To respond to this issue, Cevero Gonzalez in PBOT communications helped convene a community meeting on the topic on Monday, March 14th. The meeting was attended by roughly 50 people, mostly residents of the three adjacent neighborhoods. The audience feedback was generally in favor of a neighborhood greenway on NE 7th Ave, though some concern was expressed about traffic impact to MLK, 8th, and 9th Avenues and people stressed that improvements or mitigations would be needed on those streets as well.

Since the community meeting, a number of residents along NE 8th and 9th Avenues have been writing letters in opposition to the idea of diverters on 7th, expressing strong concern about potential cut-through traffic on their smaller, quieter neighborhood streets. They tend to acknowledge that 7th has too much traffic, but object to the City taking measures that may increase traffic on those adjacent streets.

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Public Testimony on TSP Proposed Draft

A high volume of public testimony was submitted on the issue of 7th vs 9th. Many supporters of 7th request that 7th be upgraded from a City Bikeway to a Major City Bikeway and extended north from Skidmore to Sumner, with 9th Ave downgraded from Major City Bikeway to City Bikeway. Many supporters of 9th ask that the PSC retain the bicycle classifications as proposed. Much of the testimony does not mention bicycle classifications at all, instead focusing on the benefits or drawbacks of a neighborhood greenway with diverters on one street or the other.

Below is a summary of testimony received:

- Support for neighborhood greenway on NE 7th Ave
    - 3 neighborhood associations (Eliot, Irvington, King)
    - 42 individuals
- Support for neighborhood greenway on NE 9th Ave and/or opposition to diverters on NE 7th Ave
    - 23 individuals
    - One letter with petition signed by 74 individuals
        - 9 of these are duplicates who already submitted individual testimony

Staff Response

The potential project in question is not funded or scoped in any detail. To properly study the effects of various diverter treatments on traffic patterns in the area in question, PBOT would need to do a detailed traffic analysis. PBOT would also need to conduct a full public process to assess various options and weigh the benefits and impacts to residents and businesses in the area as well as to the wider transportation system. All of this work would require funding for a project, which we do not have at this time. PBOT does consider the NE 7th/9th Neighborhood Greenway to be a high priority and is looking into funding opportunities, but as is typical with most neighborhood greenway projects we would prefer to have the flexibility to determine the exact alignment during the project design phase after funding is obtained. For this reason, we recommend maintaining existing Bicycle Classifications and extending the City Bikeway classification on NE 7th Ave north to Sumner St. We also would like to clarify the intent to develop a north-south Major City Bikeway within the 7th/9th corridor all the way north to Holman, so we recommend extending the Major City Bikeway Classification on NE 9th Ave from Mason to Holman.

PBOT staff recommends that the PSC amend the Proposed Draft of the TSP to add a City Bikeway classification to NE 7th Ave from Skidmore St to Sumner, and upgrade NE 9th Ave from City Bikeway to Major City Bikeway from Mason to Holman.

Bicycle Classification Map – "Major" Amendments

Map ID #	Description	Explanation
1	NE Going/Alberta: Upgrade to Major City Bikeway and downgrade parallel Mason/Skidmore route to City Bikeway	Going/Alberta is operating as a Major City Bikeway already and would provide better connection to I-205 Path with extension to the east.
2	NE Sandy Blvd (Hollywood to City Limits): Upgrade to Major City Bikeway	Provides a more direct route than alternatives. Consistent with RATP.
3	E Burnside St (41st - 71st): Upgrade to Major City Bikeway and downgrade parallel Davis/Everett route to City Bikeway	Provides a more direct route than alternatives. Consistent with RATP.
4	SE Foster Rd (Powell - Lents): Upgrade to Major City Bikeway	Provides a more direct route than alternatives. Consistent with RATP.

Bicycle Classification Map – "Minor" Amendments

Map ID #	Description	Explanation
1	NE 70s Neighborhood Greenway: Extend City Bikeway	Needed to connect to Cully Park entrance. Consistent with TSP Project List.
2	NE Sacramento St (53rd - 61st): Add City Bikeway	Consistent with project that has already been implemented.
3	NW 20th/21st/22nd Ave (Flanders - Front): Add City Bikeway	Provides north-south mobility through NW District, including upcoming project to extend NW 20th Ave under Hwy 30.
4	NE Oregon/Multnomah/Wasco/68th (30th - Halsey): Add City Bikeway	Provides east-west mobility along corridor between Glisan and Halsey.
5	NE/SE 45th Ave (Glisan - Powell): Add City Bikeway	Provides direct north-south mobility through multiple neighborhoods.
6	SE Harrison St (12th - Ladd): Add City Bikeway	Consistent with SE Quadrant Plan.
7	Lower I-405 Path: Add City Bikeway	Fills a gap in the network. Consistent with TSP Project List and RATP.

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Steve Novick Commissioner **Leah Treat** Director

Memorandum

To: Planning and Sustainability Commissioners

From: Denver Igarta, Portland Bureau of Transportation

Date: 04/06/16

Subject: Hayden Island Trail along the Columbia River

Background
We have receive public testimony (on the TSP Stage 2 Proposed Draft) opposing a pathway along the northern edge of the island, include from residents Hayden Island Manufactured Home Community who are concerned about the possible impacts on existing manufactured homes and general affordable housing on the island.

Staff Response
PBOT staff recommend no change to the alignment of bicycle routes on Hayden Island, which were adopted in 2009 into the Transportation System Plan by City Council Ordinance (ORD 183124) with the Hayden Island Plan.

The Transportation System Plan designates pedestrian and bicycle classifications on numerous routes citywide where missing connections across private property are needed to complete the planned future active transportation network, for example along the Swan Island trail, Willamette Greenway trail and some Southwest trails. The requirement to construct a trail as a condition of redevelopment involves negotiations to secure easements or dedicate property and approve the design of the trail. The requirement for the developer to construct the trail is only enforced when the City determines there is a "nexus" (connection) and "roughly proportional" to the projected impacts that the development is creating.

What are the prospects for improving the Hayden Island pathway along the northern riverbank?

- There are no recommended projects identified for improving the pathway in either the adopted Portland Bicycle Plan for 2030 (adopted in 2010) nor in the proposed Transportation System Plan, which guides the City's transportation investment for the next 20 years.
- Trail improvement would not likely occur unless a property redevelops.

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Steve Novick Commissioner **Leah Treat** Director

April 6, 2016

To: Portland Planning and Sustainability Commissioners

From: Judith Gray, Transportation Planning Supervisor
Peter Hurley, Senior Transportation Policy Planner

RE: Recommended TSP Transportation Demand Management (TDM) Actions

Request

PBOT requests that the PSC:

1. Recommend to Council Title 17.106 as proposed in the TSP Proposed Draft and modified in response to public testimony, as show in Attachment Q.1;
2. Support a stakeholder engagement process that will inform the PSC Mixed Use Zone and Central City 2035 hearings and City Council Comprehensive Plan and TSP hearings, as shown in Attachment Q.2.

1. Title 17.106 Action (Attachment Q.1)

In order to cost-effectively meet job and residential growth, mode share, and climate targets, PBOT is proposing to expand Transportation Demand Management (TDM) requirements. TDM includes providing information, such as new resident/employee walk/bike/transit maps, and incentives, such as low-cost transit passes.

City code does not specify what elements should be in a TDM plan. To improve certainty for applicants, interested parties, and staff, PBOT is proposing to add a new chapter to Title 17 that would identify the six elements in a TDM plan. The proposed new chapter was included in the TSP Proposed Draft released in December 2015.

In response to PSC hearing comments, primarily requesting more detail be added to code, PBOT is proposing six changes to the language in the Proposed Draft. These are included in Attachment A.

A. Performance Targets. Clarifies that the performance targets identified for TDM plans are the 2035 mode split targets adopted by Council in the TSP. This change also specifies the method for calculating interim year performance targets, e.g. a 2020 or 2025 interim target.

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B. Current TDM Plans. Clarifies that if a site meets 2035 performance targets, PBOT will support ongoing use of a current TDM plan.
C. Approval. This language has been deleted because the Bureau of Development Services or the Hearings Officer approves development applications.
D. Modifying Performance Targets. Clarifies that an applicant can request a modified performance target and identifies which factors would be considered to evaluate the modification request.
E. Chapter. Uses consistent terminology.
F. Enforcement. Specifies that enforcement applies to implementation of a TDM plan, not performance results. The strategies in TDM plans will be designed to meet performance targets; the City will enforce whether the strategies and performance monitoring in the plan are being implemented.

2. Stakeholder Advisory Committee and Outreach (Attachment Q.2)
While there is considerable support for TDM expansion, more details about program requirements and administration are needed. To that end, PBOT is proposing a scope and schedule for on-going technical analysis, policy development, and stakeholder engagement. The proposed schedule illustrates an intention to complete the TDM program details in time for policy approval by Council and the PBOT director before the end of 2016.

17.106 Transportation and Parking Demand Management

17.106.010 Purpose.

Providing residents, employees, and visitors information and incentives to walk, bicycle, ride transit, carpool, and otherwise reduce the need to own and use automobiles can be a relatively quick, inexpensive, and effective strategy to achieve city goals and prevent traffic and parking impacts. Requiring transportation and parking demand management (TDM) is intended to prevent, reduce, and mitigate the impacts of development on the transportation system, neighborhood livability, safety, and the environment while reducing transportation system costs.

17.106.020 Required Elements of a Transportation and Parking Demand Management Plan.

A TDM Plan shall include, at a minimum, the following elements:

A. Site and proposed development descriptions; baseline information and analysis, including proposed auto and bicycle parking;
B. Performance Targets;
   1. **Performance targets from the Transportation System Plan;**
   2. **Interim performance targets may be determined as a straight line projection from the base year to 2035;**
C. TDM Strategies likely to achieve the performance targets;
   1. **If a site meets 2035 performance targets prior to application for approval of a TDM plan, the strategies in the site's previously approved plan may form the basis of the updated plan;**
D. Automobile parking demand reduction strategies;
E. Performance Monitoring plan;
F. Ongoing participation and Adaptive Management plan;

17.106.030 ~~Approval Required.~~

~~The TDM Plan, approved in writing by the Portland Bureau of Transportation, is required prior to development approval.~~

Modifying Performance Targets.

Applicants may propose modified targets. Approval factors for target modification include:

a. **The relative availability of bicycle, transit, bike share, and car share infrastructure and services;**
b. **Whether the site has implemented documented high-effectiveness TDM strategies;**
c. **Travel characteristics, including schedules, of employees, residents, and visitors;**
d. **Best practices and performance of comparable sites in Portland and comparable cities.**

17.106.040 Ongoing Participation.

The development shall be required to commit to ongoing participation in the TDM Plan in its deeds, Codes, Covenants, and Restrictions.

17.106.050 Enforcement and Penalties.

It shall be a violation of this Chapter for any entity or person to fail to comply with the requirements of this **Chapter** ~~section~~ or to misrepresent any material fact in a document required to be prepared or disclosed by this Chapter. Any building owner, employer, tenant, property manager, or person who fails, omits, neglects, or refuses to comply with the provisions

of this Chapter shall be subject to a civil penalty of up to $1,000 for every 7 day period during which the violation continues. **If an entity or person is fully implementing all other elements of this Chapter, failing to meet performance targets alone shall not be an enforcement violation.** F

17.106.060 Administrative Rule Authority.
City Council authorizes the Director of the Bureau of Transportation to adopt administrative rules for Transportation and Parking Demand Management consistent with City codes Title 33 and Title 17.

17.106.070 Fees.
The City may charge fees for Transportation and Parking Demand Management goods and services provided, including but not limited to application review, incentives and education, performance monitoring, adaptive management, and compliance and enforcement.

Commentary on proposed amendments A-F, which respond to questions and/or testimony.

A Performance Targets. Clarifies that the mode share performance targets identified for TDM plans are the 2035 mode split targets adopted by Council in the TSP. This change also specifies the method for calculating interim year performance targets, e.g. a 2020 or 2025 interim target.

B Current TDM Plans. Clarifies that if a site meets 2035 performance targets, PBOT will support ongoing use of a current TDM plan.

C Approval. This language has been deleted because the Bureau of Development Services or the Hearings Officer approves development applications.

D Modifying Performance Targets. Clarifies that an applicant can request a modified performance target and which factors would be considered to evaluate the modification request.

E Chapter. Uses consistent terminology.

F Enforcement. Specifies that enforcement applies to implementation of a TDM plan, not performance results. The strategies in TDM plans will be designed to meet performance targets; the City will enforce whether the strategies and performance monitoring in the plan are being implemented.

DRAFT

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Transportation Demand Management Stakeholder Engagement, Policy Development and Adoption

Transportation System Plan Update

Proposed Scope of Work

This proposed scope of work provides establishes the Portland Bureau of Transportation's (PBOT's) intended process and outcomes for the expanded Transportation Demand Management (TDM) program described in the Transportation System Plan (TSP) Update. This is a preliminary scope and is likely to be revised based on feedback from internal and external stakeholders, as well as potential consultant or other PBOT resources.

These activities are planned to take place concurrent with the hearing and adoption processes for the Comprehensive Plan Update and Central City 2035 plans. Council hearings are planned to begin in fall 2016 and be completed before December 31, 2016. Once the Comprehensive Plan update is adopted by Council, there will be a need for additional administrative work by all bureaus before the new policies will be fully implemented. An early schedule anticipated full implementation will be in 2018.

Task 1. Stakeholder and Community Engagement

A Stakeholder Advisory Committee will form the core of the engagement process. Additional outreach will be conducted as appropriate. To the extent feasible, these efforts will be integrated with other outreach activities associated with the Comprehensive Plan, Central City 2035, Transportation System Plan update, or other related activities.

- Convene a stakeholder advisory committee (SAC, including representatives from various interests including developers, campuses & institutions, neighborhoods, environmental, relevant service providers, and bicycle, pedestrian, and transit representatives.
- Identify technical staff from PBOT and other city bureaus to provide advice and coordination regarding issues including: development review; land use and economic development policies; affordable housing; parking policies and operations; systems development charges and other developer paid fees.

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- Identify a subcommittee from the SAC and technical staff to work through implementation issues related to the development review and permitting processes, and others issues specific to fees and administration.

Key Deliverables

- An early estimate is that the SAC will meet between 5 and 7 times. The final scope for the SAC will be developed after the second meeting.

Task 2. Baseline: Review Current Requirements and Development Costs/Contributions

This task will set a baseline of current requirements as they relate to Transportation Demand Management and private sector contributions to multimodal transportation infrastructure. This task is not intended to provide a comprehensive analysis of the topic, but rather to establish a shared general understanding of related private costs and contributions.

- Current TDM programs in Portland, including current City code requirements; DEQ-mandated TDM requirements; and voluntary programs.
- A review of current developer transportation fees, including System Development Charges (SDCs), Local Improvement Districts (LIDs), and other funding mechanisms.

Key Deliverables

- These items will be summarized in a technical memorandum and/or presented at a SAC meeting and will be considered in the analysis of potential TDM requirements.

Task 3. Policy and Technical Analysis & Recommendations

A framework for expanded TDM requirements is included in Section 14 of the TSP Proposed Draft Update. More detail is needed regarding specific TDM program requirements, costs, and service delivery. Task 3 includes the technical, policy, service, and financial analysis needed to develop detailed requirements for the expanded TDM programs.

The Recommended Draft includes options for either a "pre-approved" plan or a custom plan (typically used by large institutions and campuses). Staff are also evaluating a "menu" approach for the custom plan. The intent is to provide a clear and objective way to evaluate TDM plans for development review.

- Specify requirements in the pre-approved TDM plan for certain Mixed Use Zones and Central City zones development.
- Develop final requirements and implementation details for major TDM plan components:
  - Multimodal financial incentives
  - Information, education, and encouragement services
  - Parking management & pricing
  - Credits for Systems Development Charges or other developer fees
  - Affordable housing considerations
  - Development review requirements, evaluation, mitigations

- Develop a clear and objective approach for developing and evaluating custom TDM Plans. An example is a menu-based plan.

Key Deliverables

- The technical and policy analyses and recommendations will be summarized in memoranda and presented at SAC meetings, for inclusion in the code and administrative rules.

Task 4. Code and Administrative Rule Development

Final TDM policies and implementation guidelines will be in the Title 17, Title 33, or PBOT administrative rules. This task will consider whether additional amendments are needed to Title 17 and/or Title 33; this task will also develop the final Administrative Rule for program implementation.

- Title 33 contains the land use thresholds that would trigger a requirement for a TDM plan, specifically for developments within the new Campus & Institution Zone, Mixed Use Zone, and Central City Zones.
- Title 17 describes the elements in a TDM, if triggered by Title 33.
- Title 17 identifies the performance targets for the TSP, by reference to the adopted performance targets from the Comprehensive Plan.
- The administrative rule will provide the details needed for implementation. At this time, it is expected that the administrative rules will likely include the following:
    - Process for consideration of individualized performance targets.
    - A pre-approved TDM plan, which will identify specific actions for developers of residential and commercial uses in the MUZ and Central City.
    - A "menu-based" TDM guide for development and evaluation of a custom TDM Plan or evaluation of potential mitigations.
    - Review fees, service fees, schedules, and other specific implementation requirements.

Key Deliverables

- Proposed Title 17 amendments, if needed.
- Proposed Title 33 amendments, if needed.
- Administrative Rule document outlining detailed requirements and guidance including the menu-based TDM plan guidance, and Off-the-Shelf TDM Plan.

Task 5. Adoption Process

Adoption of administrative rules will be a combination of PBOT director authority and council actions. Council adoption is required for new fees. Given the potentially significant change represented by the proposed expanded TDM program, PBOT proposes to bring major elements of the draft administrative rules for Council approval, if recommended by the SAC.

- New fee requirements, other financial obligations to developers, proposed SDC credits, or related financial items will be brought to Council for approval, with required notification.
- Administrative rule items related to bureau systems and program implementation, including service provision, will be approved by the Bureau Director.
    - These items will be brought to Council for approval if recommended by the SAC and/or the Transportation Commissioner. However, the Transportation Commissioner may direct the director to approve the Administrative Rule without Council approval.

Key Deliverables

- *(Optional deliverable, depending on PSC Officer's interest and schedule availability).* Presentation to the Planning and Sustainability Commission for recommendation to Council.
- Ordinance to be considered by Council for adoption of any new fee requirements or other issues requiring Council.
- Presentation to Council of the overall TDM program and administrative rule in a briefing or hearing, depending on the recommendation of the SAC and advice of the Transportation Commissioner.

Transportation System Plan

Initial steps to implementing the 2035 Comprehensive Plan













Planning and Sustainability Commission Work Session
April 12, 2016

TSP Update
Stage 2

PBOT
PORTLAND BUREAU OF TRANSPORTATION

TSP Proposed Draft: Potential Amendments

- Testimony and PSC Hearings
  - Dec 18 Proposed Draft released
  - Feb 9 PSC briefing
  - Mar 8 & 22 Two public hearings
  - March 25 Public testimony closed

- Potential Amendments
  - List of Consent Items
  - List of Discussion Items
  - List of “No Change Items”

Ord. 188177, Vol. 2.5, page 13668

Discussion List

No.	Amendment	Section	OPTION A	OPTION B	OPTION C	Staff Recommends	Attach
1	**Autonomous Vehicles Objectives and Glossary**	2	Add Objectives to Sect. 2 and Sect. 11	Address in Stage 3		B	K
2	**Neighborhood greenways traffic diversion**	2	Add "traffic diversion" Objectives 6.13.G, Sect 4.	No Change		A	L
3	**NE 7th/9th Neighborhood Greenways**	5	Move MCB designation to NE 7th	Retain MCB on NE 9th and extend to Holman St. Extend the CB on NE 7th Ave north to Sumner St.	Downgrade NE 9th from MCB to CB (leaving both 7th and 9th as City Bikeways)	B	M
4	**Bicycle Classification Map "Major" Amendments**	5	Amend bicycle classifications	No change to classification until there is additional public process		B	N
5	**Bicycle Classification Map "Minor" Amendments**	5	Amend bicycle classifications	No change to classification until there is additional public process		A	O
6	**Hayden Island pathway retain adopted TSP bicycle classification**	5	Remove bicycle classification along the northern edge of Hayden Island	No changes to Council adopted TSP bicycles classification maps (2009 Hayden Island Plan ORD 183124)		B	P
7	**Transportation Demand Management Title 17.106 Amendment**	14	Recommend proposed 17.106 language to clarify TDM plan elements (attachment Q.1)	No action (goes to Council without PSC recommendation).		A	Q

Autonomous vehicles

Objectives (Sect. 2) and Glossary (Sect. 11)

Proposed Amendment: Attachment **K**

Option A

- Add Objectives to Sect. 2 and Sect. 11

Option B (Staff Recommends)

- Address in Stage 3

Traffic diversion: neighborhood greenways
Objectives (Sect. 2)

Proposed Amendment: Attachment **L**

Option A (Staff Recommends)

- Add "traffic diversion" Objectives 6.13.G, Sect 4.

Option B

- No change

NE 7th/9th bikeways

Section 5: Bicycle Classification Maps

Proposed Amendment: Attachment **M**

Option A

- Move MCB designation to NE 7th

Option B (Staff Recommends)

- Retain MCB on NE 9th and extend to Holman St. Extend the CB on NE 7th Ave north to Sumner St.

Option C

- Downgrade NE 9th from MCB to CB (leaving both 7th and 9th as City Bikeways)

"Major" bicycle map amendments

Section 5: Bicycle Classification Maps

Proposed Amendment: Attachment **N**

Option A

- Amend bicycle classifications

Option B (Staff Recommends)

- No change to classification until there is additional public process

“Minor” bicycle map amendments

Section 5: Bicycle Classification Maps

Proposed Amendment: Attachment **O**

Option A (Staff Recommends)

- Amend bicycle classifications

Option B

- No change to classification until there is additional public process

Hayden Island pathway

Section 5: Bicycle Classification Maps

Proposed Amendment: Attachment **P**

Option A

- Remove bicycle classification along the northern edge of Hayden Island

Option B (Staff Recommends)

- No changes to Council adopted TSP bicycles classification maps (2009 Hayden Island Plan ORD 183124)

Transportation demand management

Section 14: Transportation Demand Management

Proposed Amendment: Attachment **Q.1**

Option A (Staff Recommends)

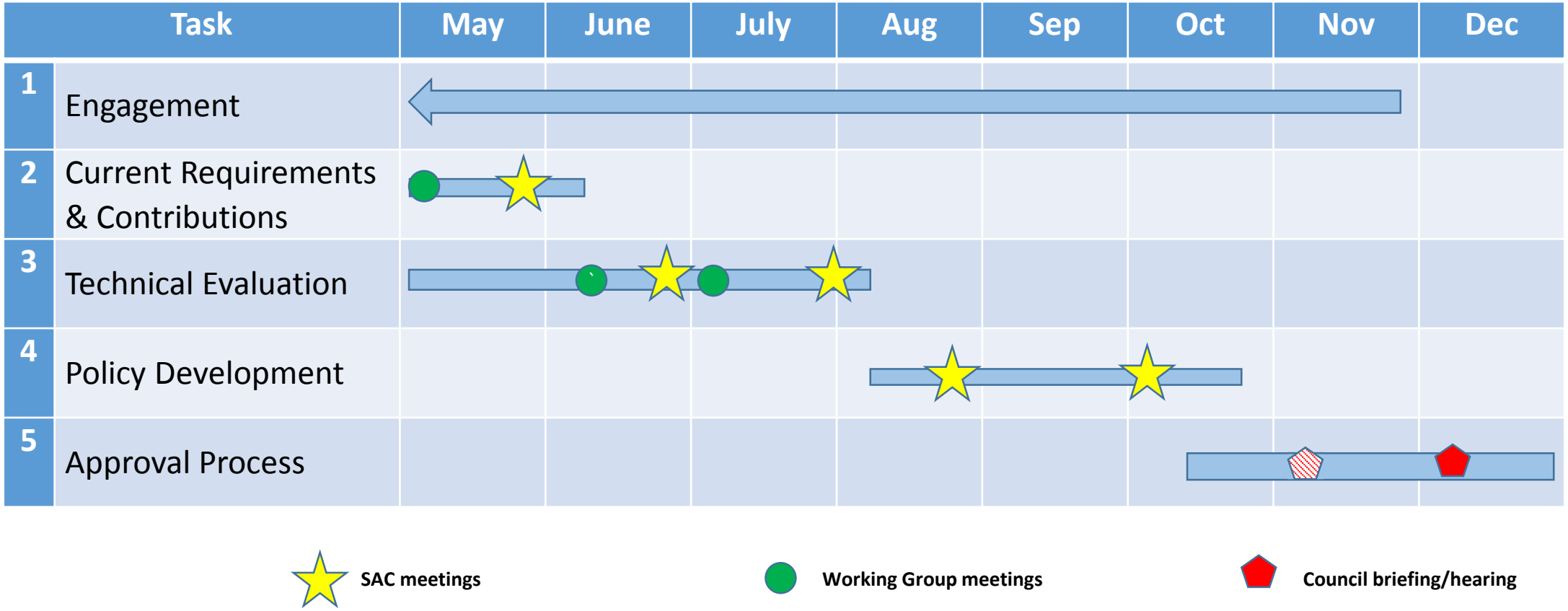
- Amend proposed Title 17.106 language to clarify TDM plan elements

Option B

- No action

TDM Proposed Process

Draft Process Milestones



TDM Proposed Process

Policy & Administrative Rule Approval Process

- Council adoption of any new developer fees.
- Additional Council presentation on TDM program & administrative rule, if recommended by SAC or Transportation Commissioner.
- *If requested by PSC: Presentation to the PSC for recommendation to Council.*

Ord. 188177, Vol. 2.5, page 13678

Title 17.106 Amendments

A **Performance Targets** - Clarifies that we will use the 2035 TSP targets adopted by Council, and specifies the method for calculating interim year performance targets.

B **Current TDM Plans -** Clarifies that if a site meets 2035 performance targets, PBOT will support ongoing use of a current TDM plan.

C **Approval -** This language has been deleted because the Bureau of Development Services or the Hearings Officer approves development applications.

D **Modifying Performance Targets -** Clarifies that an applicant can request a modified performance target and which factors would be considered.

E **Chapter -** Uses consistent terminology.

F **Enforcement -** Specifies that enforcement applies to implementation of a TDM plan, not performance results.

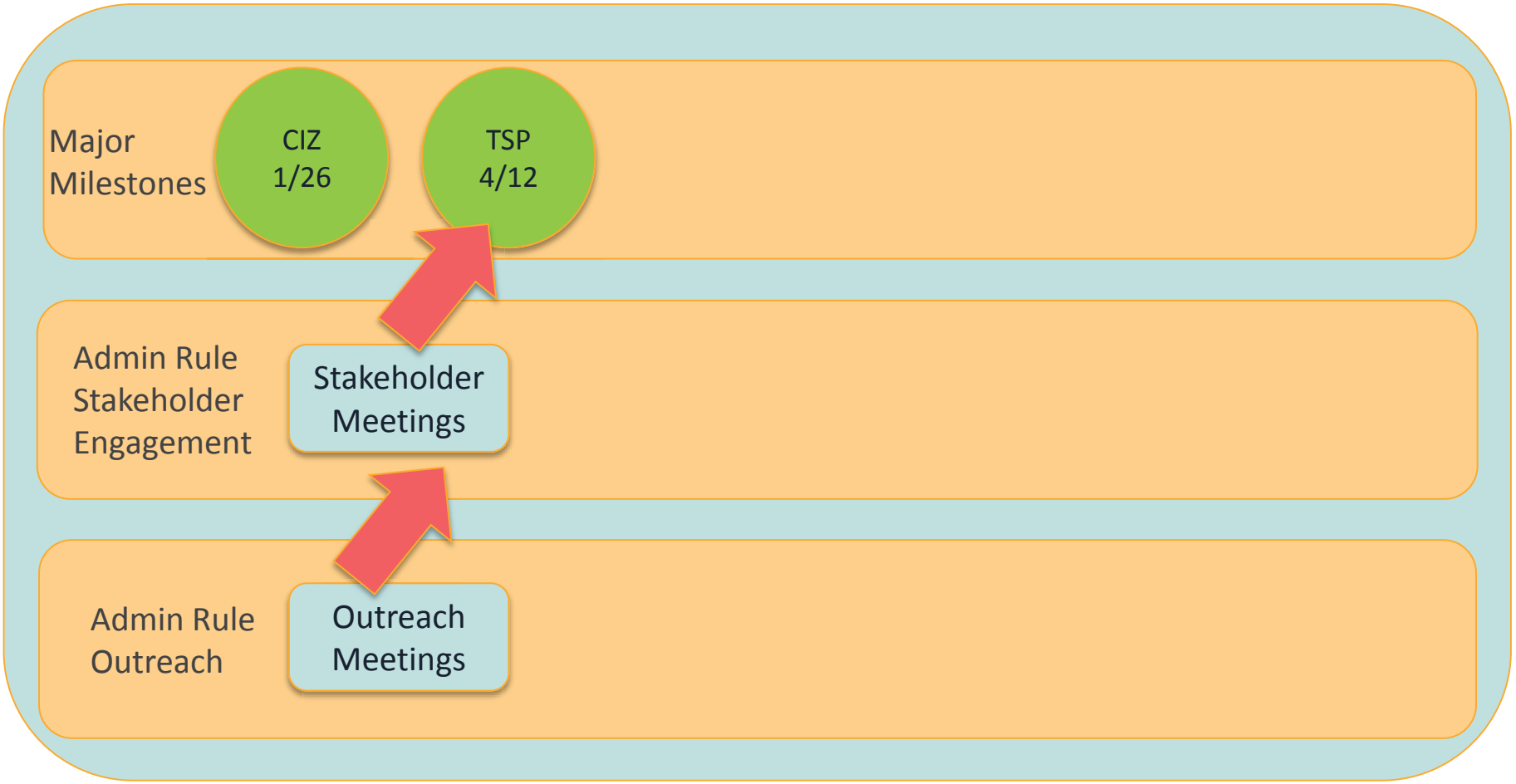
Requested PSC Actions

Recommend that City Council:

- Amend the City of Portland Transportation System Plan (TSP) as shown in the Proposed Draft of the TSP Update, Stage 2, Sections 1-13 (as amended tonight);

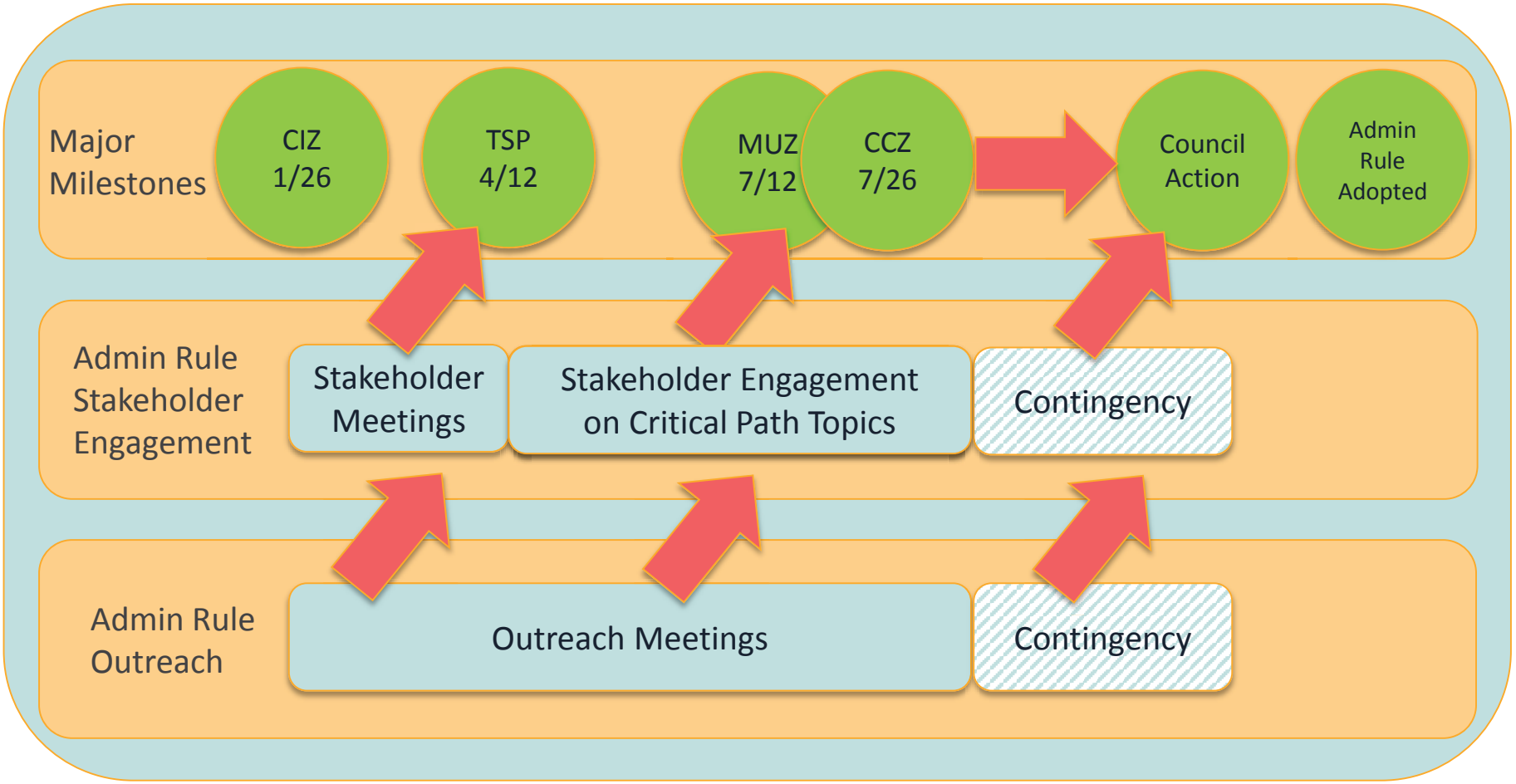
- Amend Title 17: Public Improvements, as shown in the Proposed Draft, Sections 14 and 16 (as amended tonight);

TDM Decision Timeline



Ord. 188177, Vol. 2.5, page 13681

TDM Decision Timeline



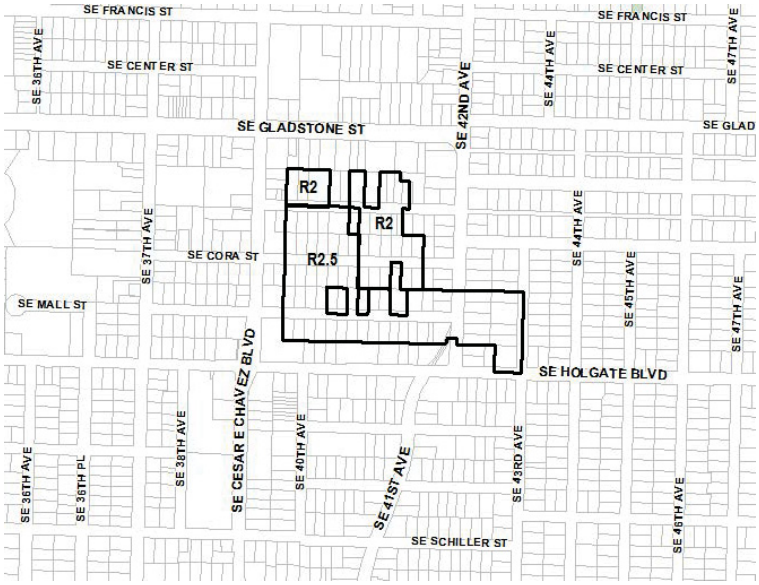
Ord. 188177, Vol. 2.5, page 13682

Revised: Creston-Kenilworth Neighborhood, East of Chavez Blvd, North of SE Holgate

Comprehensive Plan Designation: R2.5 and R2

Existing Zoning: R5

Proposed Zoning: R2.5 and R2



Areas proposed for zoning changes to R2.5 and R2

- **Proximity to amenities and services**: This area north of SE Holgate and east of SE Cesar E Chavez is situated within a half mile of the Powell/Creston Neighborhood Center. The #75 bus runs along SE Cesar E Chavez to the west and is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** There are no water, sewer or stormwater systems constraints.
- **Lot sizes and built densities:** There are a number of buildings that include more units than allowed by the current R5 zoning. There are few underlying lots, so this area has some potential for lot confirmations.
- **Recent development activity:** There have been eight individual sites in this area that have gone through a quasi-judicial zone map amendment process to convert to R2.5 or R2. There has been some demolition and redevelopment in this area.
- **Occupancy:** This area is approximately 35% (R5 to R2.5 area) and 43% (R5 to R2 area) tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is surrounded by areas already zoned for R2 and R1 to the north, west and south. The area to the east is zoned R5.
- **Feedback received during Discussion Draft review period:** In a conversation at the Creston-Kenilworth Neighborhood Association meeting on October 26, 2015, a range of considerations were raised, particularly with regard to transportation. Some thought that neighborhoods with stronger connections to MAX and other transit service should be prioritized for more housing options, while others considered that planned bus rapid transit on Powell might be an argument for increasing



2035 Comprehensive Plan

Planning and Sustainability Commission
Hearing

Residential and Open Space Zoning Map Update

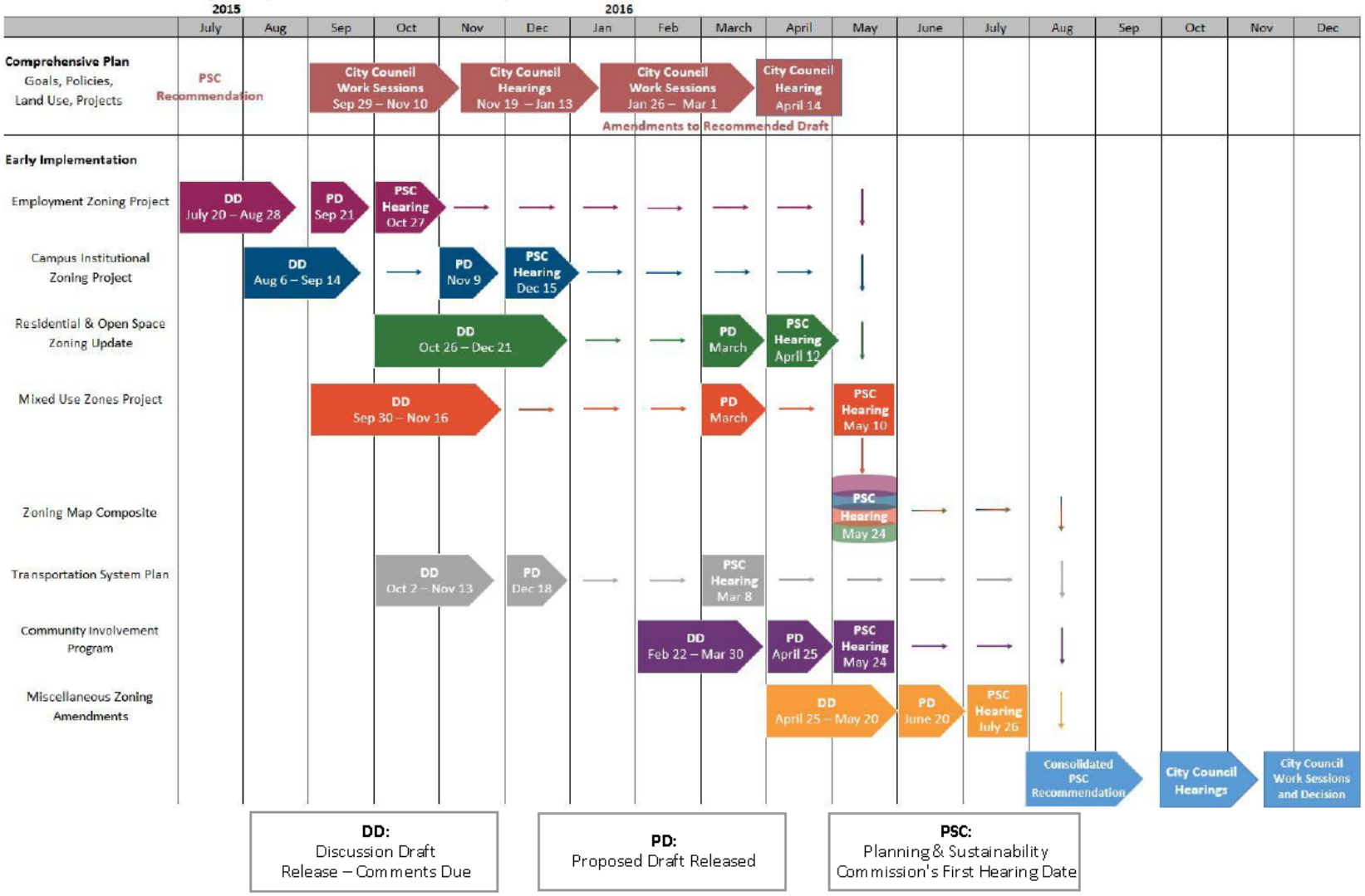
April 12, 2016

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Ord. 188177, Vol. 2.5, page 13684

Dates are tentative
UPDATED: March 9, 2016

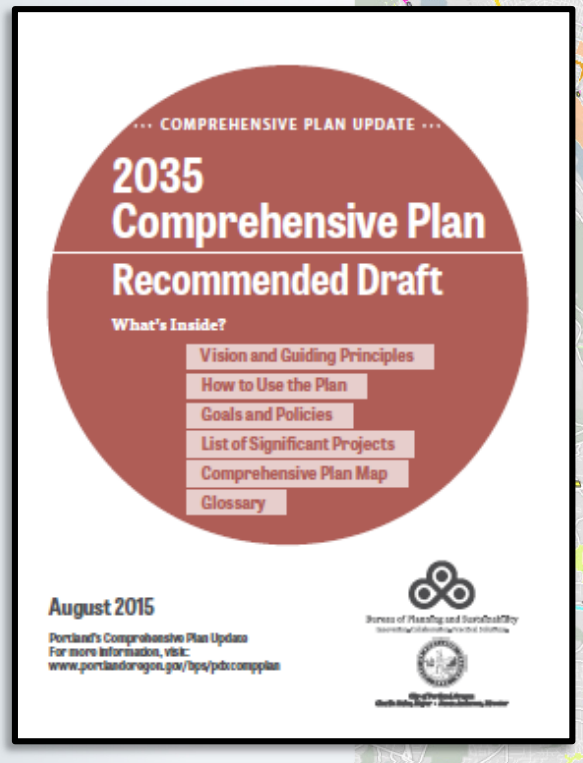
Schedule of Early Implementation Projects

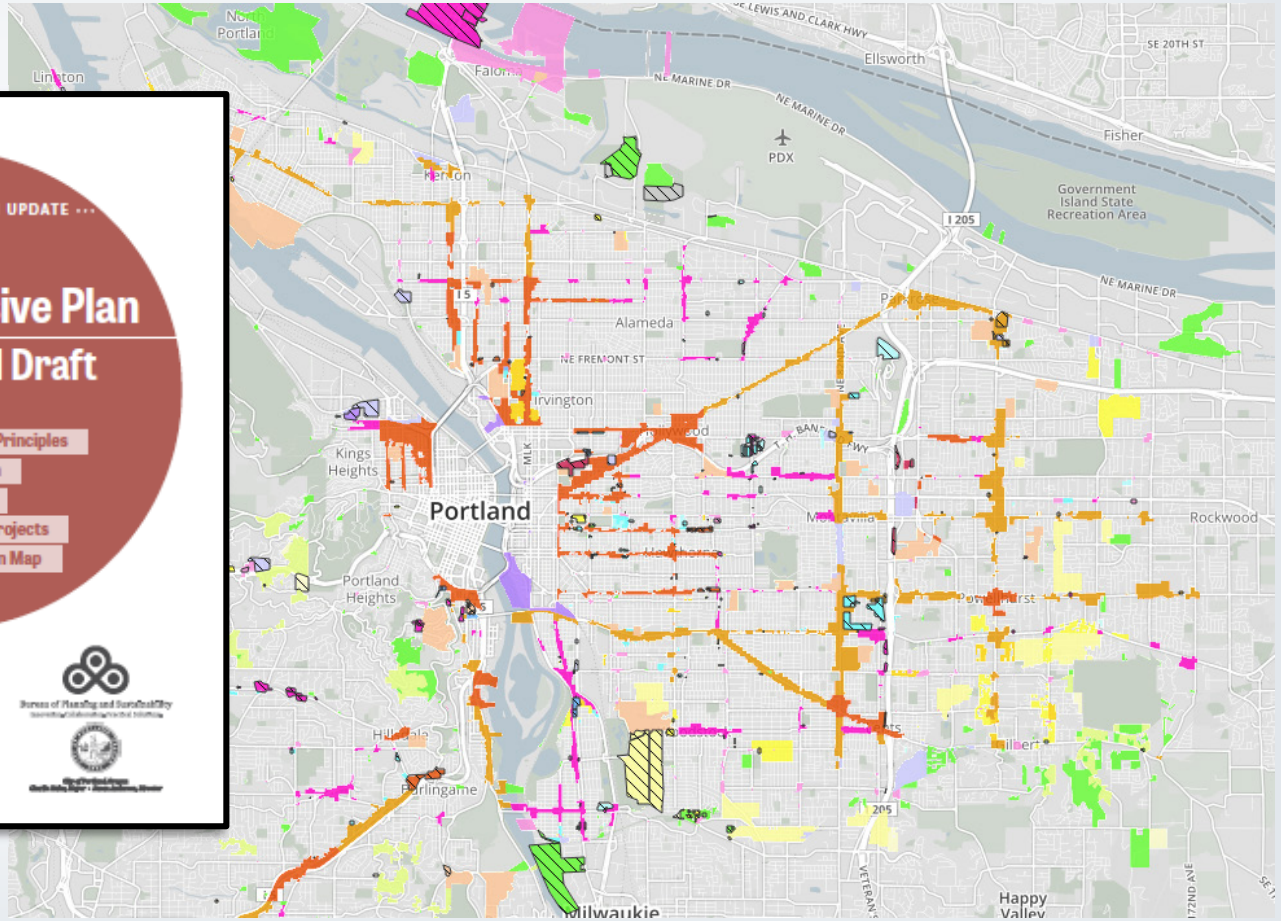


Proposed Zoning Map changes:

1. Correspond with 2035 Comp Plan map changes, or
2. Address miscellaneous situations, or
3. Ease David Douglas School District overcrowding, or
4. Match 1980 Comp Plan designations

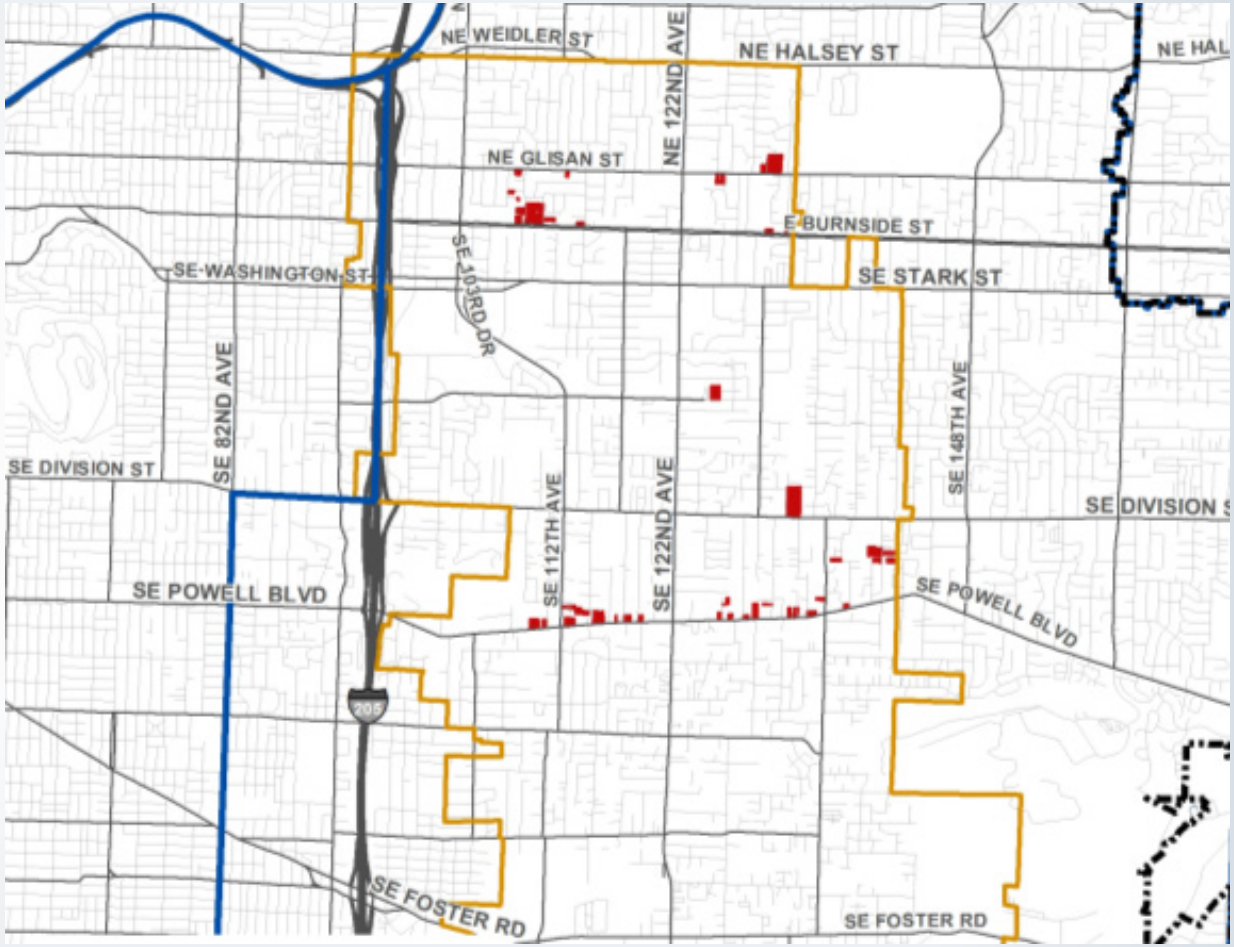
Zoning Map Changes to correspond with the 2035 Comprehensive Plan Map





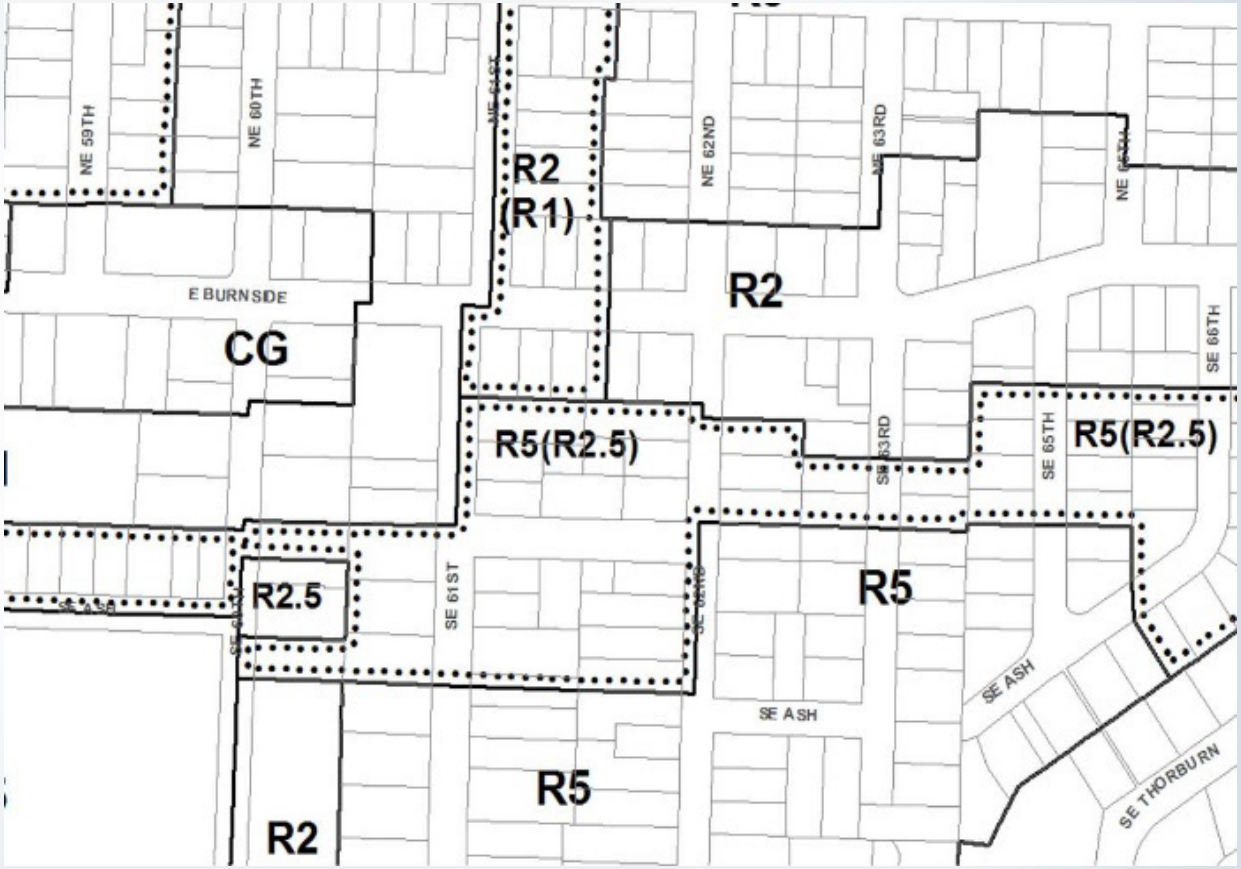
Zoning Map Changes in David Douglas School District

Once current overcrowding is remedied, zoning can change to match Comprehensive Plan designations.



Zoning Map Changes to match 1980 Comp Plan designations

Areas have potential to provide more diverse housing options near opportunity areas.



Zoning Map Changes to match 1980 Comp Plan designations

Areas were evaluated for timeliness and suitability for Zoning Map changes.

Of 42 areas studied, 24 are proposed for map changes.

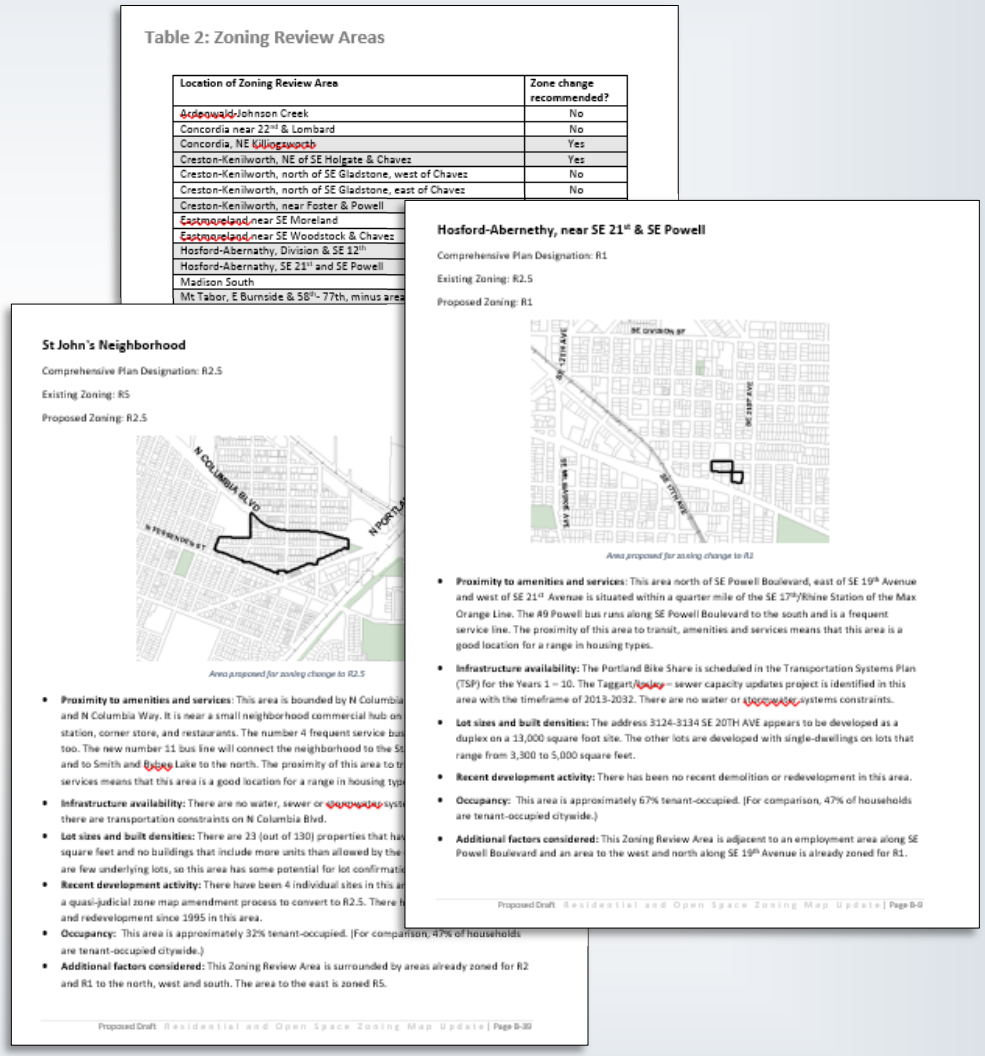


Table 2: Zoning Review Areas

Location of Zoning Review Area	Zone change recommended?
~~Arleta~~/Johnson Creek	No
Concordia near 22nd & Lombard	No
Concordia, NE ~~Killingsworth~~	Yes
Creston-Kenilworth, NE of SE Holgate & Chavez	Yes
Creston-Kenilworth, north of SE Gladstone, west of Chavez	No
Creston-Kenilworth, north of SE Gladstone, east of Chavez	No
Creston-Kenilworth, near Foster & Powell	
~~Eastmoreland~~ near SE Moreland	
~~Eastmoreland~~ near SE Woodstock & Chavez	
Hosford-Abernathy, Division & SE 12th	
Hosford-Abernathy, SE 21st and SE Powell	
Madison South	
Mt Tabor, E Burnside & 58th- 77th, minus area	

St John's Neighborhood

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5

Area proposed for zoning change to R2.5

- **Proximity to amenities and services:** This area is bounded by N Columbia and N Columbia Way. It is near a small neighborhood commercial hub on station, corner store, and restaurants. The number 4 frequent service bus too. The new number 11 bus line will connect the neighborhood to the St and to Smith and ~~Bybee~~ Lake to the north. The proximity of this area to tr services means that this area is a good location for a range in housing typ
- **Infrastructure availability:** There are no water, sewer or ~~stormwater~~ syst there are transportation constraints on N Columbia Blvd.
- **Lot sizes and built densities:** There are 23 (out of 130) properties that ha square feet and no buildings that include more units than allowed by the are few underlying lots, so this area has some potential for lot confirmati
- **Recent development activity:** There have been 4 individual sites in this a a quasi-judicial zone map amendment process to convert to R2.5. There h and redevelopment since 1995 in this area.
- **Occupancy:** This area is approximately 32% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is surrounded by areas already zoned for R2 and R1 to the north, west and south. The area to the east is zoned R5.

Proposed Draft Residential and Open Space Zoning Map Update | Page B-39

Hosford-Abernethy, near SE 21st & SE Powell

Comprehensive Plan Designation: R1

Existing Zoning: R2.5

Proposed Zoning: R1

Area proposed for zoning change to R1

- **Proximity to amenities and services:** This area north of SE Powell Boulevard, east of SE 19th Avenue and west of SE 21st Avenue is situated within a quarter mile of the SE 17th/Rhine Station of the Max Orange Line. The #9 Powell bus runs along SE Powell Boulevard to the south and is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The Portland Bike Share is scheduled in the Transportation Systems Plan (TSP) for the Years 1 – 10. The Taggart/~~Ivon~~ sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or ~~stormwater~~ systems constraints.
- **Lot sizes and built densities:** The address 3124-3134 SE 20TH AVE appears to be developed as a duplex on a 13,000 square foot site. The other lots are developed with single-dwellings on lots that range from 3,300 to 5,000 square feet.
- **Recent development activity:** There has been no recent demolition or redevelopment in this area.
- **Occupancy:** This area is approximately 67% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is adjacent to an employment area along SE Powell Boulevard and an area to the west and north along SE 19th Avenue is already zoned for R1.

Proposed Draft Residential and Open Space Zoning Map Update | Page B-9

What does development in R2.5 look like?











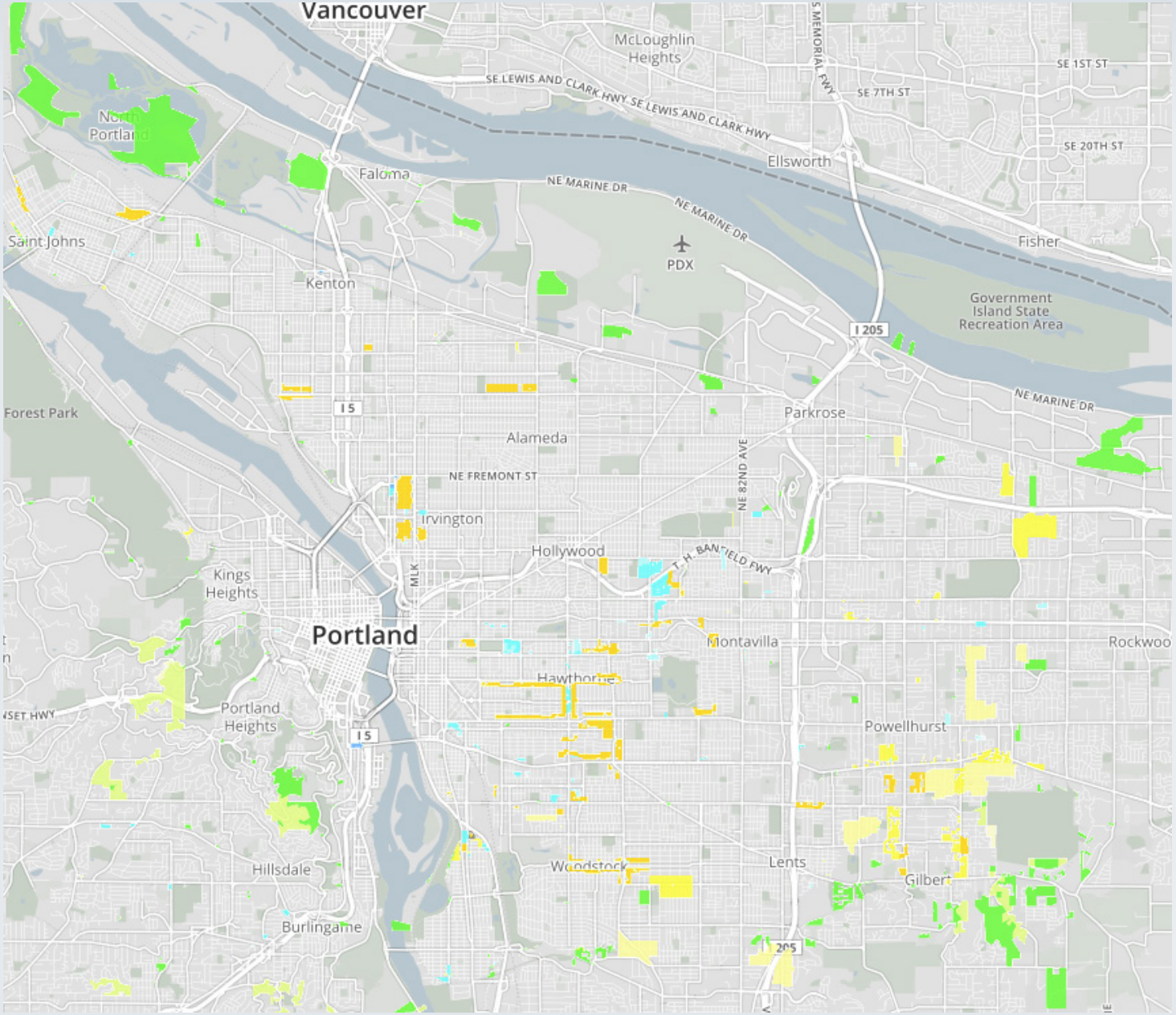


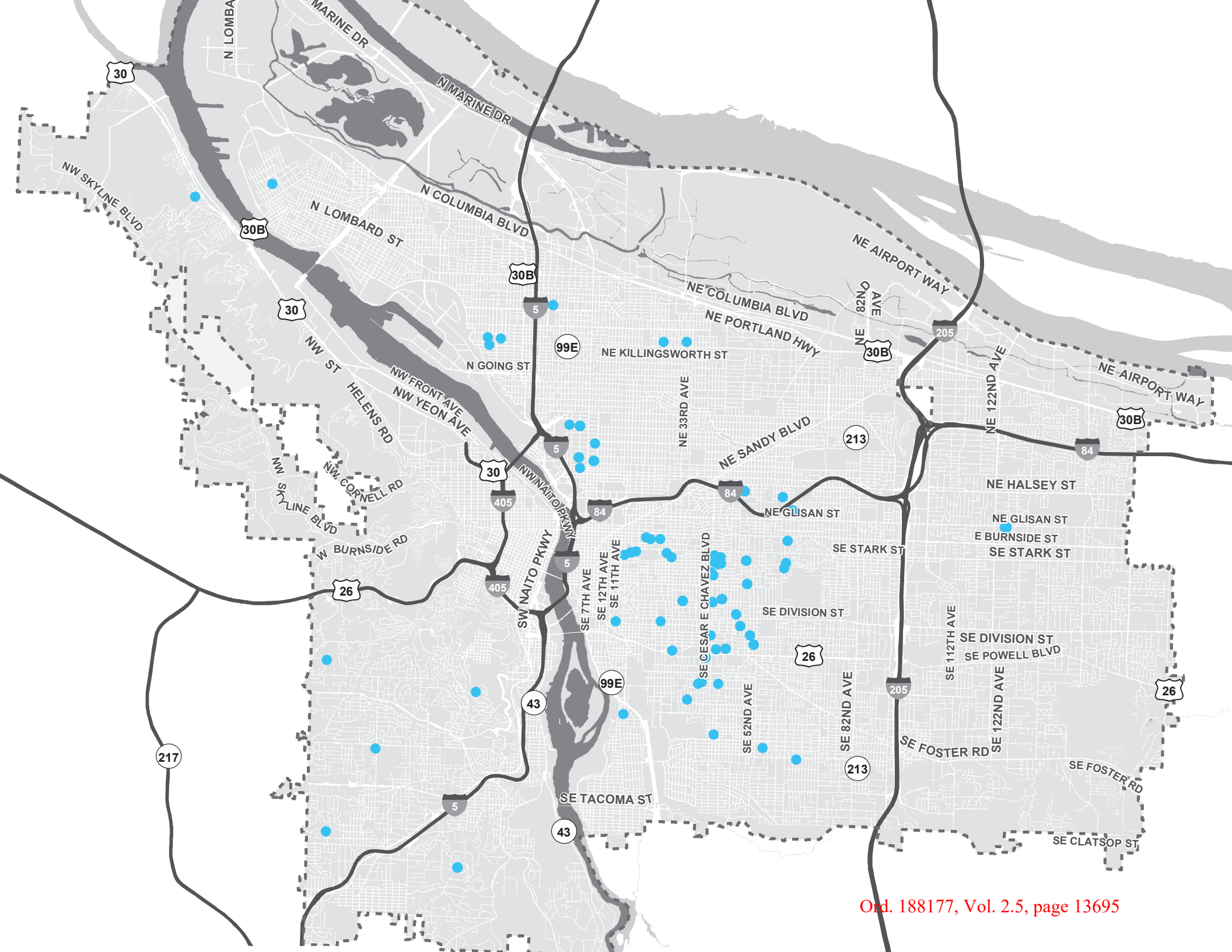
Findings and observations

- Public reaction has been mixed
- Opponents fear map changes will prompt demolitions
- Some affected property owners are expressing concerns about Comprehensive Plan Map change

Next steps

- **April 26, 2016:** discuss testimony received to date and make an *initial recommendation*
- **June 2016:** staff publishes proposed Composite Zoning Map
- **July 12, 2016:** public hearing on Composite Zoning Map


Vancouver
McLoughlin Heights
SE LEWIS AND CLARK HWY
S MEMORIAL FWY
SE 1ST ST
SE 7TH ST
SE 20TH ST
North Portland
Ellsworth
Faloma
NE MARINE DR
Saint Johns
PDX
Fisher
Kenton
Government Island State Recreation Area
I 205
Forest Park
I 5
Parkrose
Alameda
NE FREMONT ST
NE 82ND AVE
Irvington
Hollywood
T.H. BANFIELD FWY
Kings Heights
MLK
Portland
Montavilla
Rockwood
Hawthorne
Portland Heights
Powellhurst
Hillsdale
Woodstock
Lents
Gilbert
Burlingame
205



Ord. 188177, Vol. 2.5, page 13695

Gary Sorrels & Joseph Zipagang	1645 SE Harold Street	We support the zoning change from RH to R1 as was supported in our 2014 public process. Thank you, Gary Sorrels and Joseph Zipagang-Homeowners.	2016-03-07 18:55	2370	Portland	97202	Sellwood-Moreland Improvement League
Heather Patterson	3012 SE 51st Ave	I am concerned that this re-zoning will only open the door for contractors to tear down the historical homes in the neighborhood and put up more "skinny homes." Every couple of weeks I get a letter in the mail from "interested buyers" willing to buy my house as-is for cash. I can only guess that this interest is related to this potential zone change and the money to be made by tear downs and squeezing in new homes 2-3 per lot. As a home-owner with a child, I'm leery of the environmental ramifications of teardowns of historical homes in the area (e.g., lead, asbestos, etc). I'm also concerned what this will do to my property value since R5 homes are more sought after than the higher density residential zones.	2016-03-07 19:44	2371	Portland	97206	Richmond
Jacob Carroll	2233 SE 38th Avenue	I do not understand why the west side of 38th Avenue is being considered for R5 to a R2.5. This is a residential neighborhood that you are trying to double the size of, which could destroy the integrity of our block. Why are you putting homes more than a block away from Cesar Chavez into this category? I ask that you seriously reconsidered this zoning change and the impact it will have on our families and neighborhood. To be clear, I am against this zoning change.	2016-03-09 12:14	2372	Portland	97214	Richmond

CHRISTINA GRADT	2354 SE 43 ave	I have lived at this address for 23 years.Our street used to be a great place to raise children,not any more! All of us neighbors would get together monthly in the Summer time for bbq's and block parties. We have lost the feel of a neighbor. With all the foot and car traffic and parked cars, who wants to be in there front yards.I enjoying them! You once told us the development "43 division" patrons would all ride bikes. Guess what they mostly own two cars that sit for weeks at a time in front of my house. All night long I hear car doors slamming,which causes my dog to bark. YEAH!! Re-zonig such a huge area does nothing for our neighborhood, except bring more traffic and noise. I am very much against re-zoning my property, and I didn't move here to live next door to multiple houses next door to me.The city has done enough in our area to ruin livability. It needs to stop!!!!Why isn't Laurelhurst considered for re-zoning?????	2016-03-09 12:48	2373	Portland	97215	Richmond
Larry Holmes	4748 ne Multnomah St	Our family has been in this neighborhood for more than 65 years. It still retains the charm of old Portland that is disappearing all to quickly.It is our hope that this tiny area may remain with it's original R5 residential zone designation.	2016-03-12 10:26	2374	Portland	97213	Rose City Park
Jennifer Scott	3945 SE Grant Ct	To rezone portions of this block as R1 completely disrupts the existing character of this neighborhood. We already have parking issues due to our proximity to Richmond Elementary School and the fact that the houses on this block were built without driveways. The switch from R5 to R2.5 off 39th is already going to have huge impacts to this area, please don't cram an additional and more intense change just a few houses away. How can you consider decreasing density in East Moreland but radically alter Richmond?	2016-03-16 8:28	2378	Portland	97214	Richmond
Adam Herstein	3115 SE 52nd Av	I support higher density on 50th Avenue.	2016-03-17 14:33	2389	Portland	97206	Richmond

Scott Smith	1429 SE 52nd Avenue	Thank you for your consideration on this. This particular area, which is partly east of 50th Avenue, does not warrant a change to R2.5. The plan originally made sense when Hawthorne was straight at the intersection of 50th. But now that it jogs, and we've got minimal commercial beyond the jog in the road and that sign, it doesn't make sense to build a denser neighborhood east of 49th north of Hawthorne or east of 50th south of Hawthorne. Thank you.	2016-03-20 10:01	2395	Portland	97215	Mt. Tabor
Andrew Augustin	1303 NE Euclid Avenue	We specifically bought in this area due to it's feeling and vibe of an established neighborhood. I'm hoping this new zoning is NOT approved. It will significantly change the feel of our nice quiet neighborhood.	2016-03-21 12:34	2404	Portland	97213	Rose City Park
Bob Kellett	2237 SE Pine	This is a great example of the "missing middle" type of courtyard housing that Portland needs. Happy to be a neighbor supporting a change to R1 zoning.	2016-03-23 14:54	2447	Portland	97214	Buckman
Bob Kellett	2237 SE Pine	Piccolo Park is a great example of a small scale park that serves a neighborhood well. It should be zoned OS.	2016-03-23 14:58	2448	Portland	97214	Hosford-Abernethy
Bob Kellett	2237 SE Pine	R1 is the appropriate zoning for this site. I live nearby and I approve.	2016-03-23 15:03	2449	Portland	97214	Buckman
Bob Kellett	2237 SE Pine	The existing apartments on the site fit into the neighborhood well. R1 is a good zone for this location.	2016-03-23 15:05	2450	Portland	97214	Buckman
Bob Kellett	2237 SE Pine	The house that currently exists at 1535 SE Alder is beautiful. It also happens to be 5,000 square feet with 7 bedrooms. It has been subdivided over the years so that it is 2 or 3 rental units. I generally support increased potential for density, but in this case I fear that R2.5 zoning could incentivize the demolition of the existing house and lead to a couple of new houses that end up decreasing the density on the site.	2016-03-23 15:09	2451	Portland	97214	Buckman
Bob Kellett	2237 SE Pine	This is a good location for R1 and matches the existing use on the site.	2016-03-23 15:11	2452	Portland	97214	Buckman

Bob Kellett	2237 SE Pine	The site currently functions like it is R1 but I'd hate to limit it in the future. The proximity to the Lone Fire open space and to amenities on 28th as well as Belmont makes me think it could be zoned for s higher capacity. This is true of the entire stretch between 26th and 30th on SE Stark.	2016-03-23 15:14	2453	Portland	97214	Sunnyside
Gabriele Hayden	1624 N Emerson St	R2 would allow for an appropriate amount of density in this very central and highly desirable location near transit, along a bike route, and near many high rises. This is the exact area where the kind of missing middle housing allowed by R2 rather than R2.5 would be appropriate. We need affordable housing in our city. Please leave it as R2!	2016-03-23 15:22	2456	Portland	97217	Eliot
Gabriele Hayden	1624 N Emerson St	R2 would allow for an appropriate amount of density in this very central and highly desirable location near transit, along a bike route, and near many high rises. This is the exact area where the kind of missing middle housing allowed by R2 rather than R2.5 would be appropriate. We need affordable housing in our city. Please leave it as R2!	2016-03-23 15:23	2457	Portland	97217	Eliot
Gabriele Hayden	1624 N Emerson St	R1 would allow for an appropriate amount of density in this very central and highly desirable location near transit, along a bike route, and near many high rises. This is the exact area where the kind of missing middle housing allowed by R1 rather than R2 would be appropriate. We need affordable housing in our city. Why are we down-zoning in this very central location? Please leave it as R1!	2016-03-23 15:24	2459	Portland	97217	Eliot
Gabriele Hayden	1624 N Emerson St	RH would allow for an appropriate amount of density in this very central and highly desirable location near transit, along a bike route, and near many high rises. This is the exact area where high rise rather than R1 would be appropriate. We need affordable housing in our city. Why are we down-zoning in this very central location? Is a rich person who lives here friends with a commissioner? This seems very inappropriate. Please leave it as RH!	2016-03-23 15:26	2460	Portland	97217	Eliot

Gabriele Hayden	1624 N Emerson St	RX would allow for an appropriate amount of density in this very central and highly desirable location near transit, along a bike route, and near many high rises. This is the exact area where high rise rather than R1 would be appropriate. We need affordable housing in our city. Why are we down-zoning in this very central location? Why are we caving to NIMBYism? Please leave it as RX!	2016-03-23 15:28	2462	Portland	97217	Eliot
Gabriele Hayden	1624 N Emerson St	R2 would allow for an appropriate amount of density in this very central and highly desirable location near transit, along a bike route, and near many high rises. This is the exact area where missing middle would be appropriate and desirable, allowing for duplexes rather than ugly skinny houses. We need affordable housing in our city. Why are we down-zoning in this very central location? The job of the city is to accommodate growth. If there is any moral justification at all for allowing a bunch of white people to get richer off the continual displacement of African Americans who because of systemic racism were not allowed to build equity for generations, it must be that we are allowing the kind of density that will keep it at least somewhat affordable. Please leave it as R2!	2016-03-23 15:32	2466	Portland	97217	Eliot
Gabriele Hayden	1624 N Emerson St	Yes! This is a great place to increase density. Please consider R2 instead of R2.5	2016-03-23 15:35	2468	Portland	97217	Overlook
Gabriele Hayden	1624 N Emerson St	Yes! This is a great place to increase density. Please consider R2 instead of R2.5	2016-03-23 15:35	2469	Portland	97217	Overlook
Gabriele Hayden	1624 N Emerson St	Yes! This is a great place to increase density. I live in Overlook and this is an area that will soon get more retail, has great transit, etc. Please consider R2 instead of R2.5	2016-03-23 15:36	2470	Portland	97217	Overlook
Gabriele Hayden	1624 N Emerson St	Yes! This is a great place to increase density. I live in Overlook and this is an area that will soon get more retail, has great transit, etc. Please consider R2 instead of R2.5	2016-03-23 15:36	2472	Portland	97217	Piedmont
Gabriele Hayden	1624 N Emerson St	Yes! This is a great place to increase density. I live in Overlook and this is an area that will soon get more retail, has great transit, etc. Please consider R1 instead of R2.5	2016-03-23 15:37	2473	Portland	97217	Concordia

Gabriele Hayden	1624 N Emerson St	Yes! This is a great place to increase density. I live in Overlook and this is an area that will soon get more retail, has great transit, etc. Please consider R1 instead of R2.5	2016-03-23 15:37	2475	Portland	97217	Concordia
Gabriele Hayden	1624 N Emerson St	Yes! This is a great place to increase density. I live in Overlook in an R5 single family home, but would seriously consider buying a rowhouse in this area instead because it's so wonderfully central. So please consider zoning this R1 instead to allow missing middle housing. This is the perfect location for R1 missing middle housing.	2016-03-23 15:40	2477	Portland	97217	Buckman
Gabriele Hayden	1624 N Emerson St	Yes! This is a great place to increase density. I own a single family home in Overlook, but would seriously consider buying a rowhouse in this area instead because it's so wonderfully central. So please consider zoning this R1 instead to allow missing middle housing. This is the perfect location for R1 that would increase livability, affordability, and city tax revenue all at once, without adding too much strain to city services.	2016-03-23 15:41	2479	Portland	97217	Richmond
Gabriele Hayden	1624 N Emerson St	Yes! This is a great place to increase density. I own a single family home in Overlook, but would seriously consider buying a rowhouse in this area instead because it's so wonderfully central. So please consider zoning this R1 instead to allow missing middle housing. This is the perfect location for R1 that would increase livability, affordability, and city tax revenue all at once, without adding too much strain to city services.	2016-03-23 15:42	2480	Portland	97217	Richmond
Gabriele Hayden	1624 N Emerson St	Yes! This is a great place to increase density. I own a single family home in Overlook, but would seriously consider buying a rowhouse in this area instead because it's so wonderfully central. So please consider zoning this R1 instead to allow missing middle housing. This is the perfect location for R1 that would increase livability, affordability, and city tax revenue all at once, without adding too much strain to city services.	2016-03-23 15:42	2481	Portland	97217	Sunnyside

Gabriele Hayden	1624 N Emerson St	Yes! This is a great place to increase density. I own a single family home in Overlook, but would seriously consider buying a rowhouse in this area instead because it's so wonderfully central. So please consider zoning this R1 instead to allow missing middle housing. This is the perfect location for R1 that would increase livability, affordability, and city tax revenue all at once, without adding too much strain to city services.	2016-03-23 15:42	2482	Portland	97217	Mt. Tabor
Gabriele Hayden	1624 N Emerson St	This is a great place to increase density, but why only R1? Cesar Chavez is a major street. Please consider zoning this RH instead. This is the perfect location for RH that would increase livability, affordability, and city tax revenue all at once, without adding too much strain to city services. This is the perfect place to put microhousing or small apartments for young car-free 20-somethings.	2016-03-23 15:45	2484	Portland	97217	Richmond
Gabriele Hayden	1624 N Emerson St	Please consider R1 instead of R2.5 for this whole area. Given the central location, R! missing middle housing would be highly desirable here, and you'd get pretty upscale buildings.	2016-03-23 15:47	2485	Portland	97217	Richmond
Gabriele Hayden	1624 N Emerson St	Yes! perfect spot for R1	2016-03-23 15:47	2486	Portland	97217	Creston-Kenilworth
Gabriele Hayden	1624 N Emerson St	What possible justification is there for downzoning here? Please don't cave to nimbyism. I went to Reed and have walked and bicycled through this neighborhood for years. There is absolutely no reason to zone this area R7.	2016-03-23 15:49	2487	Portland	97217	Reed
Gabriele Hayden	1624 N Emerson St	R2 or R1 would be much better than R2.5 for all the area around this corridor, because it would allow for more missing middle housing. Please consider it!	2016-03-23 15:49	2489	Portland	97217	Woodstock
Gabriele Hayden	1624 N Emerson St	R1 seems excellent for this area right near Hollywood.	2016-03-23 15:51	2490	Portland	97217	Rose City Park
Gabriele Hayden	1624 N Emerson St	This is a great place for R1. Yes!	2016-03-23 15:51	2491	Portland	97217	North Tabor

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Anina Bennett	5131 SE Hawthorne Blvd	I agree with the comment that this area, and in particular the area east of 49th/50th, does not warrant a change to R2.5. In addition to the reconfigured intersection at Hawthorne and 50th, which requires a left turn to reach this area, the larger neighborhood is already facing a heavy increase in traffic due to new and planned high-density developments on Hawthorne, 50th, and Division. Increasing density in this area would add to congestion and change the character of an historic single-family home neighborhood.	2016-03-25 11:40	2598	Portland	97215	Mt. Tabor
Tim Clark	1804 SE 38th Ave	I support this change to R2.5. My wife and I would like to continue living here after we retire, and the only practical way to afford that is to build a smaller home on our lot and rent out or sell our current home.	2016-03-26 18:50	2612	Portland	97214	Richmond

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Rebecca Mode	506 NE Thompson	Leaving my property zoned R2 will help create more "middle housing". Please opt out my property at 506 N.E. Thompson from the selective down zoning in the Eliot Conservation District. With my current zoning of R2 I will be able to create "middle housing" on the large empty side of my property. I can do this keeping my existing duplex and also a large backyard. With the proposed R2.5 I will not be able to afford to build anything and this land will stay empty. My block consists of several "middle housing" properties that will be non conforming with proposed R2.5 zoning. They are not documented correctly on Portland Maps currently. They are as follows: 532-536 N.E. Thompson st.(1 triplex and one side unit on 6,250 s.f. 544 N.E. Thompson (1 triplex on 4,125 s.f. 431-437 N.E. Thompson (2 homes and 1 duplex on 8,334 s.f. These properties as well as mine at 506 N.E. Thompson should remain zoned R2. These properties do fit nicely in our neighborhood and leaving my property R2 would allow me to add housing that will also fit nicely into our neighborhood. If my property is down zoned to R2.5 it will qualify for compensation under Measure 49 ORS 195.300 Please save time and money of mine and the tax	2016-03-27 23:11	16495	Portland	97212	Eliot
Keri O'Connell Bennett	6634 N Kerby Ave	I testify that I do not agree with, or approve of this rezoning, I do not want my house and land rezoned.	2016-03-30 12:52	16589	Portland	97217	Piedmont
Tammy Stephens	913 NE 63rd Ave	I feeling going from a R5 to a R1 zone is too drastic of a change. The current houses will be dwarfed by 4 story multi-unit dwellings. A R2.5 change is more acceptable.	2016-03-31 9:33	16595	Portland	97213	North Tabor

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Gene Dieringer / Dieringer's Properties, Inc.	10505 SE 44th Ave	451-457 NE 126th has existing and identical development as the two tax lots immediately to the west. Each tax lot is currently constructed with identical 4-plexes. The zoning for 12508-12514 NE Glisan, immediately adjacent to this lot has NOT been proposed to change, yet 12500-12514 NE Glisan is proposed with a zone change. We believe that these proposed changes are in error and inconsistent for the stated reasons and the fact that downzoning is not proposed across all 3 tax lots. Down-zoning should not be recommended for any of these narrow and very deep lots. Downzoning would make our property non-conforming and would also diminish our existing property rights which would be damaging to us as the property owners. Additionally, These properties face Glisan, a main transit corridor, a location ideal for higher density and not R-5.	2016-04-01 12:34	16707	Milwaukie	97222	Hazelwood
Gene Dieringer / Dieringer's Propertie, Inc.	10505 SE 44th Ave	Dieringer's Properties, Inc. owns this tax lot and the two tax lots immediately to the east. 12500-12506 NE Glisan has existing and identical development as the two tax lots immediately to the east. Each tax lot is currently constructed with identical 4-plexes. The zoning for 12508-12514 NE Glisan, immediately adjacent to this lot, has NOT been proposed to change, yet 451-457 NE 126th is proposed with a zone change. We believe that these proposed changes are in error and inconsistent for the stated reasons and the fact that downzoning is not proposed across all 3 tax lots. Down-zoning should not be recommended for any of these narrow and very deep lots. Downzoning would make our property non-conforming and would also diminish our existing property rights which would be damaging to us as the property owners. Additionally, These properties face Glisan St, a heavily used main transit corridor, a location ideal for higher density and not R-5.	2016-04-01 12:39	16708	Milwaukie	97222	Hazelwood

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James Gillen	10040 SW 25th Ave	To whom it may concern, We are very concerned about the proposal to change our land use designation and zoning from R20 to R10. We have counted on the ability to develop the back of our lot in the near future for our retirement funding and the proposed change would present an economic hardship and effective taking of our property rights. Additionally, there have been land divisions (flagged lots) on identical 30000 square foot lots immediately to the north and south of ours, including a recent land division and construction on the property directly south (this lot is included in your map to be changed to R20, too, but it's already been split into several R10 lots). The lot to the north, which has more problematic topography and drainage issues, was divided into a flag lot and both it and the lot to the south have been able to access sewer and other city services without difficulty, so again we don't understand why our lot would be singled out for restrictions. We appreciate a quick response to our request so we can avoid retaining an attorney to defend our rights. Sincerely,	2016-04-04 6:58	16713	Portland	97219	Marshall Park

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Tamara DeRidder	1707 NE 52nd	Subject: RCPNA PSC Testimony - Residential Zoning Map to consider Provisional Plan Map Amendments for Euclid Heights and 60th Ave. Sta. Area Hi Julie, Attached is a cover letter to the PSC regarding the Provisional Plan Amendments that had been granted RCPNA for consideration by the City Council on Jan. 7th in regards to the Recommended Comprehensive Plan Update. It also includes our LU & TC recommendations on behalf of RCPNA regarding the proposed up-zone of these same areas to Plan designation. We successfully attracted over fifty residents to participate in the discussion and decisions regarding the rezoning of Euclid Heights Subdivision and the 60th Ave. Sta. Area. Please accept this cover letter along with the letter to the City Council, with Exhibits, as our RCPNA testimony on the Residential and Open Space Zoning Map. Let me know if you need anything else. My best, Tamara	2016-03-31	16741	97213	Rose City Park

Andrew Augustin	1303 NE Euclid Avenue	Good morning, I am writing to express my concerns with this new proposal, and that I am adamantly AGAINST this new zoning idea. The reason that we bought our home, was the charm of the neighborhood and the fact that the neighborhood is "original" and has not been redeveloped. Converting our area into an R2.5 would destroy not only the look of the neighborhood, but the overall feeling as well. With Providence right down the street on 47th, we already have employees parking on the street as overflow parking which makes it difficult for the residents to park our own cars from time to time. We have a neighborhood of long term residents who cherish the current original vibe of our area. Again, I am against any zoning changes. Thank you, Andrew Augustin	2016-03-21	16742	97213	Rose City Park

Lynn Shirey	1321 NE Euclid Ave	Hello, My husband and I are residents of 1321 NE Euclid Ave, Portland, 97213. From attending Rose City Park Neighborhood Association Meeting, it's my understanding that zoning change was to ensure that all of Euclid Height be R5. Euclid Heights needs to be R5. It a unique Portland neighbor and the character would be destroyed if this zoning change takes place. This is a well established neighborhood with houses built in the 1920s. Allowing split lots and changing the density will also cause exacerbate growing parking and congestion problems. We urge the city planners to help preserve Portland neighborhoods including our own where we have lived and paid taxes for over a decade. Thank you for listening and taking our concerns as Portland citizens into consideration. Sincerely, Lynn and Daniel Shirey	2016-03-10	16743	97213 Rose City Park

Rachel Wynn Hill	9515 N. Lombard Street	Hello, My name is Rachel Wynn Hill. My address is 9515 N. Lombard Street, Portland, OR 97213 I oppose the zoning change on my property from R1 to R2.5. I disagree with this zoning change along the corridor of Lombard from Catlin, north to Bruce. This is a small scale commercial street with a mix of residential and commercial establishments. This proposed zoning is incongruous with the current street's land use. It is also incongruous with the transportation plan proposal (St Johns Truck Strategy, Phase 2) to increase truck traffic on this street. What will result is a hodge podge of lots developed by savvy developers getting in their permits before the change, existing residential homes that will become less desirable as single family homes because of the truck route, and thus often going to lower rent rentals. It does not encourage a more appropriate urban land use which would ENCOURAGE a more urban and dense street, not decrease it. Truck traffic does not coincide with low density/single family residential zones. Additionally, for those of us who live on it, it a lose/lose. We get the increased traffic, yet the	2016-03-24	16745	97213	St. Johns
Mark and Irma Gunderson	5611 SW Brugger St	To Whom it May Concern, Attached please find our testimony letter for our property located at 5611 SW Brugger St., Portland OR 97219. Another copy to follow under US Postal Service cover. We would appreciate hearing back as soon as possible regarding this matter. Respectfully, Mark and Irma Gunderson	2016-03-11	16746	97219	Ashcreek

Lynn Averbeck for Robert and Mary Demuth	3170 SW Fairmount Blvd	Dear Mayor Hales and Commissioners, It appears that our testimony submitted in December was either lost, ignored or disregarded. After receiving electronic confirmation of our emailed testimony (see below) we assumed that our concerns would be very seriously considered. Through mailed notices sent recently (March 7, 2016), we see that our concerns have not been addressed and are not even documented on the "mapapp". The online map says "no comments received". We are therefore resubmitting the testimony we submitted in December, and we ask that you provide a personal response to our concerns as described in the attached letter dated December 3, 2015. We once again request and expect that these two properties 1S1E16BA, 4500 and 4600 be left under their current R-10 designation and not downzoned to R-20, for the reasons we explain in the attached letter. Respectfully, Lynn Averbeck for Robert and Mary Demuth	2016-03-11	16747	97219	Hillsdale

Vivian Solomon	2112 SW Luradel St	I am testifying in favor of the proposed zoning map changes that may affect the permissible use of my property at 2112 SW Luradel St., changing the base zone from R10 to R20. My neighborhood is near Maricara Park, and not too far from Marshall Park. There is an environmental overlay zone in my backyard and my neighbors' backyards. There are at least two people on my street who participate in the Audubon Backyard Habitat program. The proposed zone change fits in with the Audubon program in preserving green spaces for birds and other animals. This is a positive goal, and one that I support. Vivian Solomon	2016-03-28	16748	97219	Marshall Park

Kathleen Martin	1350 SW Maplecrest Dr	RE: 1350 SW Maplecrest Dr., Portland, OR 97219 State ID#: 1S1E28CA 1400 current base is R10 the Proposed base zone for this property is R20 My name is Kathleen Martin and my husband, John Martin and I are owners of this property and currently reside here. We have been the owners and residents of this property since October 1999. I disagree with changing the zoning on this property. Though we do not have current plans to divide our lot, I do not agree with the city changing our zoning such that we will not be able to divide this property. We are in the City of Portland and very close to downtown and we are surrounded by smaller and smaller lots. Our property is 0.50 of an acre which is quite large by city standards these days, it is also a lot to maintain - should we decide to divide and make changes to the property it should be up to us not to the city. Some new homes have been built on divided lots on or just off of Maplecrest drive - all very nice and raise the value to this properties. Currently where we are on Maplecrest we are surround by and our own current house is quite modest small ranch homes on large lots - some of the homes have not been well maintained which reduces that value of all of our homes - and by limited these properties of R20 could restrict high valued improvements to the neighborhood.	2016-01-01	16749	97219	Marshall Park

Aesha Lorenz Al-Saeed	5920 SW Patton Road	Greetings, thank you for this forum. I am Aesha Lorenz Al-Saeed here to give a statement about our property at 5920 SW Patton Road, 97221. My grandfather Max Lorenz of Lorenz Brothers Construction purchased it from Shaver Transportation about 70 years ago as a rental income property. At that time it was approximately 5 acres I believe. In the 70's my father sold half of it, leaving the remainder as one parcel. Several of my offspring are interested in living there. At one time I agreed with the rest of the family that it would ruin the natural environment to develop it. However every year I see that there are more people requiring housing in Portland. Prayer led me to reconsider more density of development. Instead of one home, and adding a few more, it could actually be possible to build 5 or 6 additional homes besides renewing the original if we make use of the concrete foundations of several outbuildings already on the property, which are slightly on the end of the environmental zone. Tearing out the existing foundations is more invasive and environmentally destructive. I would like to clarify that we have never experienced erosion or landslides on our property. Water runoff goes down to the creek and we use natural methods of pulling non native ivy and mechanically pushing blackberries. I am interested in maintaining as much as possible of the natural vegetation for stability of of the earth	2016-04-04	16750	97221	Bridlemile

Anne R Whiting	6320 SE 63rd Ave	Hi, I am writing to formally oppose the zone change of my property from a zone R2.5 to R5 for the following reasons: 1.I am a Portland native - born and raised in Woodstock neighborhood. I don't like that so many people are moving to Portland and I can hardly afford to stay. My mortgage is the same or less than rentals (which are exorbitant). This proposal will decrease the value of my home when I sell it, and I'll be priced out of Portland. This is my home. Yes, Californians will be able to buy my house and knock it down and put two gawdawful, skinny houses up on my lot. Yes, it would make my skin crawl. But I might not have any other choice. I'm a single woman, almost 30, with no reproductive system (thanks, cancer!), I'm not getting married and I will only have one income for the rest of my life. It's horrifying and my reality. Out-of-state money and its ugly houses might be the only thing that allow me to stay. 2.The reasons listed on the notice do not make sense to me. I'm not located in the David Douglas School District and if overcrowding of the David Douglas School District is a concern, then the proposal is not making it any easier for people to leave the district and move to a neighborhood zoned as Portland Public Schools (such as mine).	2016-03-08	16751	97206	Brentwood-Darlington

Cameron Denney	707 SE 46th	Dear City Staff:	2016-03-08	16752	97215	Sunnyside

I live on SE 46th Avenue between Stark and Belmont and own my home. My house is new infill (2013) and has a 2500 square foot lot, which appears to match the new zoning proposal.

I am philosophically in favor of increased density in the central city -- we must preserve our farmland and wild places near the city for the well being of human beings as well as other species. However, we must also preserve quality of life for those of us living in the increasingly dense neighborhoods.

I am in favor of the zoning change on my block with the caveat that something needs to be done about the aggressive commuter parking in our neighborhood. It is increasingly difficult for neighbors to park on the street near their homes due to commuter parking, particularly since during weekdays parking is only allowed on one side of the street. I feel that if the city wishes to further increase the housing density, the city should also grant neighborhood parking permits and limits on commuter parking in front of our homes -- otherwise there will be nowhere for my new neighbors to park their vehicles.

I know that philosophically, the City would like more people riding bikes and taking mass transit -- I agree that this is an admirable goal (I

Robert A. Rounseville	2220 SE Spruce Ave	Dear Commissioners, I fully support the proposed base zone of R2.5 for my property at 3103 SE 52nd Ave. The reasons are as follows: As everyone is well aware of, Portland is growing at a rapid rate and it is becoming increasingly difficult to find housing to rent or purchase closer in. The rents are incredibly high and there is much competition to even get into a home. I read that in the next couple of decades, there is expected to be a huge population increase in Portland. How will we accommodate that influx? The Comprehensive Plan states that it wants to focus growth on centers and corridors. 52nd Ave between Hawthorne and the Woodstock neighborhood to the South is a major corridor. The SE 52nd Ave corridor between Woodward and Powell is zoned R2.5 on the East side of the street. The other side (West) of the street has a zoning of R5 with a Comp plan designation of R2.5. There are also two houses diagonally to the West of me that have a zoning of R2.5. This is a two home R2.5 zoned island in the middle of a R5 zone making for an incongruous plan. There are already major developments in the SE 50th and SE 52nd areas with construction of commercial buildings. Also, with the soon to be	2016-03-08	16753	97214	Richmond

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Anne Snedecor	5308 SE Tolman Street	Anne Snedecor 5308 SE Tolman Street Portland, Oregon 97206 I am at the understanding that you are proposing to change my lot (address listed above) from an R5 zone to an R2.5. I would like it if you did not do that to our lot or our surrounding neighbor's lots. This is a quiet street with limited off street parking. If you were to allow multiple dwellings on these lots it would increase the noise and the congestion. It would also erode the livability of this street and these lots. We and our neighbors purchased these homes on this street because of the quietness and the size of the lots, allowing us to have a decent size home for families and to allow some personal outside space for gardening, safe environment for children to play, a backyard for a dog and for BBQs for friends and family. By allowing multiple dwellings to be built on these lots, the new homes would lose the family size home and surrounding green space. Making the new homes less desirable by individuals who would want to purchase and live here for a period of time (more then 3 years). These new dwellings would become rentals and there would be no sense of ownership or pride to the lots and it would become a transient type of street - losing it's sense of neighborhood charm. I don't understand why the city did not look	2016-03-12	16754	97206	Woodstock
Dan Hoyt	4327 SE Ash Street	Generally I favor zone changes that allow more density as the new plan proses. I believe decades of planning are bearing fruit now. Let's hold the line on the UGB and take every opportunity to remind people that as cities grow the car becomes less a convenience/necessity and more a nuisance as the community makes room for people and the urban amenities they enjoy.	2016-03-12	16755	97215	

Mark Berreman	4350 SE 42nd ave	Hello, March 15, 2016 My name is Mark Berreman, I live at 4350 SE 42nd avenue in Portland Oregon 97206. I oppose changing zoning from R5 to R2.5 within 2 blocks of SE 42nd avenue between SE Powell Blvd and SE Holgate Blvd. When I purchased my home I did not envision a crowded neighborhood since most properties are zoned R5, a primary reason I bought in this neighborhood. I sought my current home due to decent lots sizes so that I may enjoy a normal density neighborhood with easy available on street parking and good traffic patterns in my area. With the proposed zoning change the density would eliminate easy on street parking availability, increase traffic and make the neighborhood busier,more crowded and certainly more unsafe. A few years ago the city eliminated 50% of the parking on the street to put in a bike lane... this made parking availability the bare minimum for homes in this area Currently, on street parking is only available on the East side of SE 42nd avenue in our area due to a bike lane... I fear any more changes to zoning will overwhelm parking, causing very cramped quarters and reduced visibility among other problems. I believe that further increasing density will make	2016-03-15	16756	97206	Creston-Kenilworth

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Katie Petersen	2621 se 48th ave	To Whom it may concern, I'm writing to voice my concern with the rate at which Portland's neighborhoods are being changed (and it's not for the better). We are seeing classic homes demolished, only to be replaced with multiple units that lack any sort of character, and that stick out like a sore thumb in our neighborhoods. The city loves to say that they're doing this to create affordable housing for our citizens, but what they're actually doing is crowding schools, streets, and neighborhoods to the brim (there is nothing affordable about the homes they're building). I live off of 48th and SE Division. Since I've moved to this house (I grew up in Portland in another part of SE) two MASSIVE condo complex have gone in, with another (future home of the Green Zebra) on the way. NO parking has been added, forcing over crowding of our streets. Division street is alway backed up for blocks, which in turn funnels traffic down our side streets. Drivers use this as a "short cut" and end up speeding down our street, where many kids are usually playing. It is beyond dangerous. I'm SO sick of watching the Portland I grew up in be handed over to big development companies. It's like the City leaders have no regard for what actually makes (or MADE) Portland unique. We are supposed to be trying to hold on to that, not	2016-03-15	16757	97206	Richmond

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Dave Gill	3621 SE 38th Ave	To Whom it may concern, 33.130 of the zoning code clearly states: 7.The zone's development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves. A FIVE story 30 unit apartment complex is being slated for the CG area right next door to my house, at 3621 SE 38th Ave. As there are NO 5 story structures, nor any Apartment buildings-of any kind-- directly on Powell street, it is my contention that there is NO way that this proposal, in any way shape or form can be compatible with our "ADJACENT residential areas" As you can see. thats my house there…the picture is an "artists" rendering…but this is what a FIVE story apartment right next to my house might look like. Its also a little like this:	2016-03-16	16758		97206	Creston-Kenilworth
Casey Cotton	1614 SE 40th Ave	I am opposed to the proposed zoning change from R5 - R2.5. The inclusion of this stretch of 40th Ave seems arbitrary and has the potential to disrupt the unique architecture and traffic/parking situation in this one of a kind portland neighborhood,	2016-04-06 7:58	16759	Portland	97214	Richmond

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Scott Patterson	4925 SW Humphrey Park Road	We are the property owners to the adjoining parcel. I don't see that this piece of land is seperate from the adjoining OS designation other than for the encursion to the centerline of the existing ROW. I do not see where the outlined section is any sort of seperate parcel that the indicated boundary represents. The parcel we own is challenging enough to develop and although preliminary plans don't indicate extending beyond the centerline of the ROW due to the nature of the existing slopes, but we are concerned that abandoning half the ROW (which from what I can tell is the limits of this proposal) would create additional hardships for accessing our property as grading in the ROW would be very different than offsite grading on an OS designated parcel. We request that the ROW be maintained as dedicated. Once completed, we would not object to abandoning any remaining ROW. The current parcel boundary for City of Portland owned R324033 somehow has both the OS and R7 designation. We do not object to removing reference to the R7 zoning for the existing boundaries of this parcel. We request that no changes be made to the existing ROW as doing so serves no purpose other than limiting development (access) on our parcel. There is no seperate parcel as indicated on the plan map with any potential for development assuming the city were even to sell or subdivide the actual parcel R324033	2016-04-06 11:56	16762	Portland	97223	Forest Park

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James Gillen	10040 SW 25th Ave	To whom it may concern, We are very concerned about the proposal to change our land use designation and zoning from R20 to R10. We have counted on the ability to develop the back of our lot in the near future for our retirement funding and the proposed change would present an economic hardship and effective taking of our property rights. Additionally, there have been land divisions (flagged lots) on identical 30000 square foot lots immediately to the north and south of ours, including a recent land division and construction on the property directly south (this lot is included in your map to be changed to R20, too, but it's already been split into several R10 lots). The lot to the north, which has more problematic topography and drainage issues, was divided into a flag lot and both it and the lot to the south have been able to access sewer and other city services without difficulty, so again we don't understand why our lot would be singled out for restrictions. We appreciate a quick response to our request so we can avoid retaining an attorney to defend our rights. Sincerely, James & Lynea Gillen	2016-04-06 12:49	16764	Portland	97219	Marshall Park
ole ersson	4237 se 37th ave	This change reflects existing and historic conditions as this parcel is a 32 unit multifamily apartment building constructed legally in 1959. Not sure why it was ever zoned R2.5 which is a single family zoning.	2016-04-06 16:58	16808	portland	97202	Creston-Kenilworth

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Clint Lundmark	232 NE Graham	Eliot Neighborhood has taken many hits over the last 100 years in the name of "Urban Renewal." Expansion of Emanual Hospital and building the I-5 freeway in the name of public good eliminated over 1000 homes in the area. Some of that land is develop-able but remains vacant 40 years later. The historic housing stock is continually at risk of being demolished. Once it's gone it is gone forever. This zoning change is still higher density than what actually exists on most of the single family home lots. The proposed change does a lot to encourage retaining the homes instead or replacing, but still allows for increased density. Don't let a short term housing crisis dictate the best long term plan for this neighborhood. Eliot Neighborhood already is contributing more than most neighborhoods with nearly 500 housing units online within the last year or scheduled to be finished in 2016. Several hundred more units are proposed within the next 2 years. The neighborhood population could easily double within a 5 year time period. The Eliot Neighborhood proposal is trading a very slight decrease in density where our single family homes exist in exchange for increased density and more appropriate zoning along our corridors – MLK, Williams, and Vancouver. From a planning perspective the R2.5 zone is still a density increase from what currently exists, but it also encourages protecting historic resources. It is a great change that will protect what is left of Eliot Neighborhood. Please do not let individual's	2016-04-07 14:50	16828	Portland	97212	Eliot

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Clint Lundmark	232 NE Graham	Eliot Neighborhood has taken many hits over the last 100 years in the name of "Urban Renewal." Expansion of Emanual Hospital and building the I-5 freeway in the name of public good eliminated over 1000 homes in the area. Some of that land is develop-able but remains vacant 40 years later. The historic housing stock is continually at risk of being demolished. Once it's gone it is gone forever. This zoning change is still higher density than what actually exists on most of the single family home lots. The proposed change does a lot to encourage retaining the homes instead or replacing, but still allows for increased density. Don't let a short term housing crisis dictate the best long term plan for this neighborhood. Eliot Neighborhood already is contributing more than most neighborhoods with nearly 500 housing units online within the last year or scheduled to be finished in 2016. Several hundred more units are proposed within the next 2 years. The neighborhood population could easily double within a 5 year time period. The Eliot Neighborhood proposal is trading a very slight decrease in density where our single family homes exist in exchange for increased density and more appropriate zoning along our corridors – MLK, Williams, and Vancouver. From a planning perspective the R2.5 zone is still a density increase from what currently exists, but it also encourages protecting historic resources. It is a great change that will protect what is left of Eliot Neighborhood. Please do not let individual's	2016-04-07 14:53	16829	Portland	97212	Eliot

Ord. 188177, Vol. 2.5, page 13725

Clint Lundmark	232 NE Graham	Eliot Neighborhood has taken many hits over the last 100 years in the name of "Urban Renewal." Expansion of Emanual Hospital and building the I-5 freeway in the name of public good eliminated over 1000 homes in the area. Some of that land is develop-able but remains vacant 40 years later. The historic housing stock is continually at risk of being demolished. Once it's gone it is gone forever. This zoning change is still higher density than what actually exists on most of the single family home lots. The proposed change does a lot to encourage retaining the homes instead of replacing, but still allows for increased density. Don't let a short term housing crisis dictate the best long term plan for this neighborhood. Eliot Neighborhood already is contributing more than most neighborhoods with nearly 500 housing units online within the last year or scheduled to be finished in 2016. Several hundred more units are proposed within the next 2 years. The neighborhood population could easily double within a 5 year time period. The Eliot Neighborhood proposal is trading a very slight decrease in density where our single family homes exist in exchange for increased density and more appropriate zoning along our corridors – MLK, Williams, and Vancouver. From a planning perspective the R2.5 zone is still a density increase from what currently exists, but it also encourages protecting historic resources. It is a great change that will protect what is left of Eliot Neighborhood. Further, it better aligns with	2016-04-07 14:57	16830	Portland	97212	Eliot

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Rebecca Mode	506 NE Thompson	I am writing once again to request my property at 506 N.E. Thompson street be opted out of the Eliot Neighborhoods selective down zoning. I request for my property to retain it's current R2 zoning. The reasons are as follows: With R 2 zoning I can build "Middle Housing" next to my existing duplex on the empty front half of my 9,375 s.f. lot. I can do this leaving my existing duplex intact and still retain a large backyard. With R2.5 zoning I will be required to do a lot division which averages between $15,000 to $35,000 dollars. My lot division will trigger tax reassessment which will raise my taxes $8,000 or more a year without building anything. These additional fees associated with R2.5 zoning will put the financial reality of building out of reach for my family. Even if we were able to absorb these additional costs we could only build a single family home. Since I have an existing duplex(that my family has lived in the past 16 years) I must split off 5,000 S.F. in R2.5 zoning. This would leave 4,375 s.f. where only a single family home can be built. There are several "Middle Housing" properties already on our block. These properties fit in nicely with the existing homes. These properties	2016-04-08 21:52	16844	Portland	97212	Eliot
Doug Klotz	1908 SE 35th Pl	I support changing zoning in this outlined area from R-5 to R-2.5 in conformance with the 1981 Comp Plan. This will help create a transition from the commercial zoning to the single-family zoning. It will provide the zoning that can support more Missing Middle housing in the future, and enable more people to live within walking distance of shopping and transit.	2016-04-09 11:56	16851	Portland	97214	Richmond

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Doug Klotz	1908 SE 35th Pl	I support changing the zoning from R-5 to R-2.5 in compliance with the 1981 Comp Plan. This will help create a transition from the commercial and higher intensity transit streets and corridors. This will help enable more people to live within walking distance of stores and transit.	2016-04-09 11:58	16852	Portland	97214	Richmond
Doug Klotz	1908 SE 35th Pl	I support the rezoning from R-5 to R-2.5 in this area, along the north side of Hawthorne. It will enable more people to live near shopping and transit and create a buffer between commercial buildings and single-family areas. It can also facilitate Missing Middle housing in the future.	2016-04-09 11:59	16853	Portland	97214	Mt. Tabor
Doug Klotz	1908 SE 35th Pl	I support the zone changes here. This area is near two bus lines and a growing shopping area at 50th and Division. This change will enable more people to live within walking distance of these feature, and could facilitate Missing Middle housing in the future.	2016-04-09 12:01	16854	Portland	97214	Richmond
Doug Klotz	1908 SE 35th Pl	I agree that the lots along Chavez should be upzoned, at least to R-1. This is a major transit corridor. With each new project the sidewalk will be widened and buffered by trees from the traffic lanes. This will be helpful when the Multifamily zones rewrite occurs in the future.	2016-04-09 12:03	16855	Portland	97214	Richmond
Doug Klotz	1908 SE 35th Pl	I support the R-2.5 zoning proposed, to increase the availability of housing near the transit service on Powell, as well as near shopping.	2016-04-09 12:04	16856	Portland	97214	Richmond
Doug Klotz	1908 SE 35th Pl	I support this change, which is in line with the development now on the ground.	2016-04-09 12:05	16857	Portland	97214	Richmond
Doug Klotz	1908 SE 35th Pl	I support the change from R-5 to R-2.5 in compliance with the Comp Plan designation. This area is seeing increased commercial uses and has good transit service, so is a logical candidate for this proposal.	2016-04-09 12:07	16858	Portland	97214	Richmond
Doug Klotz	1908 SE 35th Pl	I oppose this change. This area should be R-2.	2016-04-09 12:09	16859	Portland	97214	Eliot
Doug Klotz	1908 SE 35th Pl	I oppose this change. The area should remain R-2.	2016-04-09 12:10	16860	Portland	97214	Eliot
Doug Klotz	1908 SE 35th Pl	I oppose this change. This area should remain R-2.	2016-04-09 12:10	16861	Portland	97214	Eliot

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Doug Klotz	1908 SE 35th Pl	I support this change, which acknowledges the development that is already in place, and will support future Missing Middle housing types which fit in with the neighborhood.	2016-04-09 12:12	16862	Portland	97214	Buckman
Doug Klotz	1908 SE 35th Pl	I support upzoning this area to acknowledge the apartment buildings that are existing on it.	2016-04-09 12:40	16863	Portland	97214	Richmond
Doug Klotz	1908 SE 35th Pl	This change is justified by the apartments already on the site.	2016-04-09 12:41	16864	Portland	97214	Richmond
Danielle Dumont	6705 N Kerby Ave	I would like to provide feedback on the proposed zoning change from R5 to R2.5 for a two-block area in the Piedmont neighborhood. This area encompasses N Borthwick and N Kerby between N Rosa Parks and N Dekum. These two blocks are lovely residential houses bookended by Peninsula Park and the historic building of Rosemont Court. It seems an arbitrary designation to convert these well-maintained single family dwellings into attached residential housing of 2 to 8 units without parking. My neighborhood representative who met with city staff to discuss the potential rezoning has been informed that the change from R5 to R2.5 also means that the neighbors would not be allowed to provide feedback and input to developers and new development in this zone. This is unacceptable when such large changes are possible that could affect the streetscape and quality of life on these quiet and pleasant residential blocks. I suppose the city saw that the blocks immediately north of this area are already zoned R2.5 and simply drew a larger rectangle around the spot on the map to increase density. This again seems arbitrary. The blocks of N Borthwick and N Kerby surrounding Rosemont Court, immediately north of Dekum, were a special case for planned redevelopment of the St. Rose Industrial School and its 10 acres of orchards	2016-04-10 11:21	16865	Portland	97217	Piedmont

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Doug Klotz	1908 SE 35th Pl	I support changing the zoning from R-5 to R-2.5 in this segment, east of 50th. This area is near services and transit on Powell, and close to the growing node of business at 50th and Division, in addition to being on the Clinton Greenway.	2016-04-11 6:58	16869	Portland	97214	Richmond
Doug Klotz	1908 SE 35th Pl	I support the change proposed here, which acknowledges the development that is here already and will allow the Missing Middle infill that this neighborhood could accommodate.	2016-04-11 7:01	16870	Portland	97214	Sunnyside
Doug Klotz	1908 SE 35th Pl	I support the upzoning here, to provide more housing units in a close-in neighborhood.	2016-04-11 7:02	16871	Portland	97214	Brooklyn Action Corps
Doug Klotz	1908 SE 35th Pl	I support the upzoning here, to provide more housing units in a close-in neighborhood.	2016-04-11 7:02	16872	Portland	97214	Brooklyn Action Corps
Doug Klotz	1908 SE 35th Pl	I support this upzoning, acknowledging the pattern in the neighborhood.	2016-04-11 7:03	16873	Portland	97214	Brooklyn Action Corps
Doug Klotz	1908 SE 35th Pl	I support this modest change to increase the housing possibilities near the Clinton Max station.	2016-04-11 7:05	16874	Portland	97214	Hosford-Abernethy
Doug Klotz	1908 SE 35th Pl	I support this change, which acknowledges the prevailing pattern, and allows for more Missing Middle housing within the neighborhood.	2016-04-11 7:06	16875	Portland	97214	Sunnyside
Doug Klotz	1908 SE 35th Pl	I support this change, to add to housing capacity in this area.	2016-04-11 7:07	16876	Portland	97214	Mt. Tabor
Doug Klotz	1908 SE 35th Pl	I support this change, and would support a change to R-1 as well, which would seem to be more in line with the density that already exists here.	2016-04-11 7:08	16877	Portland	97214	Mt. Tabor
Doug Klotz	1908 SE 35th Pl	I support this change.	2016-04-11 7:09	16878	Portland	97214	Mt. Tabor
Doug Klotz	1908 SE 35th Pl	I support this change, to provide more consistent zoning along Chavez.	2016-04-11 7:11	16879	Portland	97214	Sunnyside
Doug Klotz	1908 SE 35th Pl	I support this change, to provide more consistent zoning along Chavez.	2016-04-11 7:12	16880	Portland	97214	Sunnyside
Doug Klotz	1908 SE 35th Pl	I support this change, to provide consistent zoning along Chavez.	2016-04-11 7:12	16881	Portland	97214	Sunnyside
Doug Klotz	1908 SE 35th Pl	I support this change, to provide more consistent zoning for these lots, and higher density at an important node.	2016-04-11 7:13	16882	Portland	97214	Sunnyside
Doug Klotz	1908 SE 35th Pl	I support this change, as it is more consistent with the existing development, and appropriate near the Chavez/Belmont node.	2016-04-11 7:14	16883	Portland	97214	Sunnyside
Doug Klotz	1908 SE 35th Pl	I support this change, as more consistent with existing development.	2016-04-11 7:14	16884	Portland	97214	Sunnyside

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Doug Klotz	1908 SE 35th Pl	I support this change as consistent with existing development.	2016-04-11 7:15	16885	Portland	97214	Sunnyside
Paul Janssen	4540 SW Nevada Street	I OPPOSE this upzoning change to this degree, from R7 to R1. This is to extreme of a change, does not fit the rest of the surrounding streets or neighborhood. Traffic is a high concern in the specific location as is bike and pedestrian safety.	2016-04-11 21:18	16896	Portland	97219	Maplewood
Steven and Laurie Simpson	33 NE Monroe Street	Laurie (my wife) and I request to retain our property as it's current R2 zoning. Thank you. 4/11/2016 We do not agree with the proposed zoning change to R2.5. Steven Simpson	2016-04-11 23:18	16899	Portland	97212	Eliot

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How to Use the Online Testimony Database

Comprehensive Plan Update
March 2016

The online comment/testimony database was built to help staff and PSC members review, organize, and track comments and testimony received related to Comprehensive Plan Update early implementation (a.k.a. Task 5) projects.

This database will include comments on the Discussion Draft, testimony on the Proposed Draft, and testimony on the Recommended Draft for each project. The database will include comments and testimony submitted via email, hard copy, and the Map App, as well as verbal testimony at hearings.

This online tool is intended to help you review testimony. You will continue to get the testimony in hard copy and through e-files. *If you have questions, comments, or need some one-on-one support in using this online tool, please let Julie know!* It will be revised along the way, so if you have suggestions for improvements, please pass them along, too.

This tool is also being used by BPS staff and other City staff involved in these projects. Staff are preparing a separate online tool that will allow the public to view testimony from the database. They will be able to search by testifier name/organization, and by geography.

Step 1: Get to the database
Open the database at https://www.portlandmaps.com/bps/tdb . Use your PortlandOnline login info (not your computer login info) to log in.

Step 2: Open the pool of records you want to review
Click on "Filters" to open the menu.
Choose the Proposal you're interested in.
Choose any additional filters that you want to deploy (the first time you use it, don't use any).
Click "Get Records".

Step 3: Open a record
Click on "Unread" under the "Results" tab. This should open up the comments, which are listed in order received. You will also be able to see the dots on the map for all the comments. You can click on the comment box itself, or you can click on dots. When you click on a dot, it will bring the relevant comment box up to the top, and highlight it. Click on "View Details" to open the full comment box.

Step 4: Mark the record
You can take two actions under "Comment Settings"; both are for your personal organization and tracking of testimony. **There are two other possible actions, but we are requesting that you not use them, so they can be used for staff processing.**

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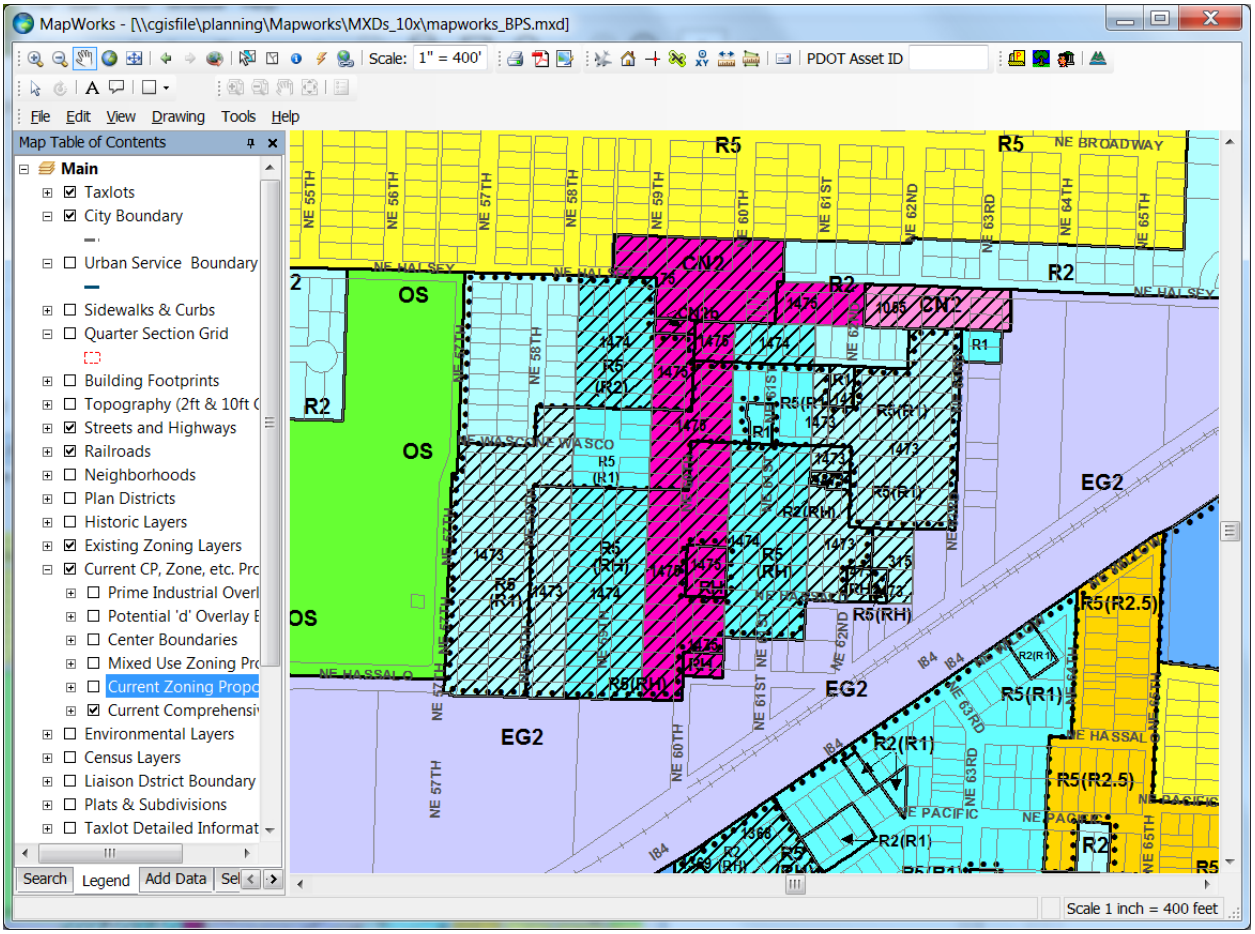
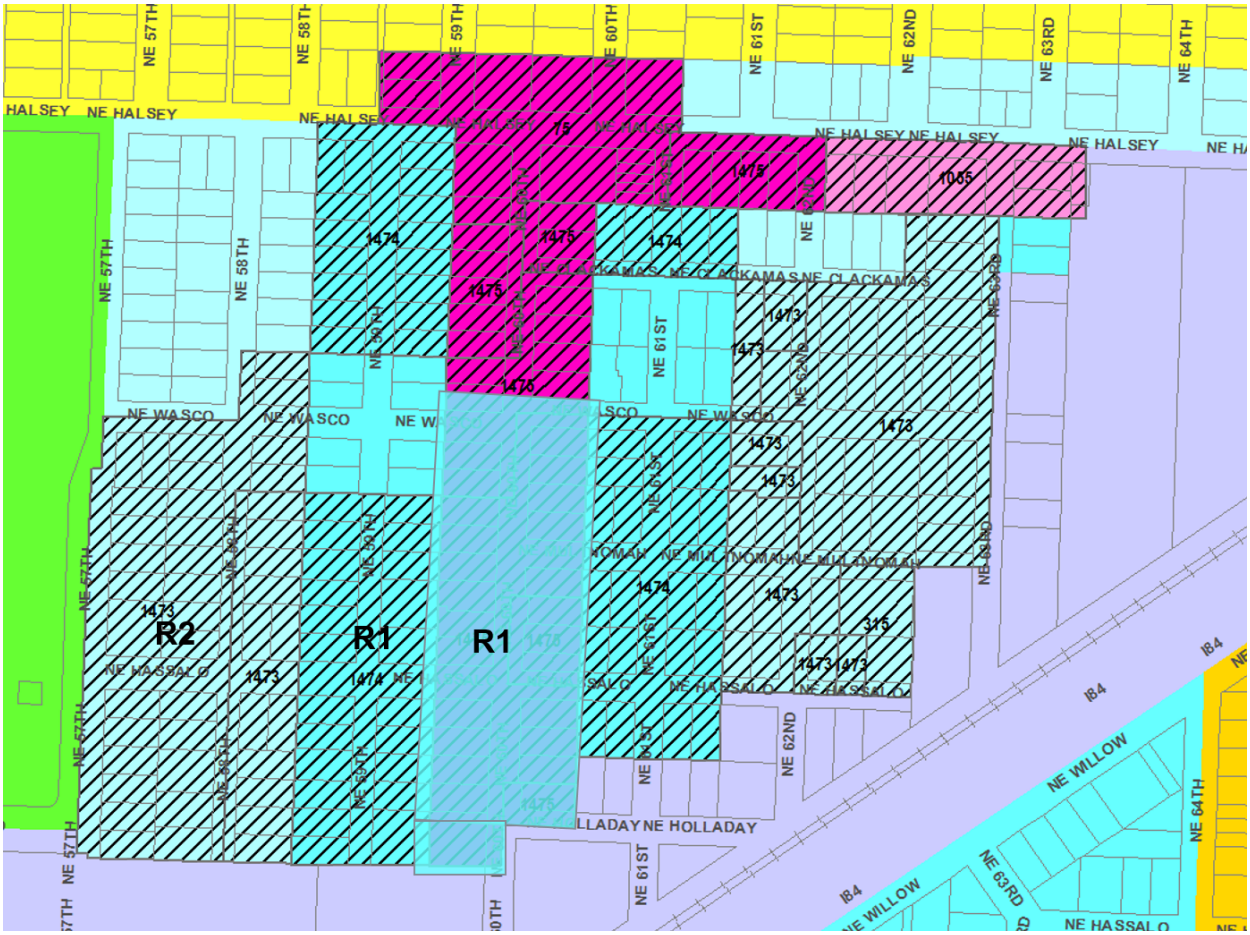
a) “Read” allows you to mark the testimony as read or unread. This mark is relevant only to you, and nobody else can see it. This will allow you to quickly identify which testimony you consider read vs unread. You can use it any way that works for you – to indicate that you have actually read it, or to indicate that you consider it fully considered, etc.
b) “Follow” allows you to sort comments that you want to highlight. (“Followed” is one of the filters you can use when searching for records.) This is also relevant only to you, and nobody else can see it. You might want to use it as a way to highlight testimony/comments that you want to discuss or research more before making a decision about the relevant issue.
c) “Priority” is a universal marker, so everybody looking at the records will see that it is marked “Priority.” **Please do not use this marker.**
d) “Status” is also a universal marker, so everybody looking at the records will see that is marked “Active” or “Resolved”. **Please do not use this marker.**

You will also see a “Staff Commentary” field. This is intended to be used for communication between staff, at the discretion of project staff and management. It will probably be blank in most cases. **Please do not enter anything in this field.**

60th Ave – current Comp Plan proposal (Council amendment)



60th Ave – proposed zoning: MU extended to Wasco; R1 on and adjacent to 60th; R2 in lighter turquoise (57th to 58th and 61st to 63rd)



Bicycle Classification Map – "Minor" Amendments

Map ID #	Description	Explanation
1	NE 70s Neighborhood Greenway: Extend City Bikeway	Needed to connect to Cully Park entrance. Consistent with TSP Project List.
2	NE Sacramento St (53rd - 61st): Add City Bikeway	Consistent with project that has already been implemented.
3	NW 20th/21st/22nd Ave (Flanders - Front): Add City Bikeway	Provides north-south mobility through NW District, including upcoming project to extend NW 20th Ave under Hwy 30.
4	NE Oregon/Multnomah/Wasco/68th (30th - Halsey): Add City Bikeway	Provides east-west mobility along corridor between Glisan and Halsey.
5	NE/SE 45th Ave (Glisan - Powell): Add City Bikeway	Provides direct north-south mobility through multiple neighborhoods.
6	SE Harrison St (12th - Ladd): Add City Bikeway	Consistent with SE Quadrant Plan.
7	Lower I-405 Path: Add City Bikeway	Fills a gap in the network. Consistent with TSP Project List and RATP.



0 0.05 0.1 0.2 Miles

Minor Bike Amendments Map ID #1

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

Proposed Amendments

- Major City Bikeway
- City Bikeway

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0 0.05 0.1 0.2 Miles

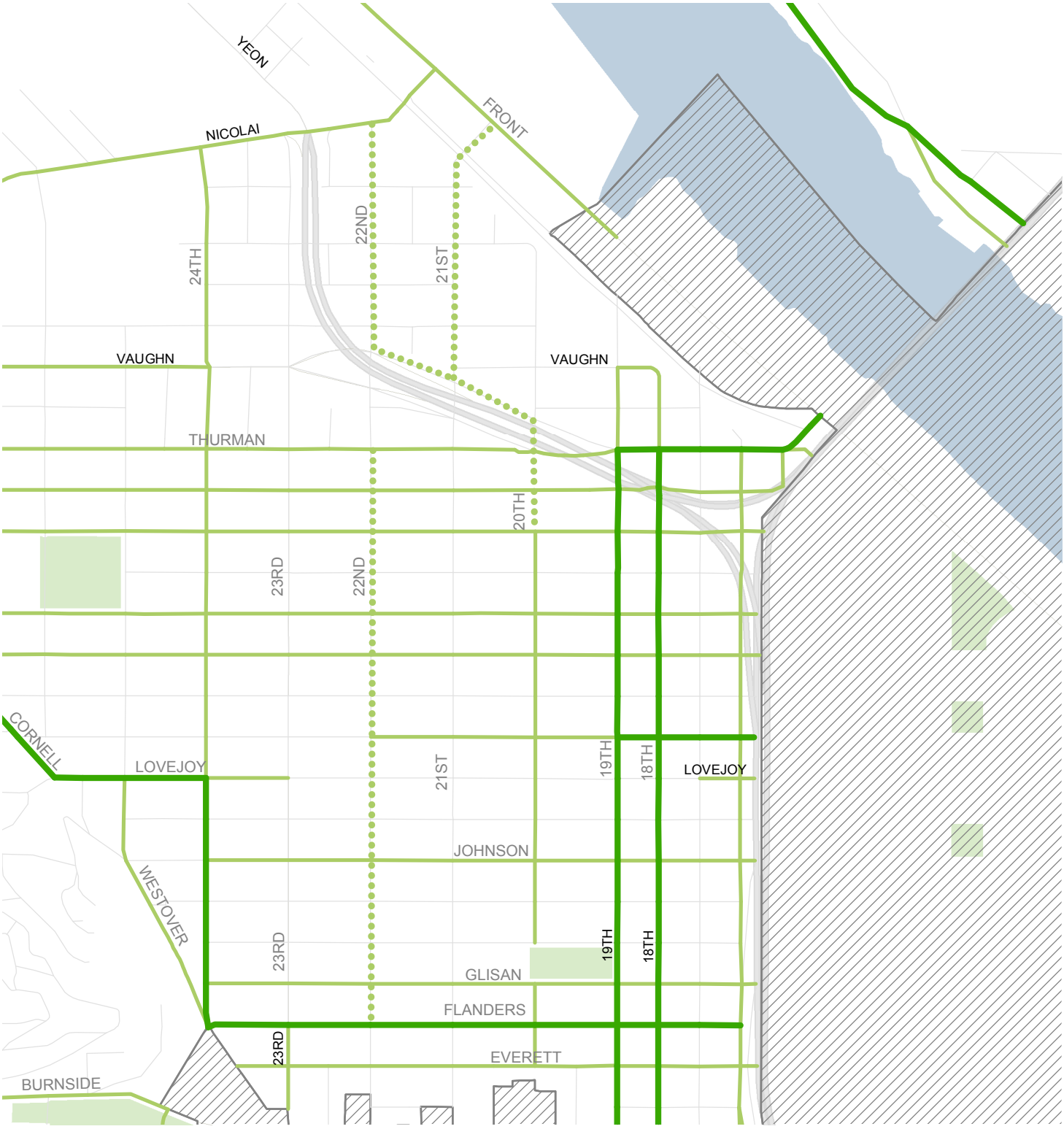
Minor Bike Amendments Map ID #2

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

Proposed Amendments

- Major City Bikeway
- City Bikeway



Minor Bike Amendments Map ID #3

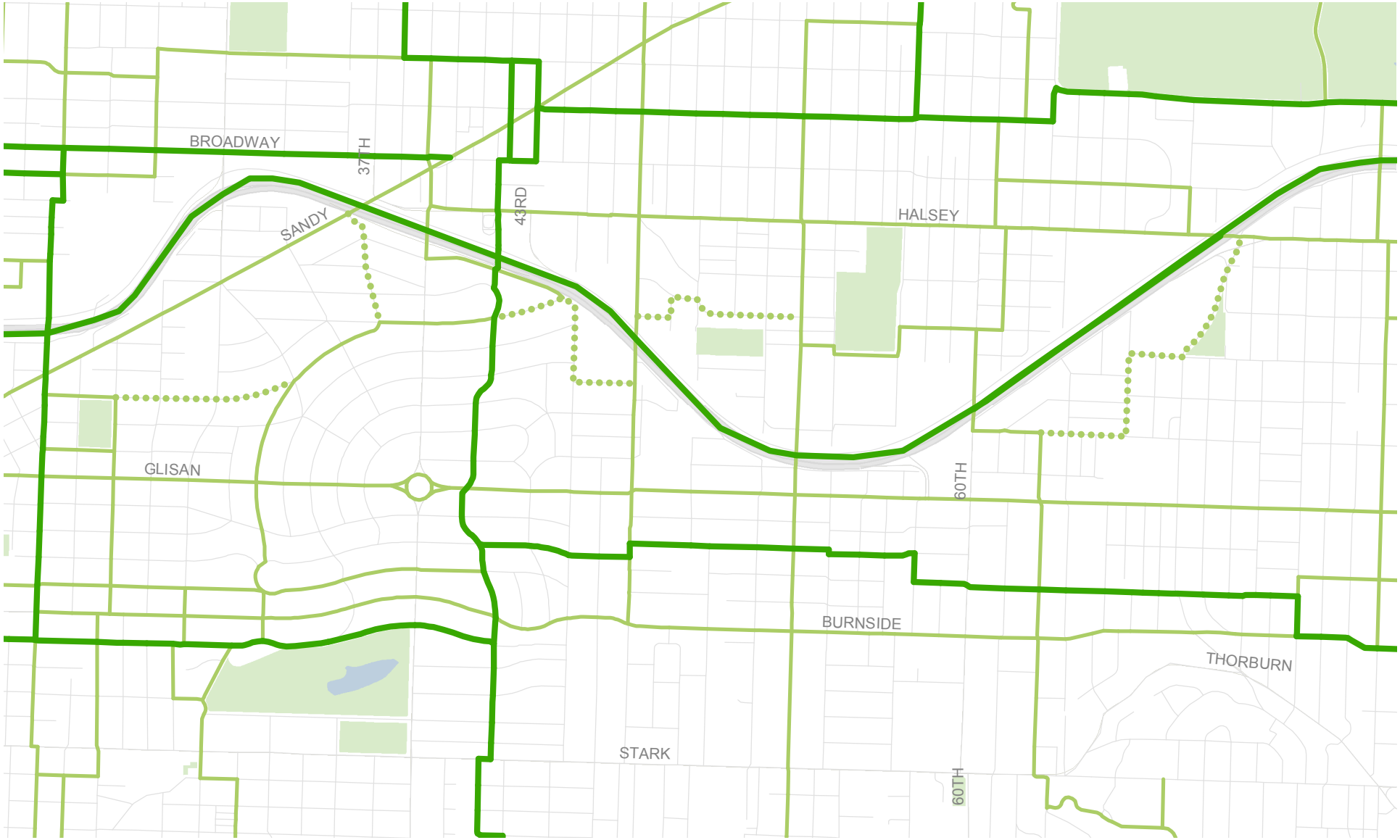
Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

Proposed Amendments

- Major City Bikeway
- City Bikeway

0 0.125 0.25 0.5 Miles



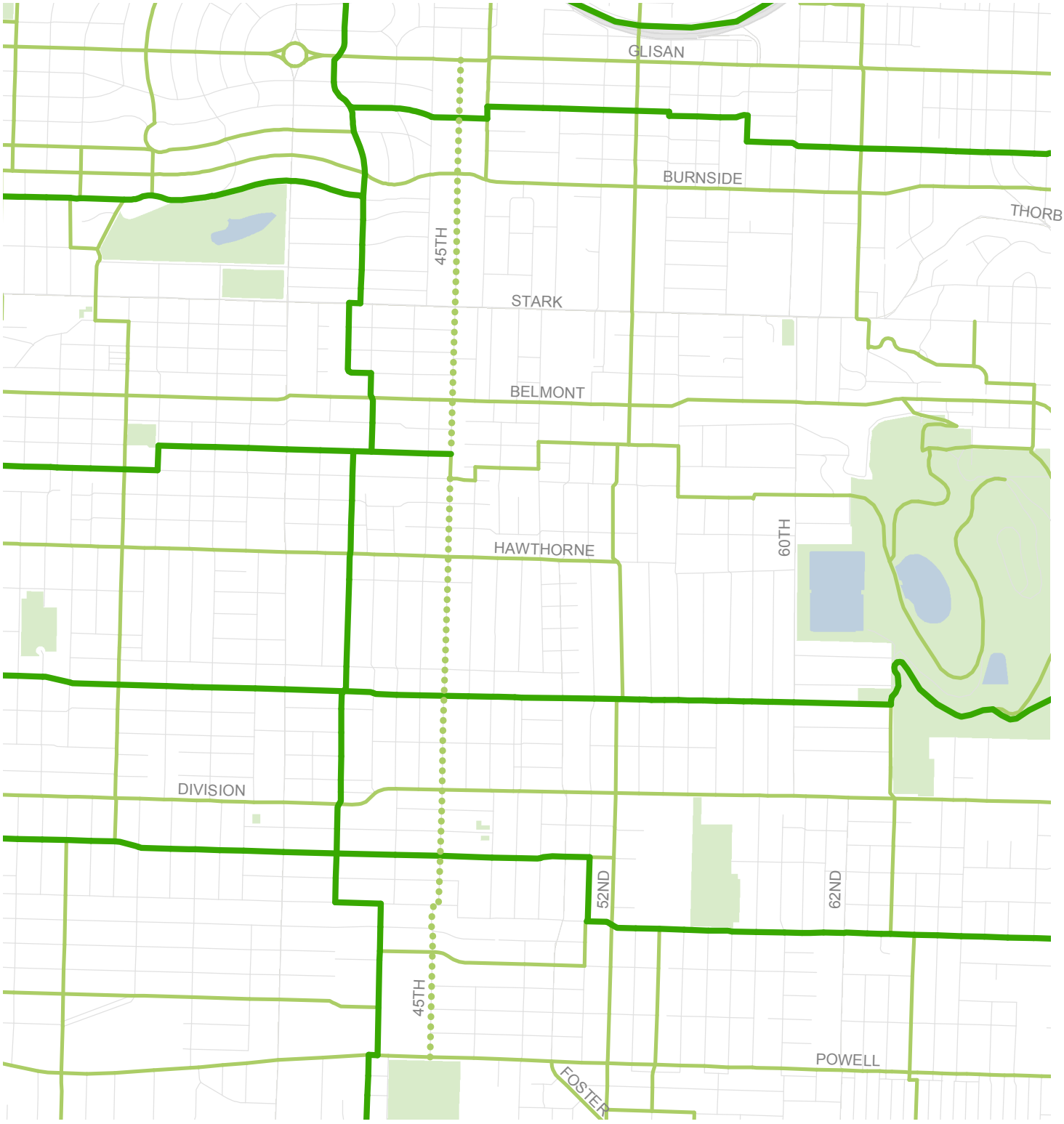
Minor Bike Amendments Map ID #4

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

Proposed Amendments

- Major City Bikeway
- City Bikeway



GLISAN

0 0.175 0.35 0.7 Miles

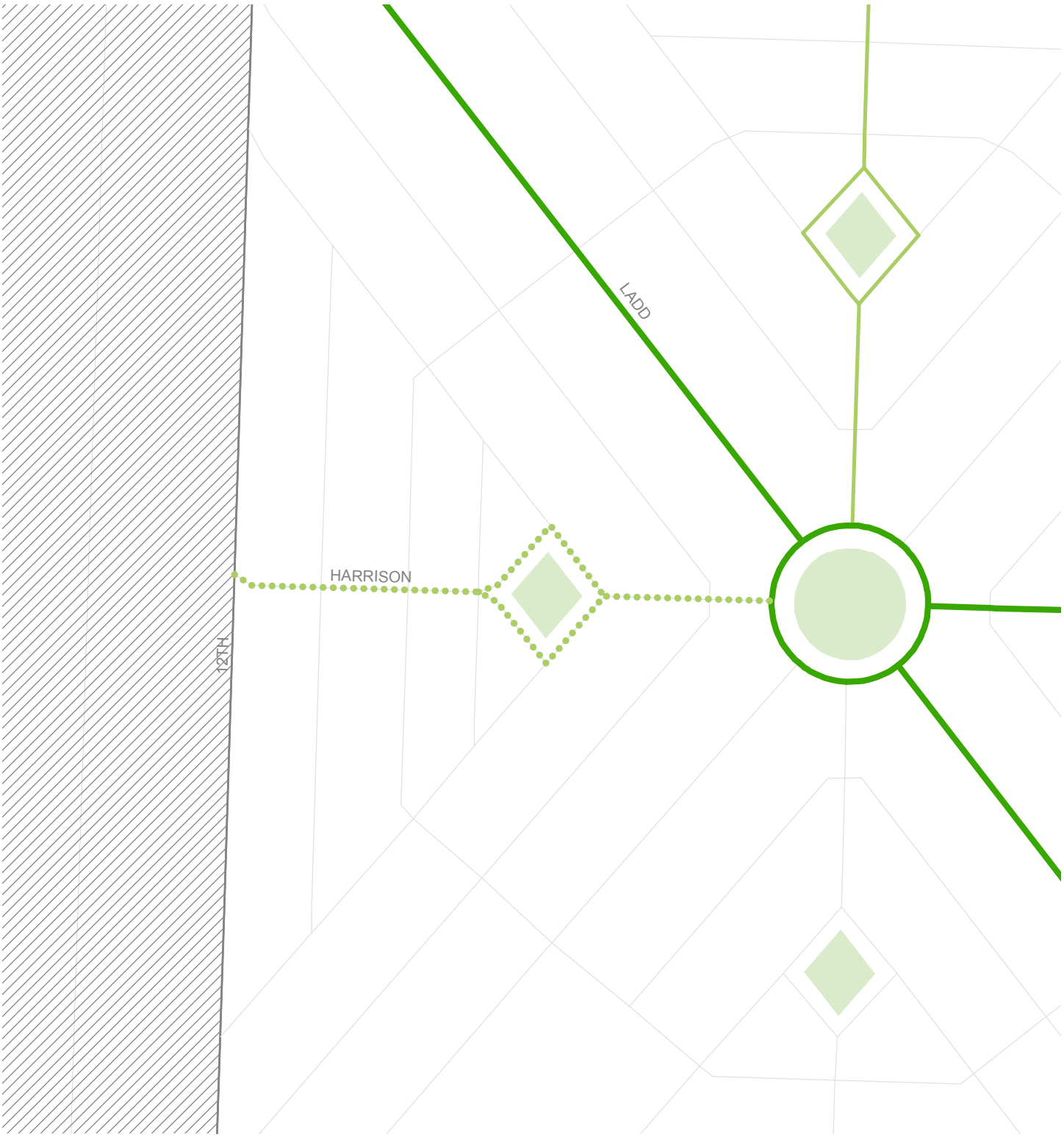
Minor Bike Amendments Map ID #5

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

Proposed Amendments

- Major City
- City Bikew



0 0.075 0.15 Miles

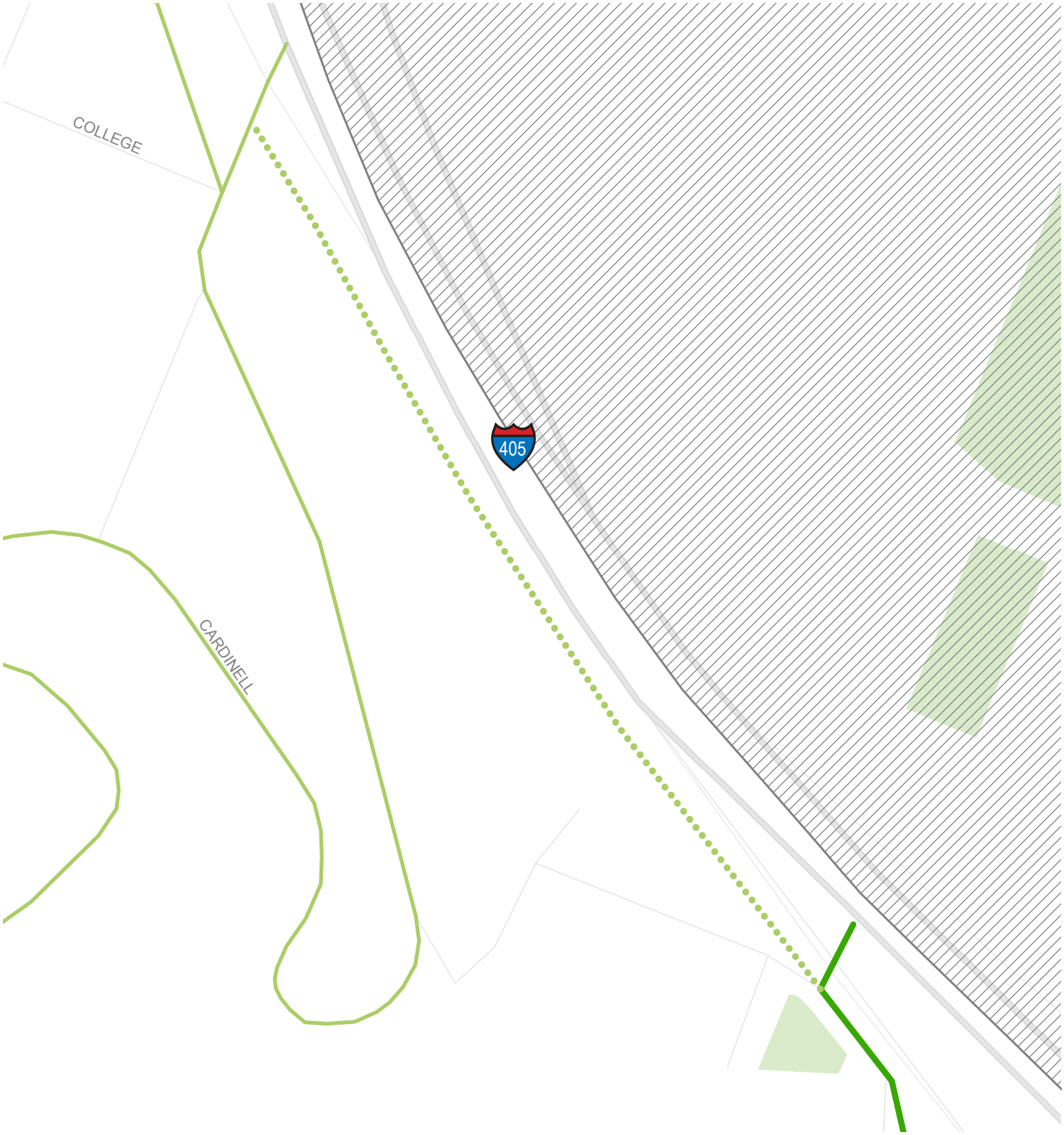
Minor Bike Amendments Map ID #6

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

Proposed Amendments

- Major City Bikeway
- City Bikeway



0 0.045 0.09 Miles

Minor Bike Amendments Map ID #7

Bicycle Classification

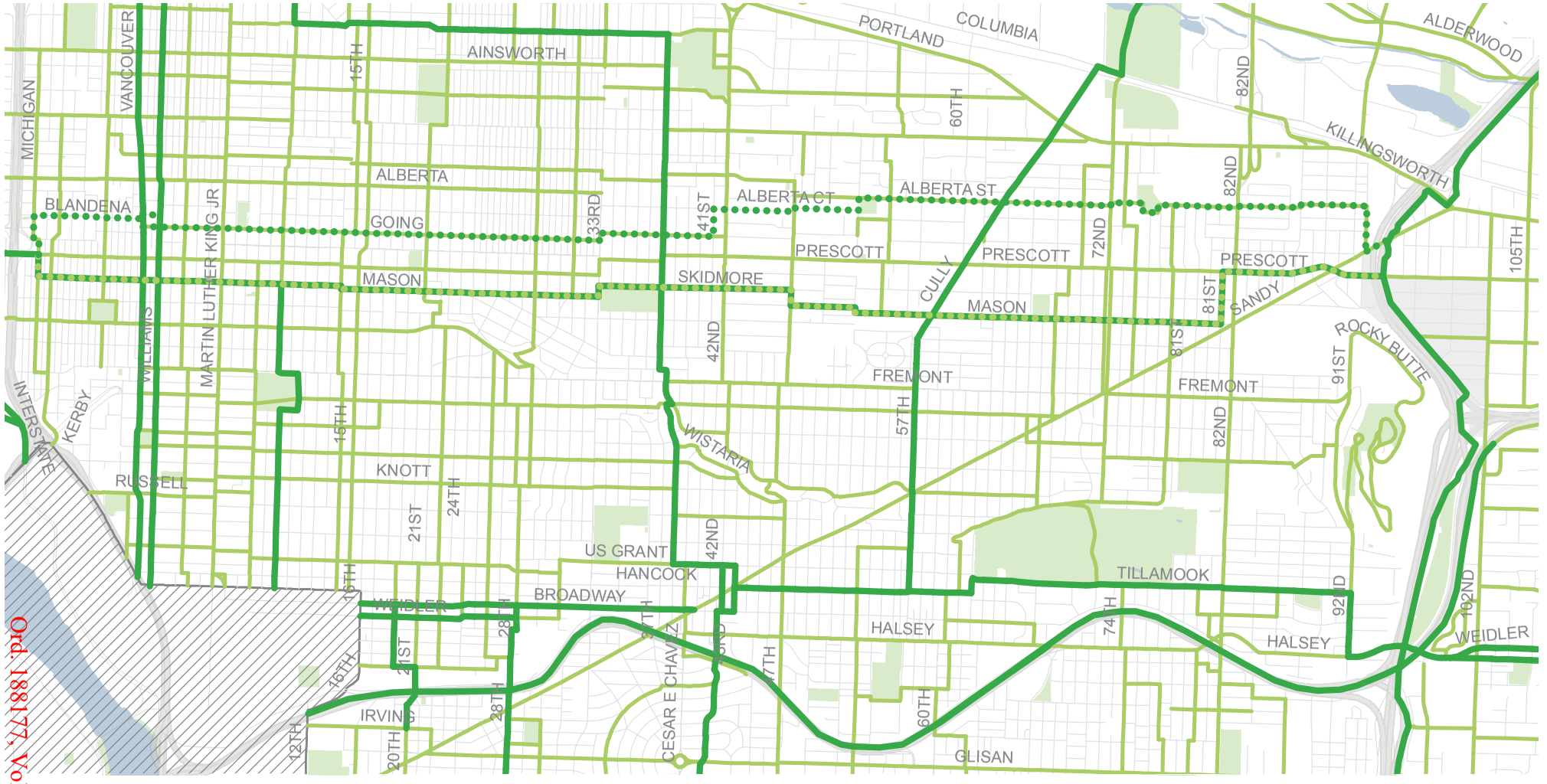
- Major City Bikeway
- City Bikeway
- Local Service Bikeway

Proposed Amendments

- Major City Bike
- City Bikeway

Bicycle Classification Map – "Major" Amendments

Map ID #	Description	Explanation
1	NE Going/Alberta: Upgrade to Major City Bikeway and downgrade parallel Mason/Skidmore route to City Bikeway	Going/Alberta is operating as a Major City Bikeway already and would provide better connection to I-205 Path with extension to the east.
2	NE Sandy Blvd (Hollywood to City Limits): Upgrade to Major City Bikeway	Provides a more direct route than alternatives. Consistent with RATP.
3	E Burnside St (41st - 71st): Upgrade to Major City Bikeway and downgrade parallel Davis/Everett route to City Bikeway	Provides a more direct route than alternatives. Consistent with RATP.
4	SE Foster Rd (Powell - Lents): Upgrade to Major City Bikeway	Provides a more direct route than alternatives. Consistent with RATP.



0 0.5 1 2 Miles

Major Bike Amendments Map ID #1

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

Proposed Amendments

- Major City Bikeway
- City Bikeway

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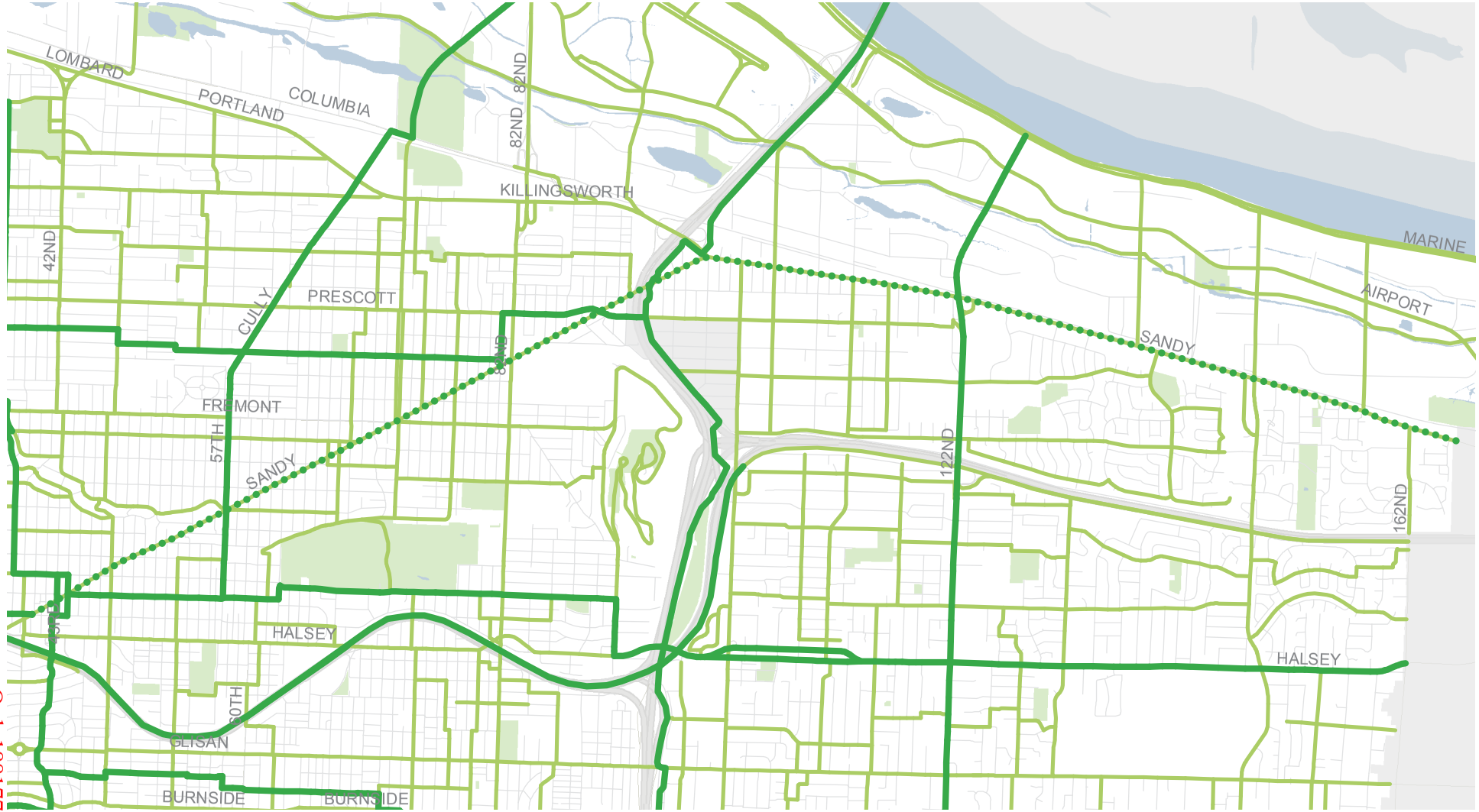

0 0.5 1 2 Miles

Major Bike Amendments Map ID #2

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

Proposed Amendments

- Major City Bikeway
- City Bikeway

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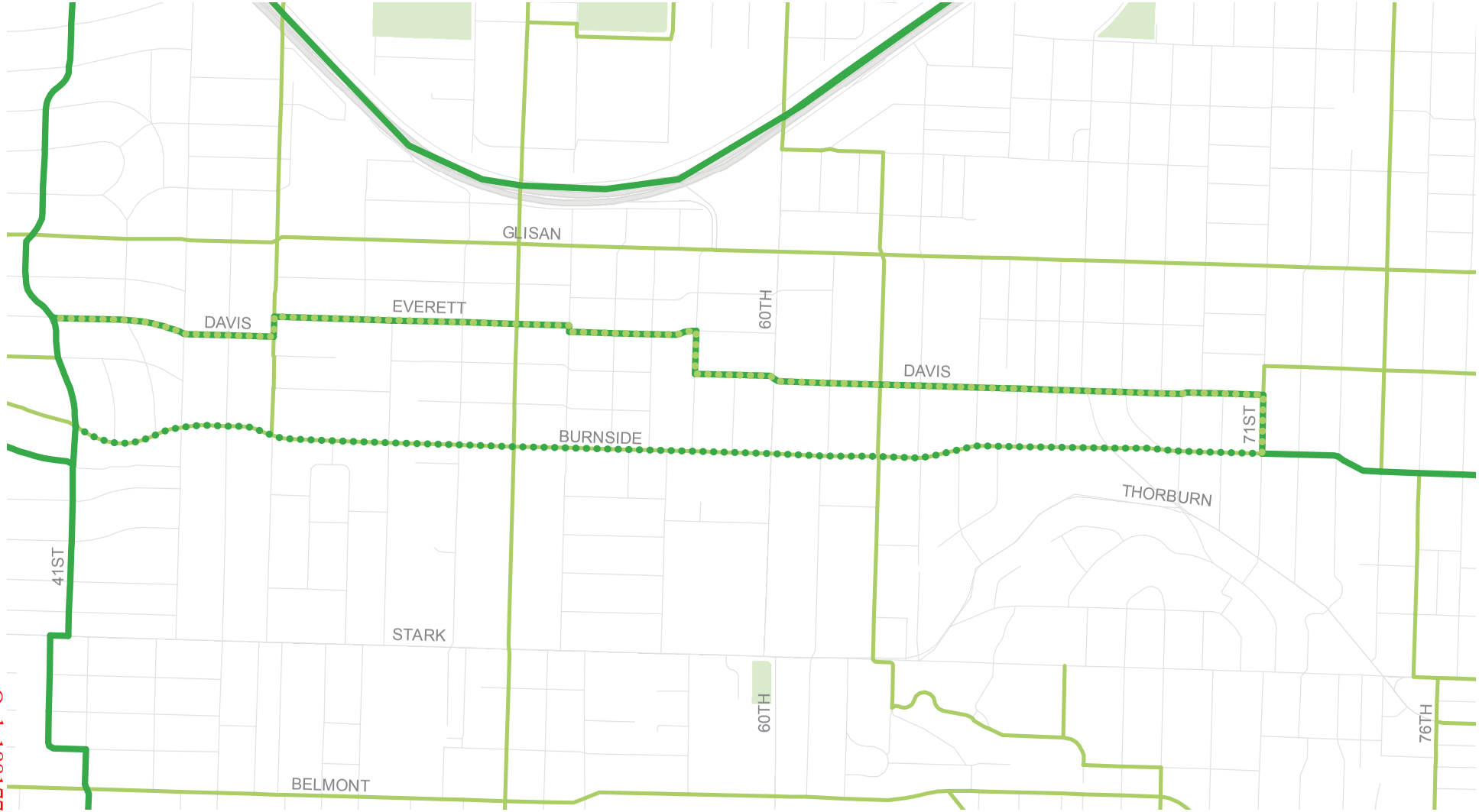


Ord. 188177, Vol. 2.5, page 13747

0 0.125 0.25 0.5 Miles

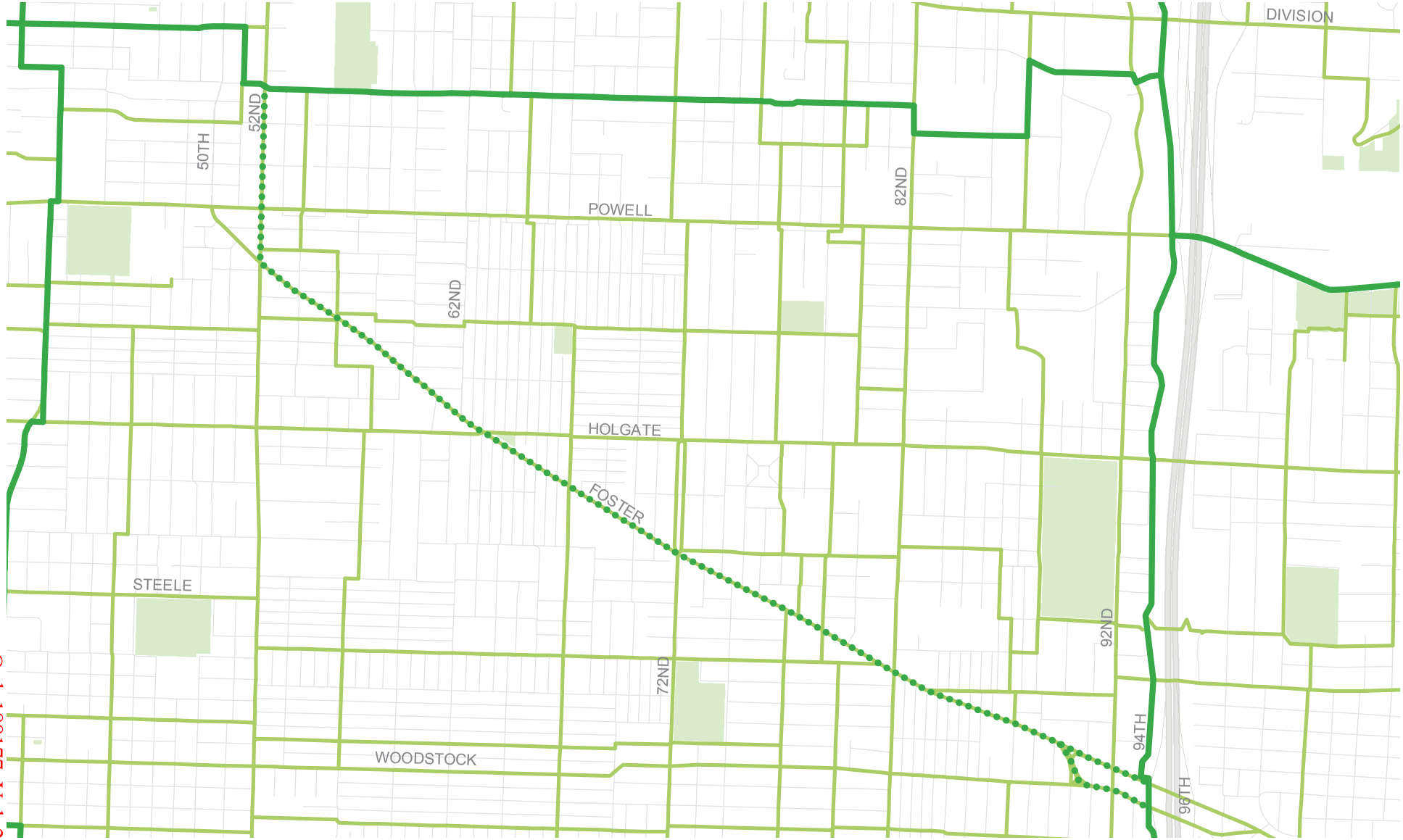
Major Bike Amendments Map ID #3

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

Proposed Amendments

- Major City Bikeway
- City Bikeway



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0 0.25 0.5 1 Miles

Major Bike Amendments Map ID #4

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

Proposed Amendments

- Major City Bikeway
- City Bikeway

PBOT
PORTLAND BUREAU OF TRANSPORTATION
1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation
Steve Novick Commissioner **Leah Treat** Director

Memorandum

To: Planning and Sustainability Commissioners

From: Zef Wagner, Portland Bureau of Transportation

Date: 03/31/2016

Subject: NE 7th and 9th Ave Bikeway Classifications in TSP Proposed Draft

Background

Over the last six months, PBOT and Commissioner Novick have received letters from several organizations advocating for traffic calming and diversion to reduce cut-through traffic and improve conditions for bicycling on NE 7th Ave from Broadway to Sumner, with a particular focus on the segment from Broadway to Fremont where the traffic volumes are highest. These organizations include the Irvington Community Association, Eliot Neighborhood Association, King Neighborhood Association, the Broadway-Weidler Alliance, and the Bicycle Transportation Alliance.

The advocates listed above argue that NE 7th Ave is carrying high traffic volumes despite being classified as a local street, and that this causes safety and livability concerns. Furthermore, they argue this is a well-used bike route and has been identified in City plans as a future neighborhood greenway, but that the route does not meet our standards for traffic speeds and volumes. The advocates are asking the City to prioritize establishment of a neighborhood greenway on 7th rather than on 9th, which is also shown in the Bike Plan and is currently shown in the TSP Major Projects List Recommended Draft.

To respond to this issue, Cevero Gonzalez in PBOT communications helped convene a community meeting on the topic on Monday, March 14th. The meeting was attended by roughly 50 people, mostly residents of the three adjacent neighborhoods. The audience feedback was generally in favor of a neighborhood greenway on NE 7th Ave, though some concern was expressed about traffic impact to MLK, 8th, and 9th Avenues and people stressed that improvements or mitigations would be needed on those streets as well.

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Public Testimony on TSP Proposed Draft

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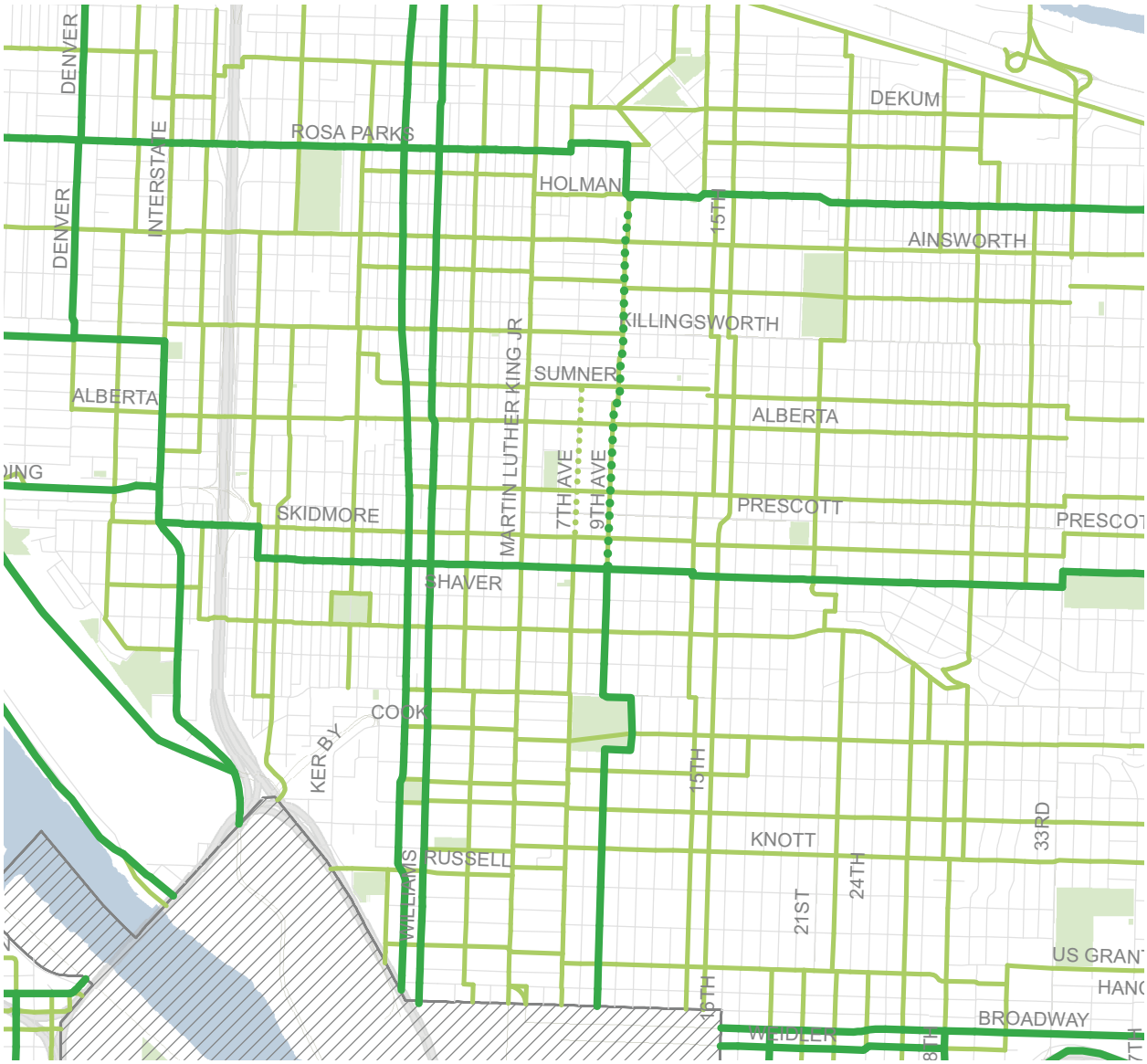
Below is a summary of testimony received:

- Support for neighborhood greenway on NE 7th Ave
    - 3 neighborhood associations (Eliot, Irvington, King)
    - 42 individuals
- Support for neighborhood greenway on NE 9th Ave and/or opposition to diverters on NE 7th Ave
    - 23 individuals
    - One letter with petition signed by 74 individuals
        - 9 of these are duplicates who already submitted individual testimony

Staff Response

The potential project in question is not funded or scoped in any detail. To properly study the effects of various diverter treatments on traffic patterns in the area in question, PBOT would need to do a detailed traffic analysis. PBOT would also need to conduct a full public process to assess various options and weigh the benefits and impacts to residents and businesses in the area as well as to the wider transportation system. All of this work would require funding for a project, which we do not have at this time. PBOT does consider the NE 7th/9th Neighborhood Greenway to be a high priority and is looking into funding opportunities, but as is typical with most neighborhood greenway projects we would prefer to have the flexibility to determine the exact alignment during the project design phase after funding is obtained. For this reason, we recommend maintaining existing Bicycle Classifications and extending the City Bikeway classification on NE 7th Ave north to Sumner St. We also would like to clarify the intent to develop a north-south Major City Bikeway within the 7th/9th corridor all the way north to Holman, so we recommend extending the Major City Bikeway Classification on NE 9th Ave from Mason to Holman.

PBOT staff recommends that the PSC amend the Proposed Draft of the TSP to add a City Bikeway classification to NE 7th Ave from Skidmore St to Sumner, and upgrade NE 9th Ave from City Bikeway to Major City Bikeway from Mason to Holman (see map on next page).



Bicycle Classification

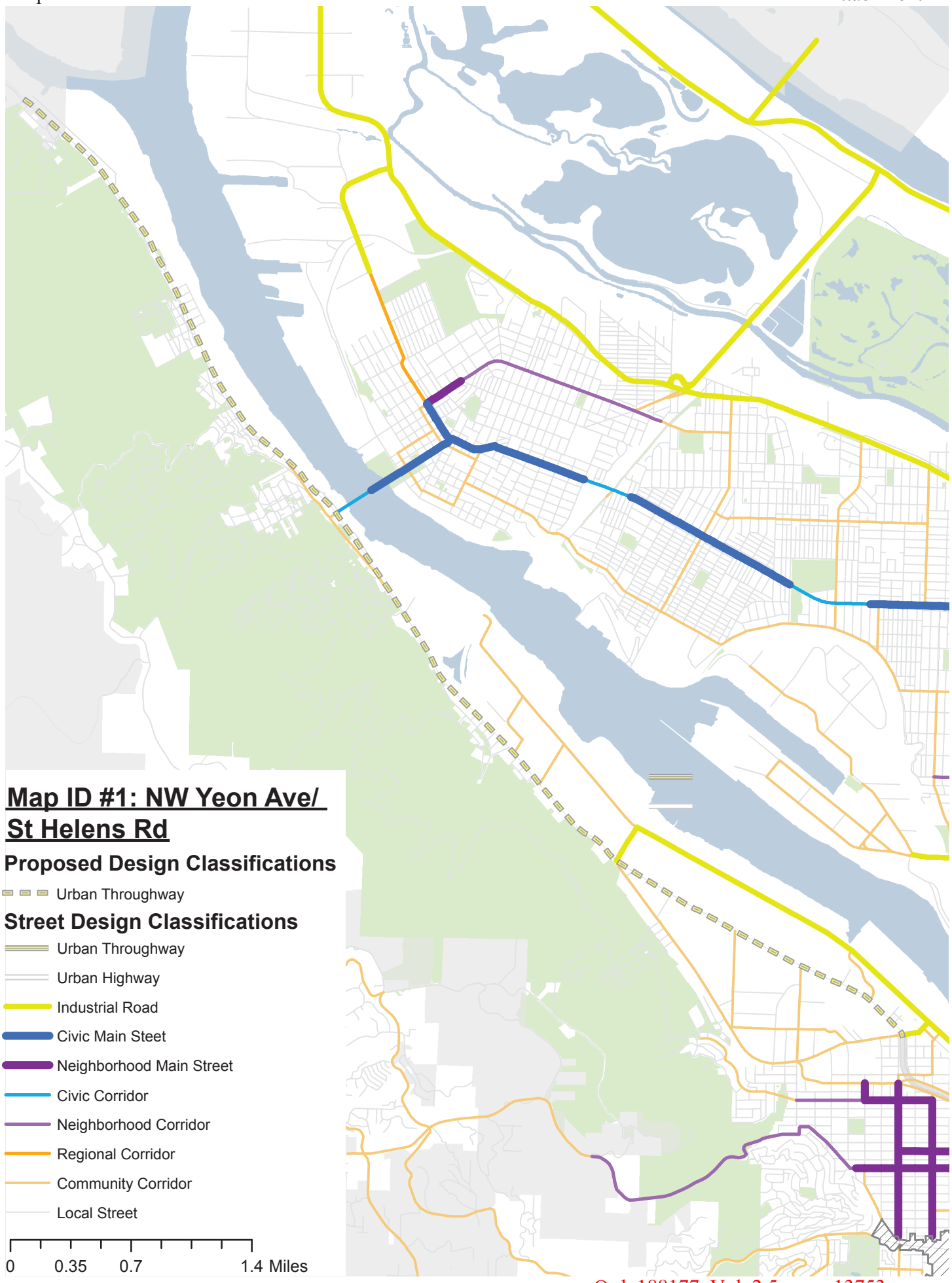
- Major City Bikeway
- City Bikeway
- Local Service Bikeway

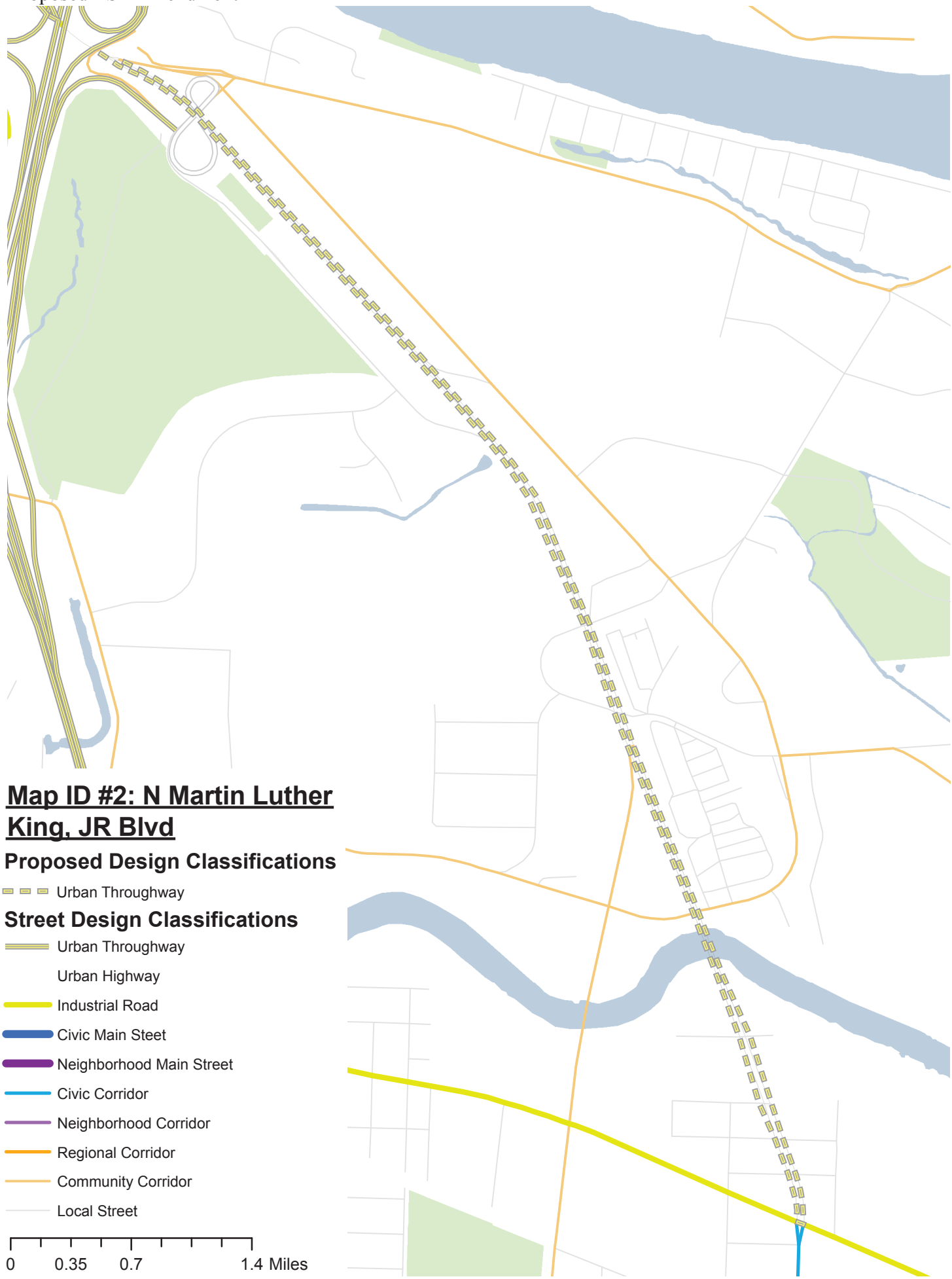
Proposed Amendments

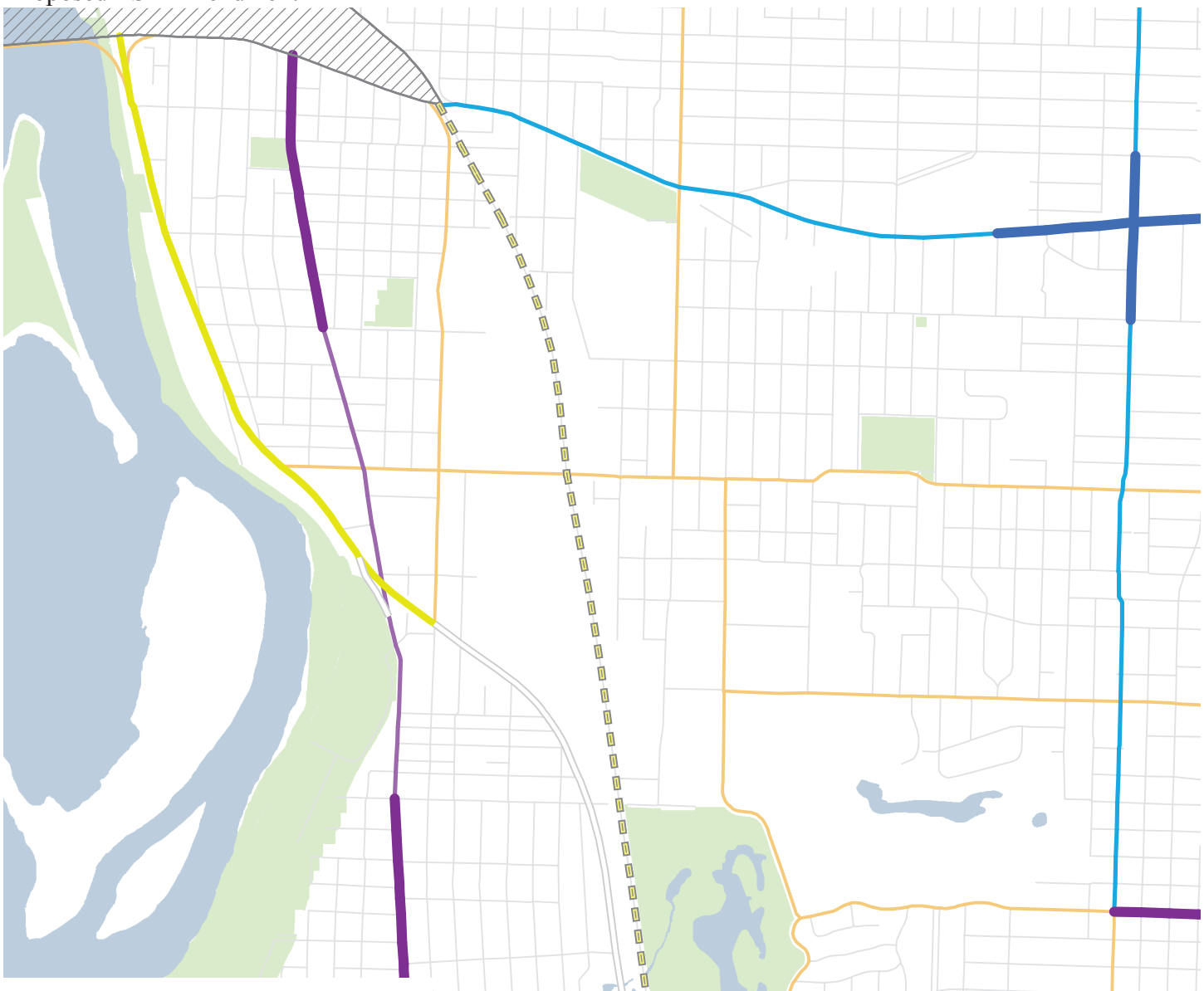
- Major City Bikeway
- City Bikeway

Street Design Map Amendments

Map ID #	Description	Explanation
1	NW Yeon Ave / St Helens Rd (Nicolai – City Limits): Change to Urban Throughway	Consistent with proposed amendment to eliminate Urban Highway classification.
2	N Martin Luther King, Jr Blvd (Columbia – I-5): Change to Urban Throughway	Consistent with proposed amendment to eliminate Urban Highway classification.
3	SE McLoughlin Blvd (17th – City Limits): Change to Urban Throughway	Consistent with proposed amendment to eliminate Urban Highway classification.
4	SW Multnomah Blvd to Terwilliger Blvd connection: Change to Community Corridor	Retains Urban Throughway designation on ODOT-owned freeway ramps, but more appropriately designates PBOT-owned connection from Multnomah to Terwilliger as Community Corridor.


Map ID #1: NW Yeon Ave/ St Helens Rd
Proposed Design Classifications
Urban Throughway
Street Design Classifications
Urban Throughway
Urban Highway
Industrial Road
Civic Main Steet
Neighborhood Main Street
Civic Corridor
Neighborhood Corridor
Regional Corridor
Community Corridor
Local Street
0
0.35
0.7
1.4 Miles


Map ID #2: N Martin Luther King, JR Blvd
Proposed Design Classifications
Urban Throughway
Street Design Classifications
Urban Throughway
Urban Highway
Industrial Road
Civic Main Steet
Neighborhood Main Street
Civic Corridor
Neighborhood Corridor
Regional Corridor
Community Corridor
Local Street
0
0.35
0.7
1.4 Miles



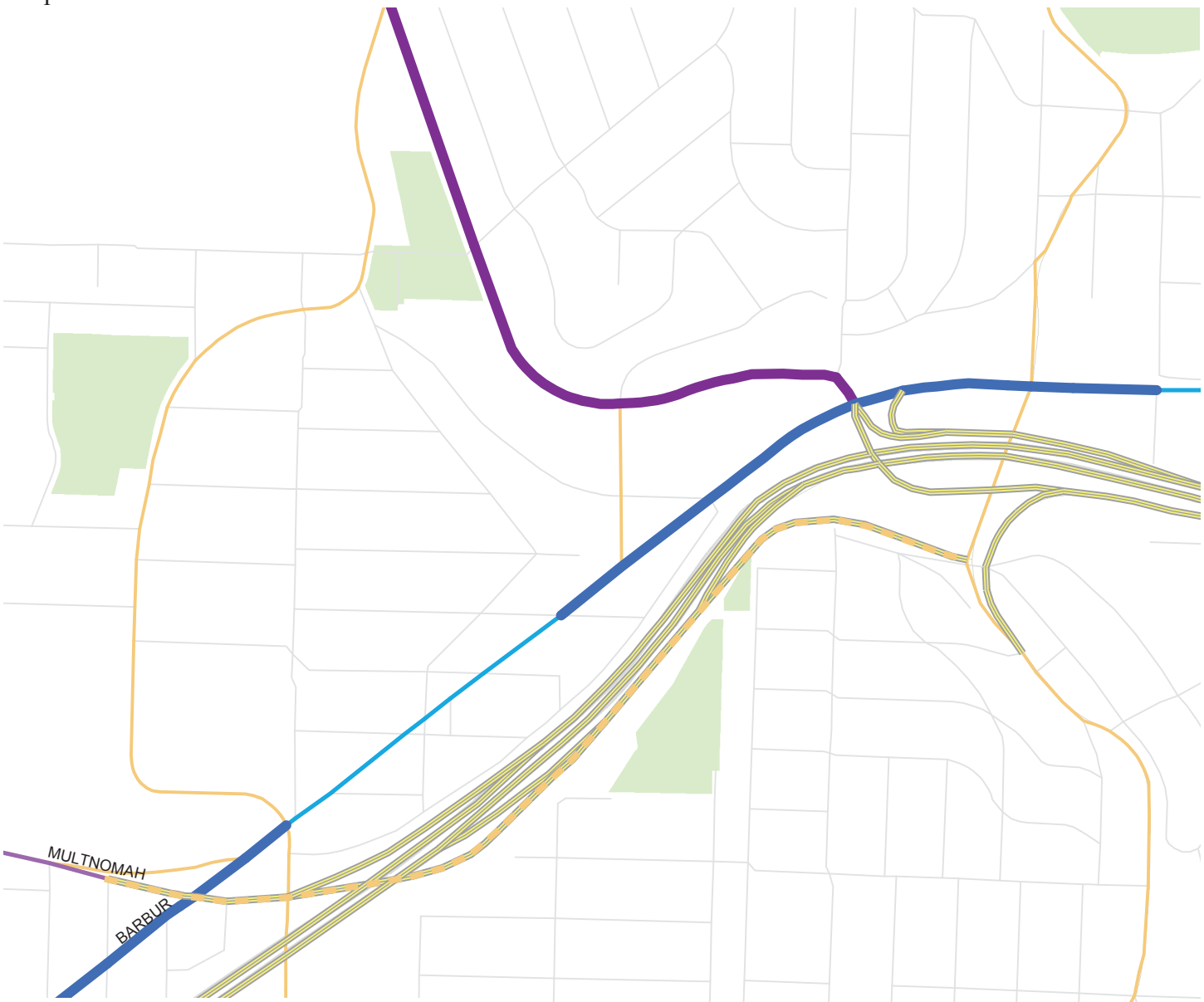
Map ID #3: McLoughlin Blvd

Proposed Design Classifications

- Urban Throughway

Street Design Classifications

- Urban Throughway
- Urban Highway
- Industrial Road
- Civic Main Steet
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street



Map ID #4: Mulnomah Blvd to Terwilliger Blvd connection

Proposed Design Classifications

- Community Corridor

Street Design Classifications

- Urban Throughway
- Urban Highway
- Industrial Road
- Civic Main Steet
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street

No.	Amendment	Section	Source/Sponsor	Staff response	Attach
1	Street design resources – add Stormwater Management Manual	Sect. 2 (p. 5)		Staff proposes the addition of the Stormwater Management Manual to the list of street design resources (Objective 11.10.E)	
2	Community Involvement Objectives add equity language	Sect. 3 (p.3)	PBOT	Staff proposes language changes to the Community Involvement objectives proposed by staff to include additional equity and inclusion language.	A.
3	Bicycle Classification Description Amendment	Sect. 4 (p. 3)	ODOT	Staff supports adding "property dedication" to list of alternative approaches.	
4	Hayden Island pathway – remove bicycle classification along Hayden Bay and Waterside Marina	Sect. 5 (p.7)	Numerous testimony	Staff supports amending the Proposed Draft (per 3/3/16 staff memo) to remove the City Bikeway classification from the Waterside Marina and Hayden Bay path to be consistent with the amended version of Exhibit C of the Hayden Island Plan passed in 2009 (ORD 183124).	3/3 memo
5	NE 7th/9th Neighborhood Greenways	Sect. 5	Numerous testimony	Staff recommends maintaining existing Bicycle Classifications and extending the City Bikeway classification on NE 7th Ave north to Sumner St in order to maintain flexibility to determine the exact alignment during the project design phase after funding is obtained.	B.
6	Bicycle Classification Map Amendments	Sect. 5	Various testimony, PBOT	Staff supports some minor amendments	4/8 memo
7	Street Design Classification Description Amendments	Sect. 6	PSC, PBOT	Staff supports remove Urban Highway classification, revise Urban Throughway description.	
8	Street Design Classification Map Amendments	Sect. 7	Various testimony, PBOT	Staff supports minor amendments including reclassification of Urban Highways to Urban Throughways.	
10	Mode share target for all trips	Sect. 10 (p. 3)		Staff supports adding an objective referencing the 70% daily mode share target. (Objective 11.13)	4/8 memo
11	Glossary amendments	Sect. 11	Various testimony, PBOT	Staff supports minor amendments	4/8 memo
12	Projected ODOT "Hot Spot" Locations Refinement Plan	Sect. 12 (p. 77)	ODOT	Staff supports modifications proposed by ODOT in Fall 2015 to the hot spots refinement studies are supported by staff. Missed adding the changes in the last draft.	
13	NW District Access and Circulation Plan	Sect. 12 (p. 79)	NWDA, PBOT	Staff supports replacing "Northwest District Street Decoupling Feasibility Study" with "Northwest District Access and Circulation Plan", with broader scope looking at access and circulation for all modes and connections to/from Central City.	
14	Transportation Demand Management Title 17 Amendment	Sect. 14 (p. 3)	PBOT	Targeted changes responding to requests for TDM Objectives consistent with policies; to clarify that Council, not PBOT, establishes performance targets; and to clarify that falling short of performance targets will not trigger enforcement action.	Memo

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Item staff suggests be addressed in Stage 3

- **New TSP Objectives** (e.g. autonomous vehicles and stormwater objectives): New Objectives can be added, however staff's preference is to wait until Stage 3. Many of the new Comp Plan policies do not yet have TSP objectives, e.g. the Transportation Strategy for People Movement, Streets as public spaces, Corridors, Trails, etc. Some may not need to have them. No public involvement or review regarding these proposals. Would give staff and stakeholders additional time to craft the language. Staff supports the ideas and concepts, but would prefer additional outreach and discussion that moving them to stage 3 will allow.

- **Work at Home mode share target:** If Chris wants to ask PSC to direct PBOT to consider a "work at home" mode share target I would support them adding it to the "Commentary" list of performance measures we will consider in Stage 3

Community Involvement Objectives:

A. The Portland Bureau of Transportation (PBOT) will provide meaningful opportunities for equitable community involvement in shaping the plans, public policy and projects that support implementation of the Transportation System Plan.

B. Provide and document concerted efforts to engage those with the potential to be impacted by the plans, public policies or projects in order to evaluate and mitigate disparate burdens, especially for under-served and under-represented communities including Limited English Proficient (LEP) communities, communities of color, low-income populations and those traditionally underserved by transportation services.

C. Furnish opportunities for early and ongoing access to balanced information about plans, public policy and projects.

D. Keep interested parties, and those who may be impacted by particular decisions related to plan and project implementation, informed of direct and related engagement opportunities.

E. Engage and support community members who are traditionally under-represented in bureau projects, plans, and processes.

F. Provide funding that is adequate to carry out **equity driven** public involvement **best** practices.

G. Foster a culture of **equitable** public involvement across **all** divisions within PBOT.

H. Ensure PBOT decision-making processes are clear, straightforward, and include mechanisms for public accountability, so that the public has the capacity to participate.

I. Ensure PBOT public documents are accessible, relevant, and informative.

J. Ensure public involvement and outreach practices, materials, and processes are culturally relevant.

K. Follow International Association for Public Participation (IAP2) Core Values.

L. Follow City of Portland Public Involvement Principles.

M. Follow Internal PBOT Public Involvement Policies.

N. Follow City of Portland Civil Rights Title VI Plan.

O. Follow the goals and policies of Chapter 2: Community Involvement of the City's Comprehensive Plan.

P. Follow Policy 8.6 Interagency Coordination from Chapter 8: Public Facilities and Services of the City's Comprehensive Plan.

PBOT
PORTLAND BUREAU OF TRANSPORTATION
1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation
Steve Novick Commissioner **Leah Treat** Director

Memorandum

To: Planning and Sustainability Commissioners

From: Zef Wagner, Portland Bureau of Transportation

Date: 03/31/2016

Subject: NE 7th and 9th Ave Bikeway Classifications in TSP Proposed Draft

Background

Over the last six months, PBOT and Commissioner Novick have received letters from several organizations advocating for traffic calming and diversion to reduce cut-through traffic and improve conditions for bicycling on NE 7th Ave from Broadway to Sumner, with a particular focus on the segment from Broadway to Fremont where the traffic volumes are highest. These organizations include the Irvington Community Association, Eliot Neighborhood Association, King Neighborhood Association, the Broadway-Weidler Alliance, and the Bicycle Transportation Alliance.

The advocates listed above argue that NE 7th Ave is carrying high traffic volumes despite being classified as a local street, and that this causes safety and livability concerns. Furthermore, they argue this is a well-used bike route and has been identified in City plans as a future neighborhood greenway, but that the route does not meet our standards for traffic speeds and volumes. The advocates are asking the City to prioritize establishment of a neighborhood greenway on 7th rather than on 9th, which is also shown in the Bike Plan and is currently shown in the TSP Major Projects List Recommended Draft.

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Residential and Open Space Zoning Map

EARLY IMPLEMENTATION OF THE 2035 COMPREHENSIVE PLAN

PROPOSED DRAFT - MARCH 2016

















Planning and Sustainability Commission
Public Hearing April 12, 2016

DD → PD → REC → A

Discussion Draft → Proposed Draft → Recommended Draft → Adopted Plan

March 2016
www.portlandoregon.gov/bps/residentialzoning

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

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How to Testify

You are invited to testify on the Residential and Open Space Zoning Map Update at a Planning and Sustainability Commission (PSC) Hearing on:

Tuesday, April 12th at 12:30
1900 SW 4th Avenue, Room 2500A, Portland, OR.

To confirm the PSC hearing date and time, check the PSC Calendar at www.portlandoregon.gov/bps/35452 one week prior to the scheduled hearing.

In addition, check the PSC Calendar for upcoming public hearings on the "Composite Zoning Map" (see note on facing page).

The PSC also invites testimony on this proposal in writing through April 12th in these ways:

- **By email:** psc@portlandoregon.gov
- **By US mail:** Planning and Sustainability Commission
  City of Portland Bureau of Planning and Sustainability
  1900 SW 4th Ave, Suite 7100, Portland, OR 97201
- **Through the Map App:** https://www.portlandmaps.com/bps/mapapp/

Questions? Call the Comprehensive Plan Helpline: **503-823-0195**

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings.
If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868,
or the Oregon Relay Service at 1-800-735-2900.

A note about process

The Planning and Sustainability Commission (PSC) has two decision points in the review of the Residential and Open Space Zoning Map Update:

1. The PSC will take testimony on the proposals described in this report at a public hearing on **April 12, 2016**. The PSC will hold a work session on **April 26, 2016** to review testimony received to date and make an initial recommendation on the Residential and Open Space Zoning Map proposals (*decision point #1*).

2. The PSC will continue the public hearing to a later date (to be announced) to allow the different layers of the Zoning Map Update (Employment, Campus Institution, Mixed Use, and Residential and Open Space) to be combined into a single map (the "Composite Zoning Map") and considered as a whole. The PSC will invite any additional testimony and make a recommendation to the City Council about the consolidated map (*decision point #2*).

While the record for the Residential and Open Space Zoning Map Update will remain open past April 12, you are encouraged to provide testimony to the PSC before the April 12 public hearing to inform the PSC's initial review and recommendations.

Please consult the PSC calendar at *www.portlandoregon.gov/bps/35452* for upcoming date(s) to provide additional testimony on the "Composite Zoning Map."

Acknowledgements

This report was written by District Planning staff from the City of Portland Bureau of Planning and Sustainability.

Bureau of Planning and Sustainability
Charlie Hales, Mayor, Commissioner-in-charge
Susan Anderson, Director
Joe Zehnder, Chief Planner

Project Staff
Deborah Stein, Principal Planner
Marty Stockton, Southeast District Liaison
Nan Stark, Northeast District Liaison
Joan Frederiksen, West District Liaison
Leslie Lum, North District Liaison
Chris Scarzello, East District Liaison
Tabitha Boschetti, Community Service Aide II
Carmen Piekarski, GIS Mapping
Neil Loehlein, GIS Mapping

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   4b. Address various situations
   4c. Reduce residential density to ease David Douglas School District's overcrowding
   4d. Match 1980 Comprehensive Plan designations

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B. Zoning Review Areas Proposed for Zoning Map Changes
C. Zoning Review Areas with No Proposed Zoning Map Changes
D. Index of Related PSC Staff Reports
E. 2035 Comprehensive Plan Designation Definitions
F. Generalized Base Zone Descriptions – OS and R Zones
G. Summaries of Zoning Review Area Neighborhood Meetings
Map 1. Proposed Draft Changes in Residential and Open Space Zoning
Map 2. Proposed Draft Residential and Open Space Zoning
(includes both proposed changes and existing zoning with no proposed changes)
Map 3. Downzone Areas in David Douglas School District

1. Introduction

This project is one of eight efforts underway that will help implement Portland's new Comprehensive Plan. These "Early Implementation" projects are the final stage of the state-required periodic review of Portland's Comprehensive Plan.

Project Summary

The Residential and Open Space Zoning Map Update is one of several projects to implement the *2035 Comprehensive Plan.* Employment, Campus Institutional and Mixed Use zoning proposals are each addressed in separate reports that include proposed changes to the Zoning Map and Zoning Code. Each is being considered through its own public process and timeline. The remaining Zoning Map changes (Residential and Open Space) are addressed in this report.

Following Planning and Sustainability Commission (PSC) public hearings on the Employment, Campus Institutional and Mixed Use projects, the PSC will make recommendations to City Council about proposed Zoning Code changes for each project. However, before making a formal recommendation to City Council about proposed Zoning *Map* changes, the PSC will wait until all proposed Zoning Map changes -- including residential and open space changes – are consolidated into a single composite Zoning Map Update. This will enable the public and PSC to consider the proposed Zoning Map *in its entirety*, rather than in a piecemeal way.

What's in this report?

This report consists of six sections:

- **Section 1** introduces the project.
- **Section 2** describes how proposed Zoning Map changes relate to the Recommended Comprehensive Plan.
- **Section 3** summarizes public and stakeholder involvement activities that have helped inform this Zoning Map update.
- **Section 4** describes proposed Zoning Map proposals.
    - ***a.*** *Residential and Open Space Zoning Map changes that correspond with Recommended 2035 Comprehensive Plan Map designations*
    - ***b.*** *Residential Zoning Map changes that address various situations, such as nonconforming density or split zones*
    - ***c.*** *Residential Zoning Map changes that reduce residential density to ease David Douglas School District's overcrowding*
    - ***d.*** *Residential Zoning Map changes that conform with Comprehensive Plan Map designations established in 1980*
- **Section 5** includes maps and appendices.

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2. Relationship to the Comprehensive Plan

What is the difference between Comprehensive Plan map designations and zoning?

The Comprehensive Plan Map depicts a long-term vision of how and where the city will grow and change over the next 20 years to accommodate anticipated population and job growth. In contrast, the Zoning Map tells us how land can be used and what can be built on any given property *today*.

Zones are more specific than the Comprehensive Plan designations and come with a set of rules that clarify what uses are allowed (e.g., residences, businesses, manufacturing), and how buildings may be developed or changed (e.g., maximum heights and required setbacks from property lines).

In Portland, all properties have both Comprehensive Plan and Zoning designations. Usually these designations match.

Zoning to meet long range goals

The 2035 Comprehensive Plan update includes changes to the Comprehensive Plan Map to carry out plan goals and policies related to residential development, employment, mixed use and open space. The plan expands opportunities for more households to have access to "complete neighborhoods" -- neighborhoods with a wide range of housing types and prices, where residents have safe and convenient access to the goods and services needed in daily life. This approach is key to having a healthier, more prosperous and equitable city in the future.

The goals and policies in the Recommended Draft Comprehensive Plan most relevant to proposed residential Zoning Map changes include Chapter 3, Urban Form; Chapter 4, Design and Development; Chapter 5, Housing; Chapter 6, Economic Development; Chapter 7, Environment and Watershed Health; and Chapter 8, Public Facilities and Services.

3. Prior public and stakeholder involvement

What have we heard leading up to this project?

The public has been involved extensively in several phases of map development leading up to the Comprehensive Plan Map that the Planning and Sustainability (PSC) voted on in June 2015 and that the Portland City Council is now considering.

In 2014 and 2015, the Planning and Sustainability Commission received over 4,000 pieces of testimony on the Proposed Draft Comprehensive Plan (inclusive of testimony on goals, policies, maps and significant projects). Key themes raised in testimony that relate to the Comprehensive Plan and Zoning Map include:

- Support for policies to help ensure that housing remains affordable for low-income residents and prevent displacement in all of Portland's neighborhoods.
- Concerns about and/or support for down-designations to promote public health and safety in areas with natural hazard risks and/or service and infrastructure gaps.
- Support for equitable investments in transportation and infrastructure. Many commenters also highlighted the need for infrastructure to adequately support areas that are currently under-served and for areas where significant growth is anticipated.
- Recommendations, observations and concerns regarding the character of residential neighborhoods, including desire to address large homes, demolitions, the design and scale of infill developments and tree preservation.

Testimony to the PSC related to specific proposed or requested Comprehensive Plan mapping changes is summarized in a series of staff reports prepared for the Planning and Sustainability Commission in January through June 2015 (see Appendix D for an index of PSC staff reports and topics related to the Comprehensive Plan Map).

After the release of the Comprehensive Plan Recommended Draft, over two thousand pieces of testimony were submitted to City Council. Nearly a third of those comments pertained directly to land use designations and zoning, while additional comments addressed such topics as design and development standards, and citywide housing issues.

Public involvement activities related to mapping

Updates of the Comprehensive Plan Map and associated Zoning Map have been informed by testimony, community conversations and coordination with City service bureaus. Key public involvement activities related to mapping include:

- **Information gathering (2012):** Bureau of Planning and Sustainability (BPS) staff provided information about the Comprehensive Plan Update process and content and solicited feedback from neighborhoods and interest-based organizations, reaching over 2000 people.
- **Workshops to raise awareness and gather community input (2013):** BPS staff provided information about and collected public feedback on Working Draft Parts 1 and 2 and Growth Scenarios. Outreach focused on groups not reached by earlier outreach activities. Staff also made 65 presentations to various neighborhood associations and community groups and tabled at street fairs and other events.
- **District Mapping Conversations (2013):** District Liaisons led ten interactive workshops targeted to each District Coalition's concerns, followed by discussion and mapping exercises.
- **Outreach directed towards under-represented populations (2013)**: Understanding gaps in earlier outreach, staff directed outreach to youth, communities of color, tenants and low income residents.
- **Map App release (2013):** This interactive communication and engagement tool was released to share proposals, accept public comments, and allow members of the public to hold electronic "conversations" about proposals. Information about the Working Draft was shared at 51 community meetings, 33 demonstrations/training events on the Map App, and three District Mapping Conversations that also focused on area-specific issues.
- **Integration of public feedback (2013-2014):** Staff continued to review feedback received from individuals and groups, conduct further analysis, weigh competing comments and incorporate changes to produce the Proposed Draft Comprehensive Plan (July 2014) for public and Planning and Sustainability Commission review and discussion.
- **Continued information sharing (2014-present):** District Liaisons and other BPS staff continue to present information about process and plan content at numerous community meetings. Staff continue to share the PSC's Recommended Draft, provide guidance about how to effectively provide testimony to City Council, and present information about participating in early implementation projects including Zoning Code and Zoning Map updates.
- **Feedback on the *Residential and Open Space Zoning Map* Discussion Draft (November 2015-present):** Staff received thirty-four comments on the Discussion Draft by email and through the Map App, eighteen of which were related to the Zoning Review Areas discussed in Section 4d of this report. Most of the other comments related to testimony that was also given to City Council in relation to the Comprehensive Plan map, either to recommend that a favored Comprehensive Plan designation be implemented with consistent zoning, or that a designation *not* be implemented in zoning. One comment related to a request for zoning to match the pre-existing Comprehensive Plan designation in an area that had not been

labeled as a Zoning Review Area, since staff analysis had shown limited access to services or infrastructure.

- **Zoning Review Area meetings (October-December 2015):** Staff attended fourteen neighborhood association meetings to present information related to Zoning Review Areas, answer questions and to collect feedback on the evaluation criteria while hearing other area-specific concerns. Staff also contacted additional neighborhood groups by email and phone. Community comments are briefly summarized for each Zoning Review Area description in Section 4d.

Inter-governmental coordination

In the course of developing the proposed Comprehensive Plan Map and draft Residential and Open Space Zoning Map Update, BPS staff has consulted with City of Portland bureau and agency staff from:

- Development Services
- Transportation
- Environmental Services
- Water
- Parks and Recreation
- Fire and Rescue
- Housing
- Emergency Management
- Management and Finance
- Office of Equity and Human Rights
- Portland Development Commission

BPS staff has also consulted with staff from Portland Public Schools, David Douglas School District and Parkrose School District (the three districts with facilities entirely within the city of Portland) to understand how growth forecasts affect enrollment trends and school capacity.

Because David Douglas School District (DDSD) is experiencing serious overcrowding district-wide, BPS staff has worked closely with the DDSD Superintendent, staff, board members and their facilities planning consultant to develop a proposal for Zoning Map changes designed to help alleviate pressures on school capacity throughout the district. These proposed changes are discussed in Section 4c of this report.

4. Proposed Zoning Map changes

Introduction

Residential and Open Space Zoning Map changes are proposed to:

a. Correspond with Recommended 2035 Comprehensive Plan Map changes now being considered by the Portland City Council, or
b. Address various situations, such as nonconforming density or split zones, or
c. Reduce residential density to ease David Douglas School District's overcrowding, or
d. Match Comprehensive Plan designations established in 1980.

Each of these groups are described in more detail in the following pages.

Please note that this Residential and Open Space Zoning Map proposal is based on the 2035 Comprehensive Plan recommended by the Planning and Sustainability Commission in August 2015 and forwarded to the Portland City Council.

As of the writing of this report, the Portland City Council is considering potential amendments to the Recommended Draft, following receipt of over two thousand pieces of testimony.

Any amendments that the City Council adopts in spring 2016 may affect the Zoning Map proposals described in this report.

4a. Zoning Map proposals that correspond with Comprehensive Plan Map designations now being considered by the Portland City Council

All of the proposed Open Space, and most of the Residential Zoning Map changes, fall into this category. The following table, Table 1, summarizes the location, reason for and type of change. Additional background information about proposed changes can be found in staff reports prepared for the Planning and Sustainability Commission's Comprehensive Plan work sessions (January through June 2015). See Appendix D for links to staff report dates and topics.

This category of proposals is relatively unchanged from the *Discussion Draft,* with the exception of additional split-zone corrections.

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Table 1: Zoning Map Proposals that correspond with Recommended 2035 Comprehensive Plan designations

General location	Reason for proposed changes	Type of Zoning Map changes	Affected acres
Dispersed sites citywide	The Open Space zone is proposed for planned parks or open space use on properties owned by the City of Portland and Metro. • *See PSC March 24, 2015 staff report: Open Space Designations (pp. 1-3)*	Various zones changing to Open Space	1744.5
Primarily Southwest hills and near Powell Butte. Also, small areas in Sellwood-Moreland, Reed, and Linnton.	Proposed Comprehensive Plan and zoning designations would reduce potential risks to public health and safety in areas at risk of natural hazards (e.g., landslide, wildfire, earthquake, flooding) and/or have drainage problems due to steep slopes, soil conditions, high groundwater, seeps and springs, or stream channels. Most of these areas also have limited stormwater management and drinking water capacity, or lack good quality streets and/or sidewalk connections. Proposed changes would limit the number of new homes that can be built in locations that may be hazardous, difficult or costly to provide with public services. Existing buildings would not be affected. • *See PSC March 10, 2015 staff report: Residential Densities (pp. 5-10 and i-iii)*	Decreases in residential density	659.6
Dispersed areas of Southeast, East, and North Portland	Proposed zone would reduce allowable residential density where the existing development pattern is predominantly lower than what the Comprehensive Plan designation currently allows. Areas proposed for change are relatively distant from centers and corridors. • *See PSC March 10, 2015 staff report: Residential Densities (pp. 16-21 and v-vi)*	Decreases in residential density	649.6
Powellhurst-Gilbert and Centennial	Proposed zone would reduce allowable residential density in areas outside of centers and corridors, where public services and amenities are limited and where the existing development pattern is relatively established. The City will continue to pursue infrastructure improvements in these areas where they are lacking, including but not limited to new school construction, parks, safe routes to schools, and other pedestrian improvements. • *See PSC March 10, 2015 staff report: Residential Densities (pp. 11-15 and iv-v)*	Decreases in residential density	210.1

General location	Reason for proposed changes	Type of Zoning Map changes	Affected acres
Eliot Conservation District (Northeast Portland)	Proposed zone would preserve the historic character of the Eliot Conservation District. The change is intended to alleviate pressure on the existing housing stock, and instead focus multi-dwelling development at higher densities along the bordering corridors (Vancouver/Williams and MLK). • *See PSC March 10, 2015 staff report: Residential Densities (pp. 22-25 and vi-vii)*	Decreases in residential density	61.4
Primarily Southeast Portland, and dispersed locations in East and North Portland	Proposed zone will better match surrounding zoning and/or acknowledge what is built on the site. • *See PSC May 12, 2015 Final Consent Lists. "Proposed Map Changes" (pp. 4, 5)*	Decreases in residential density and a change from commercial to residential zoning	54.8
Sellwood-Moreland only (Southeast)	Proposed zone would reduce allowable residential density since the planned Orange Line light rail station at Harold Street, which was the reason for the higher density zoning, won't be built within next 20 years. • *See PSC March 10, 2015 staff report: Residential Densities (pp. 29-32 and vii)*	Decreases in residential density	17.5
Dispersed locations citywide	Proposed zone would correct a situation in which a site is covered by more than one zone and more than one Comprehensive Plan designation. • *See PSC April 14, 2015 Consent List: Map Changes (pg. 3, 6) and May 12, 2015 Consent Lists (pp. 13-21)*	Changes from multiple zones on a site to a single zone	13.7
Primarily Inner Southeast, and near centers and corridors in North Portland and Southwest Portland	Proposed zoning will provide more housing capacity adjacent to centers and corridors to reflect availability of transit, service and amenities. Proposed changes would also promote greater uniformity in scale and intensity of development within these areas. • *See PSC April 14, 2015 staff report: Residential Densities: Up-Designations (pp. 2-8)*	Increases in residential density	12.0

Table 1: Zoning Map Proposals that correspond with Recommended 2035 Comprehensive Plan designations

General location	Reason for proposed changes	Type of Zoning Map changes	Affected acres
Dispersed areas in neighborhoods east of the Willamette	Proposed zone will better match what is currently built on the site, where existing buildings exceed the residential density allowed by the existing zone. • *See PSC March 16, 2015 staff report: Nonconforming Residential Densities and Use (pp. 1-3)*	Increases in residential density and a correction from open space to residential	11.5
Southeast and North Portland	Proposed change from employment to residential zoning ensures that residences previously approved through a conditional use process won't be nonconforming. • *See PSC March 16, 2015 staff report: Nonconforming Residential Densities and Uses (pg. 1) and April 14, 2015: Consent List: Map Changes (pg. 4)*	Changes from employment zoning (EG1 and EG2) to residential zoning	11.4
Lombard Blvd in St. Johns, outside of the Town Center.	Proposed zone would reduce allowable residential density along this truck route, while recognizing existing development. Fewer new housing units will result in fewer residents exposed to noise, vibration, and air quality impacts of truck traffic that may negatively affect human health. • *See PSC March 10, 2015 staff report: Residential Densities (pp. 26-28 and vii)*	Decreases in residential density	8.3
Dispersed sites citywide	Proposed zone will ease the transition in scale between new infill and adjacent residential development. • *Not addressed in a PSC staff report, but corresponds with Policy 4.26*	Decreases in residential density and a change from commercial to residential zoning**D**	6.5
Glenfair (East) and Maplewood (Southwest)	Increase in zoning potential is proposed because infrastructure improvements have occurred or are underway to support additional housing potential in this well-served location. • *See PSC March 10, 2015 staff report: Residential Densities (p. 9 and 41)*	Increases in residential density	5.6
Collins View (Southwest), Concordia (Northeast), and Montavilla (Southeast)	Proposed residential zone change is because the site is no longer being considered by an adjacent or nearby campus institution for future expansion. • *See PSC March 16, 2015 staff report: Nonconforming Residential Densities and Uses and May 12, 2015 Consent Lists*	Changes from IR (Institutional Residential) zoning to residential	2.3

4b. Zoning Map proposals that address various situations

On a few individual lots, or small clusters of lots (generally less than an acre combined), staff proposes Zoning Map changes that do not fit neatly into categories described elsewhere in this report. In some cases, the proposed changes address a combination of situations. Examples include:

- Fixing split zones
- Acknowledging nonconforming residential density
- Promoting a more consistent pattern of residential development, where infrastructure is in place

There are also a handful of situations in which staff proposes to retain current residential zoning, even though the Comprehensive Plan has been recommended to change. The most common situation is where a new Commercial/Mixed Use designation is shown on the Recommended Comprehensive Plan Map, and existing residential zoning is proposed to be retained because:

- Retention of existing housing stock overrides the need for additional commercial uses at this time, and
- Existing capacity for commercial or other development in the areas is sufficient to meet market demand for commercial development in the next several years.

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4c. Zoning Map proposals that reduce residential density to ease David Douglas School District's overcrowding

A small number of properties now zoned R1 or R2 within the David Douglas School District boundary are proposed for Zoning Map changes to help ease the district's current overcrowding. Comprehensive Plan designations on these properties are proposed to be retained.

This approach signals that once the district's current enrollment pressures are alleviated by new facilities and/or programmatic changes, the zoning can change (either through a legislative process or a property owner-initiated quasi-judicial process) to match the higher densities allowed by the Comprehensive Plan designations.

Properties currently zoned R1 are proposed to be changed to R2 (7.8 acres combined), and properties currently zoned R2 are proposed to be changed to R5 22.2 acres combined). Approximately 76 properties are affected by this proposal, all located in the Mill Park and Hazelwood neighborhoods. Properties were selected for this Zoning Map change based on the following criteria:

In conjunction with these proposed map changes, an amendment to the Zoning Code is proposed to add adequate school district capacity as an approval criterion for a base zone change (along with the adequacy of other public services such as sanitary sewer and water).

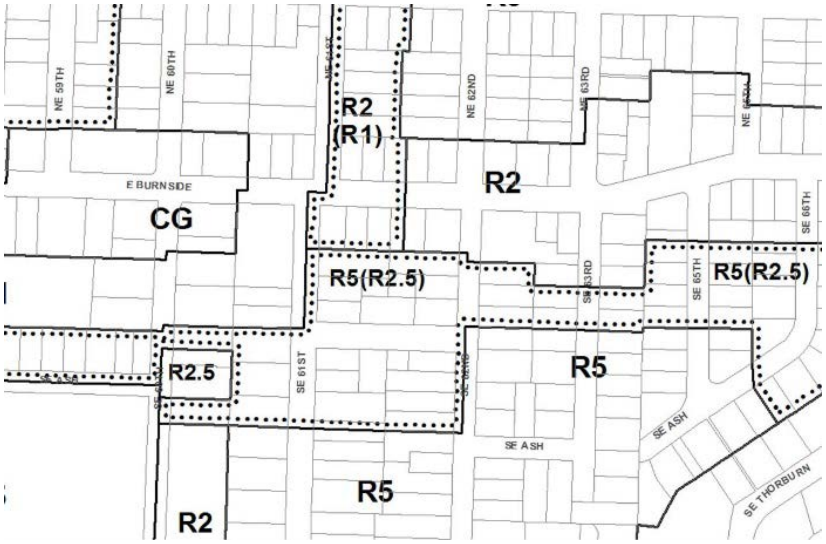
This proposed amendment is included in the package of ***Miscellaneous Zoning Amendments,*** *another Early Implementation project of the Comprehensive Plan update.*

- Not located within a neighborhood center or the Gateway Regional Center
- Currently vacant or developed with a single-dwelling structure
- Identified in the Buildable Lands Inventory as having capacity for 3 or more units

4d. Zoning Map proposals that match 1980 Comprehensive Plan designations

Introduction

Since 1980, the Comprehensive Plan has included a small percentage (about 3.5%) of properties across the city where the existing Comprehensive Plan residential designations and zoning do not match. The City of Portland Official Zoning Map depicts such areas with a dotted line. Properties are labeled with the zoning designation, followed by the Comprehensive Plan designation in parentheses.



Dotted lines illustrate where the zoning differs from the Comprehensive Plan designation.

With a few exceptions, these areas are located in parts of the city where there hasn't been a Comprehensive Plan or Zoning Map update since 1980. However, conditions in these areas have changed through improved infrastructure, demographic and market factors, and increased desirability of living close to the Central City. More than half of the affected neighborhoods are in Inner Southeast Portland.

The *Discussion Draft Residential and Open Space Zoning Map Update* (November 2015) identified several small areas where it is appropriate to up-zone to match Comprehensive Plan designations established in 1980. Generally, these are areas that have access to services, infrastructure in place to support anticipated development, and a history of approved property owner-initiated Zone Map Amendments.

These areas have the potential to provide more diverse housing options near opportunity areas (i.e., locations with close and convenient access to transit, shops, services and amenities).

Each area was evaluated to determine its suitability and readiness for a Zoning Map change.

In this *Proposed Draft*, additional areas are also proposed to match the Comprehensive Plan designation because of the presence of multi-dwelling buildings that were built before the zoning was put in place. Refer to Appendix A for a list of affected properties and reasons for proposals.

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Zoning Review Areas

In addition to the areas proposed for Zoning Map changes described above, the *Discussion Draft Residential and Open Space Zoning Map Update* identified a number of "Zoning Review Areas." These are areas where staff determined that further analysis and community conversation was needed before presenting a recommendation about a Zoning Map change.

In reviewing these areas for suitability and readiness for zone changes, staff considered a number of factors including infrastructure constraints and conditions, actual built densities, recent market activity, demographics and policy direction in the 2035 Comprehensive Plan. Factors were considered on balance, such that minor infrastructure shortcomings might be outweighed by other location strengths, and vice versa.

Generally, residential zones in areas with relatively strong infrastructure investments and proximity to amenities and services are proposed to change to match the long-standing Comprehensive Plan designation. The majority of proposed changes are modest in scale, such as the difference between Residential 5,000 (R5), which mostly allows single-family home development, and Residential 2,500 (R2.5) which allows single-family home development as well as duplexes and row houses.

In areas farther from centers, with more limited infrastructure and/or with other constraints (such as steep slopes), staff has generally proposed to retain current zoning. In these areas, property owners would continue to be able to request an individual zone change through a land use review process, subject to meeting approval criteria in the Zoning Code.

Zoning Review Areas in which the residential zoning is proposed to change are described in Appendix B, listed alphabetically by neighborhood.

Summary notes from neighborhood discussions about potential zone changes can be found in Appendix G.

Evaluation Methodology

An initial set of criteria was developed to evaluate these potential zone changes. Evaluation criteria allowed for comparison of different areas to ensure that like situations were being analyzed in like ways. An initial high/medium/low score was assigned to each area; this initial score served as a basis for closer examination including field visits and additional analysis.

For each criterion below, a positive score indicated greater suitability for a zone change:

- Proximity to centers
- Lack of substandard streets, water system constraints, and other infrastructure barriers
- Transportation capacity
- Existing development that exceeds the allowable density in the current zone (typically a legacy of less restrictive zoning in the past)
- Lot sizes that are smaller than allowed in the current zone
- Underlying plats and/or alleys

- Properties that have zoning in place to match the Comprehensive Plan, approved through owner-initiated Land Use Reviews
- Existing development allowed through lot confirmations
- Low potential for displacement of tenants as a result of redevelopment

Following publication of the Discussion Draft in November 2015, staff contacted neighborhood associations in which Zoning Review Areas are located. Fourteen of these associations invited staff to attend meetings to present information, answer questions and hear feedback. Additional comments were accepted through email and the Map App. Through these meetings and follow-up feedback, residents suggested additional evaluation criteria, including:

- Historic neighborhood character
- Differences in infrastructure sufficiency within a neighborhood
- Timing of scheduled infrastructure improvements
- Availability of on-street parking
- Motor vehicle/bike/pedestrian road conflicts
- Access to transit and services as measured by actual walking distances (taking into account barriers)
- Steep slopes
- Impact on yards and gardens
- Air pollution
- Tree canopy
- Sustainability and resilience
- Availability of parks
- Neighborhood demographics
- Housing affordability and displacement
- History of under-served communities negatively affected by land use changes

Staff considered many of these factors while continuing to evaluate Zoning Review Areas for suitability and readiness for zone changes. For example, proposals for the areas north of the Mt. Tabor volcanic butte and the northeast corner of Eastmoreland were modified to consider steep slopes.

Affordability and Displacement

Many residents raised concerns that redevelopments purred by a zone change may affect housing affordability and may result in possible displacement of tenants. The Recommended Draft 2035 Comprehensive Plan includes policies that require consideration of potential impacts of "plans…to identify potential disparate impacts on housing choice, access and affordability for protected classes and low-income households…" (Impact Analysis, Policy 5.11). Policy 5.14 (Gentrification/Displacement Risk) directs the City to "evaluate plans … for the potential to increase housing costs for, or cause gentrification/displacement of communities of color, low- and moderate-income households, and renters…"

In general, housing affordability in Portland as a whole depends on increasing the housing supply to keep up with housing demand. As more households, often with more income, seek housing in Portland, the amount of rent or purchase price that owners can get for existing housing will increase. Zoning or other policies that reduce the potential for housing development inevitably increase housing affordability problems in general. These restrictions, coupled with high demand, reduce equitable access to these higher opportunity neighborhoods, which have good services, amenities and transit and job access.

On the other hand, new development can be associated with housing becoming more expensive in particular locations. The rents and prices for new development are higher than for existing units even if the new units increase supply overall. An influx of additional residents, often with more income, can increase the amount of commercial and other services in a neighborhood. In the short term, there can be greater demand for particular locations and more rapid housing costs increase for nearby existing housing. Lower income renters are particularly vulnerable to both the redevelopment of the older buildings in which they live and the increase in housing prices in redeveloping neighborhoods. These renters inequitably experience loss of housing stability and the ability to live in their current neighborhoods. Renters and lower income households also typically do not get to influence these redevelopment decisions.

Staff looked at the current percentage of renter-occupied homes[1] in each Zoning Review Area as one way to consider the degree to which a zone change may indirectly result in displacement of tenants, if properties were redeveloped. Zoning Review Area evaluation criteria were equally weighted and considered on balance. For areas that didn't score high on other factors (e.g., locational characteristics, infrastructure, etc.), a relatively high renter-occupancy rate generally tipped the scale towards recommending against a zone change at this time.

Zoning Review Area Recommendations

The following table lists staff's recommendations for all Zoning Review Areas. Recommendations are based on evaluation criteria addressed above. Areas are listed alphabetically by neighborhood. The tables include:

- Recommendations for zone changes to match the 1980 Comprehensive Plan: further detail about these areas (organized alphabetically by neighborhood) is included in Appendix B.
- Recommendations for no change: these areas are listed in Appendix C.

[1] Zoning Review Area occupancy data is estimated from Multnomah County property records, and is specific to the boundaries of the Zoning Review Areas. This data has been compared with citywide occupancy data from the 2012-2015 American Community Survey.

Table 2: Zoning Review Areas

Location of Zoning Review Area	Zone change recommended?
Ardenwald-Johnson Creek	No
Concordia near 22nd & Lombard	No
Concordia, NE Killingsworth	Yes
Creston-Kenilworth, NE of SE Holgate & Chavez	Yes
Creston-Kenilworth, north of SE Gladstone, west of Chavez	No
Creston-Kenilworth, north of SE Gladstone, east of Chavez	No
Creston-Kenilworth, near Foster & Powell	Yes
Eastmoreland near SE Moreland	No
Eastmoreland near SE Woodstock & Chavez	No
Hosford-Abernathy, Division & SE 12th	Yes
Hosford-Abernathy, SE 21st and SE Powell	Yes
Madison South	No
Mt Tabor, E Burnside & 58th-77th, minus area on next line	Yes
Mt Tabor, E Burnside & 66th-77th, and west of SE Thorburn	No
Mt Tabor, SE 60th & Stark	Yes
Mt Tabor, Division & 70th-76th	Yes
Mt Tabor, SE Division & 51st-64th	No
North Tabor, NE 58th & 59th	No
North Tabor, N of Glisan, 63rd-68th	Yes
North Tabor, N of Glisan, 60th-65th	Yes
North Tabor, S of Glisan, 61st-65th	Yes
Overlook	Yes
Piedmont	Yes
Portsmouth	No
Reed, b/w SE Schiller & Long, 36th-38th	Yes
Reed, Schiller to 28th	No
Reed, west of Chavez, south of Schiller	No
Richmond/HAND, b/w Hawthorne Powell	Yes
Richmond, along SE Chavez b/w Hawthorne & Division	Yes
Rose City Park (R1 and R2), S of NE Halsey	Yes
Rose City Park (RH), S of NE Halsey	Up to R1 only
Rose City Park, NE Halsey & 42nd	Yes
Sellwood-Moreland, Lambert & SE 22nd	Yes
Sunnyside/Mt Tabor, N of Belmont, 42nd-53rd	Yes
Sunnyside/Mt Tabor, SE Hawthorne, 45th-52nd	Yes
St Johns, N Fessenden/N Columbia	Yes
St Johns, N Allegheny & Fessenden	No
University Park	No
Woodstock, near SE Woodstock, 36th-SE 60th	Yes
Woodstock, N of Woodstock, Chavez-40th	Yes
Woodstock, S of Holgate, E of Chavez	No
Woodstock, S of Holgate & 52nd	No

5. Appendices and Maps

A. Proposed Zoning Map changes to match 1980 Comprehensive Plan Designation, outside Zoning Review Areas
B. Zoning Review Areas proposed for Zoning Map changes
C. Zoning Review Areas with no proposed Zoning Map changes
D. Index of Related PSC Staff Reports
E. 2035 Comprehensive Plan Land Use Designations
F. Proposed Residential Zone Definitions
G. Summaries of Zoning Review Area Neighborhood meetings

Map 1. Proposed Draft Changes in Residential and Open Space Zoning

Map 2. Proposed Draft Residential and Open Space Zoning
(includes both proposed changes and existing zoning with no proposed changes)

Map 3. Downzone Areas in David Douglas School District

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Appendix A: Proposed Zoning Map changes to match 1980 Comprehensive Plan Designation, outside Zoning Review Areas

Record ID	Location	Proposed Change	Area (Acres)	Reason for Proposal
1249	Far Southwest	R10 to R5	2	These sites have the infrastructure in place to support the R5 designation. There have also been zoning map amendments approved in the area further supporting the proposed change.
1213	Mt Tabor: SE Division & 64th	R5 to R1	1.1	Split zone within single designation on a site developed as an assisted living facility owned by Courtyard Assisted Members LLC.
1205	Mt Tabor: 60th & Belmont	R5 to R2	5.9	Multiple sites developed with uses that exceed the existing R5 zones: an apartment building at 911 SE 60th; an assisted living facility, the Marquis Mt Tabor at 6040 SE Belmont; a dormitory owned by the Institute for International Christian Communication at 6012 SE Yamhill; a church affiliated with the Oregon Conference Adventist Churches at 1001 SE 60th; and a duplex at 6120-6122 SE Yamhill.
1208	Mt Tabor: 52nd & Burnside	R2 to R1	0.5	Two sites that are developed with apartment and condominium buildings that meet the R1 density.
1204	North Tabor: NE 66th & Glisan	R5 to R2	0.2	A four-plex that meets the R2 density.
1248	Northwest: NW Thurman	R10 to R5	3.7	These sites have the infrastructure in place to support the R5 designation. There have also been zoning map amendments approved in the area further supporting the proposed change.
1207	Reed: Tucker-Maxon School	R5 and R2.5 -> R2.5	0.7	Split zone within single designation
1202	South Tabor: SE 50th & Woodward	R2 to R1	0.2	A triplex that meets the R1 density and a duplex.
1206	Sunnyside: SE Belmont & Chavez	R2 to R1	1	Split zone and nonconforming residential density sites, including a REACH Community Development owned apartment at 804 SE Cesar E Chavez and an apartment complex at 600-610 SE Cesar E Chavez.
1250	West Portland Park: SW Capitol near SW Dickinson	R7 to R2	2.6	These sites have the infrastructure in place to support the R2 designation and have no known hazards or constraints. They are within a block of a park and library and within a 1 to 2 blocks of transit service.

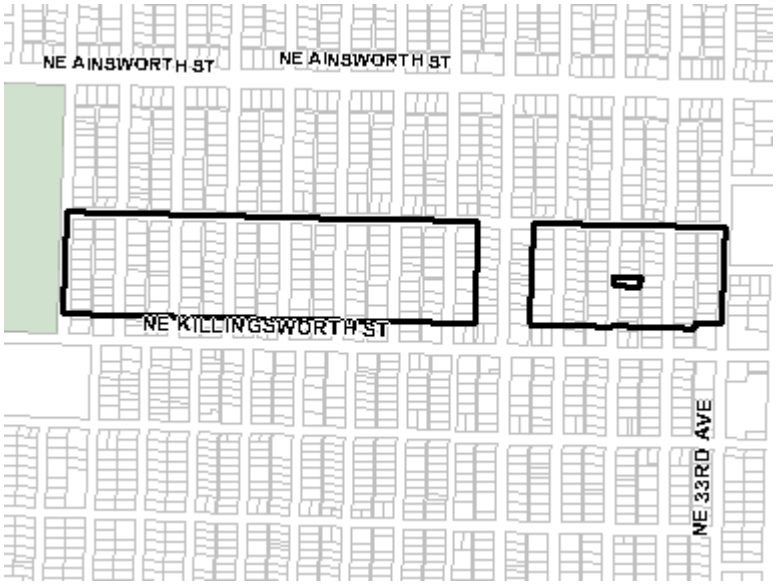
Appendix B: Zoning Review Areas proposed for Zoning Map changes

Concordia Neighborhood, North of NE Killingsworth between 22nd and 33rd

Comprehensive Plan Designation: Residential 2,500

Existing Zoning: R5

Proposed Zoning: R2.5



Area proposed for zoning change to R2.5

- **Proximity to amenities and services**: This area is located north of Killingsworth Street between 22nd and 33rd Ave. Most of the area designated R2.5 is situated within ½ mile of the Alberta Neighborhood Center. There are three bus lines serving the area: the #17 bus runs along 27th Avenue; the #70 runs along 33rd Avenue, and the #72 runs along Alberta Street to 30th Avenue to Killingsworth Street. Line 72 is a frequent service line (15 minutes or less throughout the day), and lines 17 and 70 have 20-minute or less service most of the day. The proximity of this area to transit, amenities and services suggests that this area is a good location for a range of housing types.
- **Infrastructure availability:** There are no water, sewer or stormwater systems constraints.
- **Lot sizes and built densities:** Of a total of 199 lots in this review area, 9 are under 3,000 square-feet in size. The original platting for much of Concordia is 25'x100' lots which are combined so that the typical house is developed on a 50'x100' lot, although there are also several lots of 7,500 and 10,000 square-feet developed with single-family houses. West of 30th Avenue, there are two 2,500 square-foot lots developed with detached houses. One of those lots was confirmed through the Lot Confirmation process, separated from the existing abutting lot that was originally 7,500 square-feet

and is now 5,000 square-feet. There are also two lots of 3,750 square-feet, developed with early 20th century houses.

Between 31st and 33rd Ave there is a similar pattern. There are four lots over 5,000 square-feet, three lots that are 2,500 square-feet, and two lots that are 4,087 and 3,413 square-feet.

There is one multi-dwelling structure, an early 20th century four-plex on a 10,000 square-foot corner lot.

- **Recent development activity:** A total of three lots have seen recent activity:
    - One lot was changed to the R2.5 zone through the quasi-judicial review process in 2012, owned by a non-profit housing development organization.
    - One lot was re-established as a 2,500 square-foot lot through the Lot Confirmation process, and was subsequently developed with a single-family house in 2013. It was originally part of the lot to the north.
    - One existing vacant 2,500 square-foot lot was developed with a single-family house in 2014.
- **Occupancy:** The area west of 30th Ave is approximately 27% tenant-occupied, and east of 31st, west of 33rd Ave is 25% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is adjacent to areas zoned R2 along Killingsworth St, R2.5 south of Killingsworth St, and R5 directly to the north.
- **Feedback received during Discussion Draft review period:** In a conversation with Concordia neighbors on November 18, 2015, key concerns included neighborhood character and affordability. There was interest in how R2.5 would or would not change actual outcomes in demolitions and redevelopment, particularly in relation to underlying lot lines. Neighbors suggested that staff consider owner-occupancy rates as a factor to evaluate potential displacement risk in all Zoning Review Areas.

  Those expressing opposition to a zone change were concerned about incompatible development that is allowed and has occurred on 2,500 square-foot lots, and other issues related to form. The neighborhood did not express concern about additional density and is open to allowing additional units through ADUs and internal conversions of existing homes in order to preserve the existing early 20th century character of the neighborhood.

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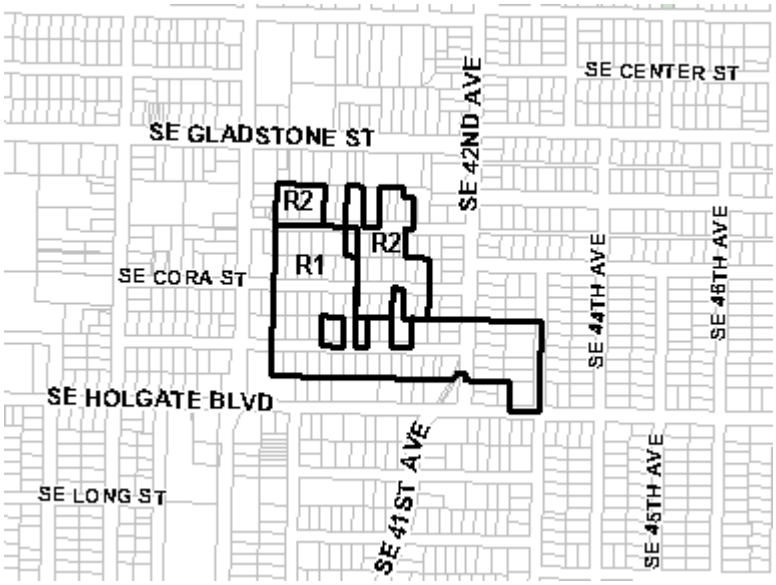
Creston-Kenilworth Neighborhood, East of Chavez Blvd, North of SE Holgate

Comprehensive Plan Designation: R2.5 and R2

Existing Zoning: R5

Proposed Zoning: R2.5 and R2



Areas proposed for zoning changes to R2 and R1

- **Proximity to amenities and services**: This area north of SE Holgate and east of SE Cesar E Chavez is situated within a half mile of the Powell/Creston Neighborhood Center. The #75 bus runs along SE Cesar E Chavez to the west and is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** There are no water, sewer or stormwater systems constraints.
- **Lot sizes and built densities:** There are a number of buildings that include more units than allowed by the current R5 zoning. There are few underlying lots, so this area has some potential for lot confirmations.
- **Recent development activity:** There have been eight individual sites in this area that have gone through a quasi-judicial zone map amendment process to convert to R2.5 or R2. There has been some demolition and redevelopment in this area.
- **Occupancy:** This area is approximately 35% (R5 to R2.5 area) and 43% (R5 to R2 area) tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is surrounded by areas already zoned for R2 and R1 to the north, west and south. The area to the east is zoned R5.
- **Feedback received during Discussion Draft review period:** In a conversation at the Creston-Kenilworth Neighborhood Association meeting on October 26, 2015, a range of considerations were raised, particularly with regard to transportation. Some thought that neighborhoods with stronger connections to MAX and other transit service should be prioritized for more housing options, while others considered that planned bus rapid transit on Powell might be an argument for increasing

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density nearby. Staff had conversations with other staff working on the Powell-Division BRT, which raised additional angles on gentrification risk that informed a more nuanced proposal seen here. One written comment during the Discussion Draft phase proposed that heights should be restricted to 2 stories.

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Creston-Kenilworth Neighborhood, near SE Powell & SE Foster

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5



Areas proposed for zoning change to R2.5

- **Proximity to amenities and services**: This area south of SE Powell, west of SE Foster and east of SE 49th Avenue is situated within a half mile of the Foster/Creston Neighborhood Center. The #9 Powell and #14 Hawthorne buses runs along SE Powell and SE Foster respectively to the north and both are frequent service lines. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** There are no water, sewer or stormwater systems constraints.
- **Lot sizes and built densities:** There are a number of lots in this area that are smaller than 4750 square feet, the threshold for allowing two dwelling units if the area were to be rezoned to R2.5. Therefore, in much of this Zoning Review Area, a change in zoning would have no effect. There are no underlying lots, so this area does not have the potential for lot confirmations.
- **Recent development activity:** There has been some demolition and redevelopment in this area.
- **Occupancy:** This area is approximately 33% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is adjacent to mixed use areas along SE Foster and an area to the east already zoned for R2.
- **Feedback received during Discussion Draft review period:** In a conversation at the Creston-Kenilworth Neighborhood Association meeting on October 26, 2015, a range of considerations were

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raised, particularly with regard to transportation. Some thought that neighborhoods with stronger connections to MAX and other transit service should be prioritized for more housing options, while others considered that planned bus rapid transit on Powell might be an argument for increasing density nearby. Staff had conversations with other staff working on the Powell-Division BRT, which raised additional angles on gentrification risk that informed a more nuanced proposal seen here. One written comment during the Discussion Draft phase proposed that heights should be restricted to 2 stories.

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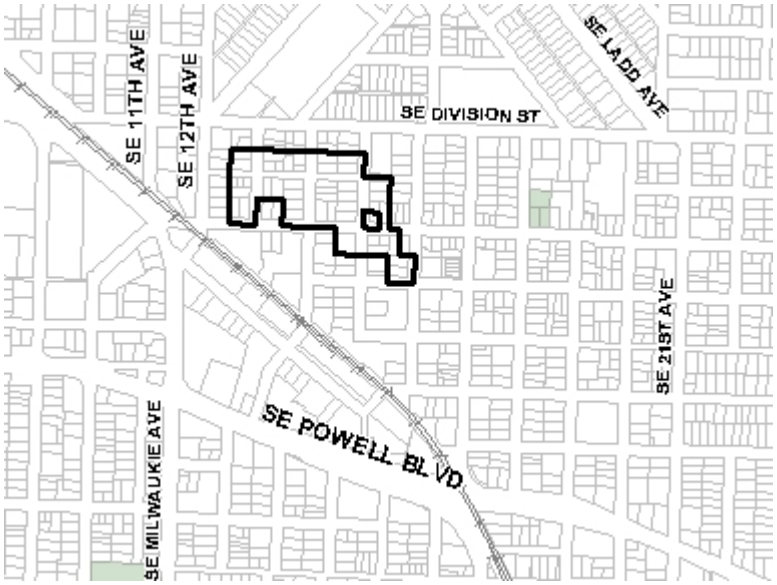
Hosford-Abernethy, near SE Division and SE 12th

Comprehensive Plan Designation: R1

Existing Zoning: R2

Proposed Zoning: R1



Area proposed for zoning change to R1

- **Proximity to amenities and services**: This area south of SE Division, east of SE 12th Avenue and west of SE 16th Avenue is situated within a quarter mile of the Clinton/SE 12th Avenue Station of the Max Orange Line. The #70 12th/33rd and #4 Division/Fessenden buses runs along SE 12th and SE Division respectively to the west and north and the #4 is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The Portland Bike Share is scheduled in the Transportation Systems Plan (TSP) for the Years 1 – 10. The Taggart/Insley – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints.
- **Lot sizes and built densities:** There are a number of buildings that include more units than allowed by the current R2 zoning.
- **Recent development activity:** There has been some demolition and redevelopment in this area.
- **Occupancy:** This area is approximately 56% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.) There are four properties owned by REACH Community Development that provide affordable housing.
- **Additional factors considered:** This Zoning Review Area is adjacent to mixed use areas along SE 12th Avenue and an area to the north and along SE Clinton is already zoned for R1.

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- **Feedback received during Discussion Draft review period:** In a discussion with HAND on November 10, 2015, concerns were raised about parking, illegal housing units and neighborhood notification practices. Some neighbors raised concerns about how distance to transit was measured. Staff reexamined transit access more closely in light of these concerns. There were also concerns about demolitions, including the concern that 1:1 home replacement under R5 already posed a displacement risk. Some neighbors advocated for parking lots for new development.

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Hosford-Abernethy, near SE 21st & SE Powell

Comprehensive Plan Designation: R1

Existing Zoning: R2.5

Proposed Zoning: R1



Area proposed for zoning change to R1

- **Proximity to amenities and services**: This area north of SE Powell Boulevard, east of SE 19th Avenue and west of SE 21st Avenue is situated within a quarter mile of the SE 17th/Rhine Station of the Max Orange Line. The #9 Powell bus runs along SE Powell Boulevard to the south and is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The Portland Bike Share is scheduled in the Transportation Systems Plan (TSP) for the Years 1 – 10. The Taggart/Insley – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints.
- **Lot sizes and built densities:** The address 3124-3134 SE 20TH AVE appears to be developed as a duplex on a 13,000 square foot site. The other lots are developed with single-dwellings on lots that range from 3,300 to 5,000 square feet.
- **Recent development activity:** There has been no recent demolition or redevelopment in this area.
- **Occupancy:** This area is approximately 67% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is adjacent to an employment area along SE Powell Boulevard and an area to the west and north along SE 19th Avenue is already zoned for R1.

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- **Feedback received during Discussion Draft review period:** In a discussion with HAND on November 10, 2015, concerns were raised about parking, illegal housing units and neighborhood notification practices. Some neighbors raised concerns about how distance to transit was measured. Staff reexamined transit access more closely in light of these concerns. There were also concerns about demolitions, including the concern that 1:1 home replacement under R5 already posed a displacement risk. Some neighbors advocated for parking lots for new development.

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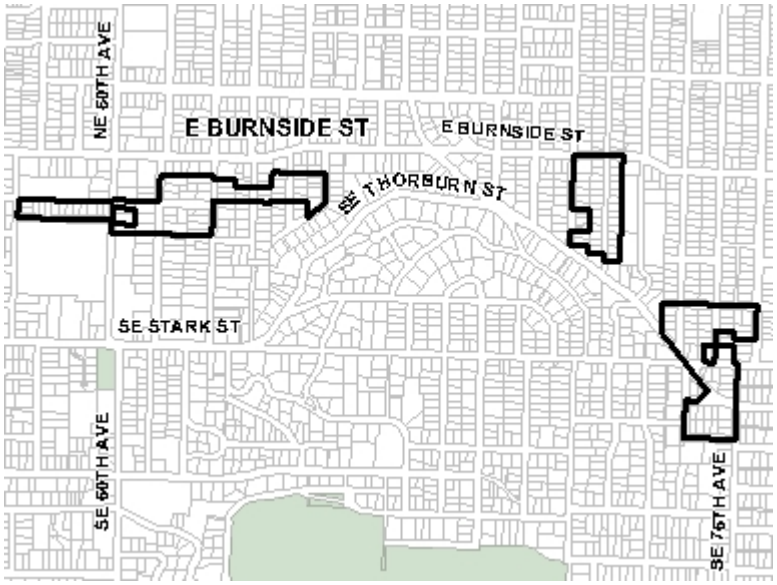
Mt. Tabor, south of E Burnside from SE 58th to SE 77th

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5



Areas proposed for zoning change to R2.5

- **Proximity to amenities and services**: This large area south of E Burnside Street, west of SE 58th Avenue and east of SE 77th Avenue is situated within ½ mile both of the 60th Avenue Neighborhood Center and the Montavilla Neighborhood Center. In the Trimet Annual Service Plan and Service Enhancement Plan priorities, the #20 Burnside bus will be increasing frequency starting in March 2017. The #15 Belmont/NW 23rd runs along SE Belmont and Yamhill to SE 76th to the south and the #72 Killingsworth/82nd runs along SE 82nd to the east and both are frequent service lines. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The Inner E Burnside Ped/Bike Improvements is scheduled in the Transportation Systems Plan (TSP) for the Years 1 – 10. The SE Seventies Bikeway is listed on the TSP for Years 1-10. The Holladay/Stark/Sullivan – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints.
- **Lot sizes and built densities:** There are a number of lots in this area that are smaller than 4750 square feet, the threshold for allowing two dwelling units if the area were to be rezoned to R2.5. Therefore, in much of this Zoning Review Area, a change in zoning would have no effect. There are few underlying lots, so this area has some potential for lot confirmations.
- **Recent development activity:** There have been five individual sites in this area that have gone through a quasi-judicial zone map amendment process to convert to R2.5. There has been some demolition and redevelopment in this area.

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- **Occupancy:** This area is approximately 23% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is adjacent to mixed use and multi-dwelling areas along E Burnside and an area to the east already zoned for R1 adjacent to the Montavilla Neighborhood Center.
- **Feedback received during Discussion Draft review period:** In a conversation with Mt. Tabor neighbors on November 19, 2015, key themes included parking, walkability/livability, steep slopes, and general concerns about density. Staff took additional steps to incorporate analysis of steep slopes, which is reflected in the current proposal.

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Mt. Tabor, SE 60th North of SE Stark

Comprehensive Plan Designation: R2

Existing Zoning: R5

Proposed Zoning: R2



Area proposed for zoning change to R2

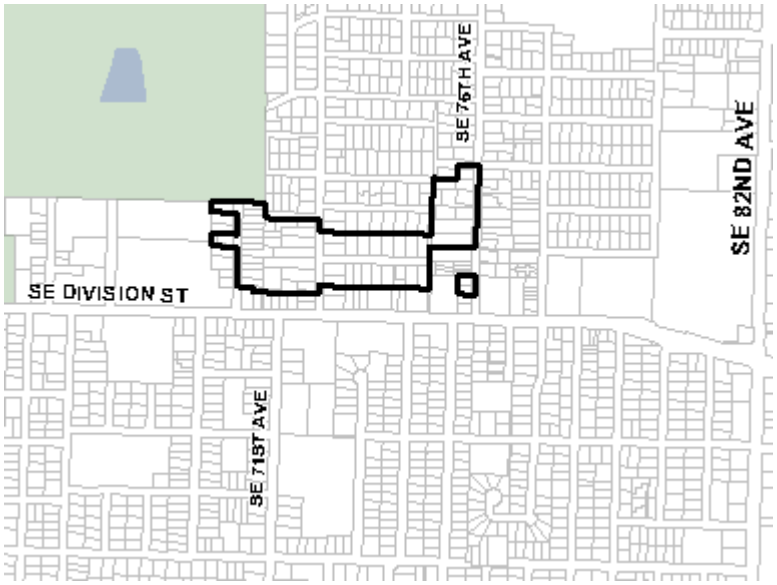
- **Proximity to amenities and services**: This area straddles SE 60th Avenue, north of SE Stark Street and south of E Burnside Street. The #15 Belmont/NW 23rd bus travels south of this area and is a frequent service line.
- **Infrastructure availability:** The Sixties Neighborhood Greenway is listed on the TSP for Years 1 – 10. The Holladay/Stark/Sullivan – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or storm water systems constraints.
- **Lot sizes and built densities:** This area is owned by the Portland General Electric Company and is developed as a power substation.
- **Recent development activity:** There has been no recent development activity.
- **Occupancy:** This area contains no housing.
- **Feedback received during Discussion Draft review period:** In a conversation with Mt. Tabor neighbors on November 19, 2015, key themes included parking, walkability/livability, steep slopes, and general concerns about density. Staff took additional steps to incorporate analysis of steep slopes, which is reflected in the current proposal.
- **Additional factors considered:** This Zoning Review Area is adjacent to R2 areas to the west, south and north.

Mt. Tabor, North of SE Division between 70th and 76th

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5



Area proposed for zoning change to R2.5

- **Proximity to amenities and services**: This area north of SE Division Street, west of SE 70th Avenue and east of SE 76th Avenue is situated within ½ mile of the Jade Neighborhood Center. The #4 Division/Fessenden runs along SE Division Street to the south and the #72 Killingsworth/82nd runs along SE 82nd to the east and both are frequent service lines. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The Inner Division Corridor Improvements, Phase 3 is listed on the TSP for Years 11–20. The SE Seventies Bikeway is listed on the TSP for Years 1-10. There are no water, sewer or stormwater systems constraints.
- **Lot sizes and built densities:** There are a number of lots in this area that are smaller than 4750 square feet, the threshold for allowing two dwelling units if the area were to be rezoned to R2.5. Therefore, in much of this Zoning Review Area, a change in zoning would have no effect. There are few underlying lots, so this area has some potential for lot confirmations.
- **Recent development activity:** There have been five individual sites in this area that have gone through a quasi-judicial zone map amendment process to convert to R2.5. There has been some demolition and redevelopment in this area.
- **Occupancy:** This area is approximately 23% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)

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- **Additional factors considered:** This Zoning Review Area is adjacent to multi-dwelling areas of R2 and R1 along SE Division to the south and an area east of SE 76th Avenue zoned for R2.
- **Feedback received during Discussion Draft review period:** In a conversation with Mt. Tabor neighbors on November 19, 2015, key themes included parking, walkability/livability, steep slopes, and general concerns about density. Staff took additional steps to incorporate analysis of steep slopes, which is reflected in the current proposal.

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North Tabor, North of NE Glisan between 63rd and 68th

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5



Area proposed for zoning change to R2.5

- **Proximity to amenities and services**: This area is north of NE Glisan Street, south of Interstate 84 (I-84), east of NE 63rd Avenue and west of NE 68th Avenue, adjacent to the 60th Avenue Neighborhood Center. The NE 60th Max Station is a quarter mile to the west. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The 60th Ave MAX Station Area Improvements are listed on the Transportation Systems Plan (TSP) for the Years 1 – 10. The Sixties Neighborhood Greenway is listed on the TSP for Years 1 – 10. There are substandard streets. The Holladay/Stark/Sullivan – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints.
- **Lot sizes and built densities:** There are a number of lots in this area that are smaller than 4750 square feet, the threshold for allowing two dwelling units if the area were to be rezoned to R2.5. Therefore, in much of this Zoning Review Area, a change in zoning would have no effect. There are many underlying lots, so this area have the potential for lot confirmations. There are a number of buildings that include more units than allowed by the current R5 zoning.
- **Recent development activity:** There have been eight individual sites in this area that have gone through a quasi-judicial zone map amendment process to convert to R2.5. There has been some demolition and redevelopment in this area.

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- **Occupancy:** This area is approximately 46% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is adjacent to a mixed use area along NE Glisan Street and across from High Density Residential – RH zoning on the west side of NE 60th Avenue.
- **Feedback received during Discussion Draft review period:** In a conversation with North Tabor neighbors on November 17, 2015, key themes included displacement and affordability, environmental preservation and tree canopy, and types of development. One concern raised was that the current situation (requiring quasi-judicial up-zoning to the Comprehensive Plan designation) creates a deeper imbalance between "regular" homeowners and professional developers, putting the former at a disadvantage if they want to make changes to their properties. During the Discussion Draft phase, several neighbors wrote in with particular concerns about changing from R2 to R1 on a smaller street, and their concerns are reflected in the current proposal. Other neighbors wrote in support of some R1 changes, although one believed the ideal solution would be an R1 zone with additional height restrictions.

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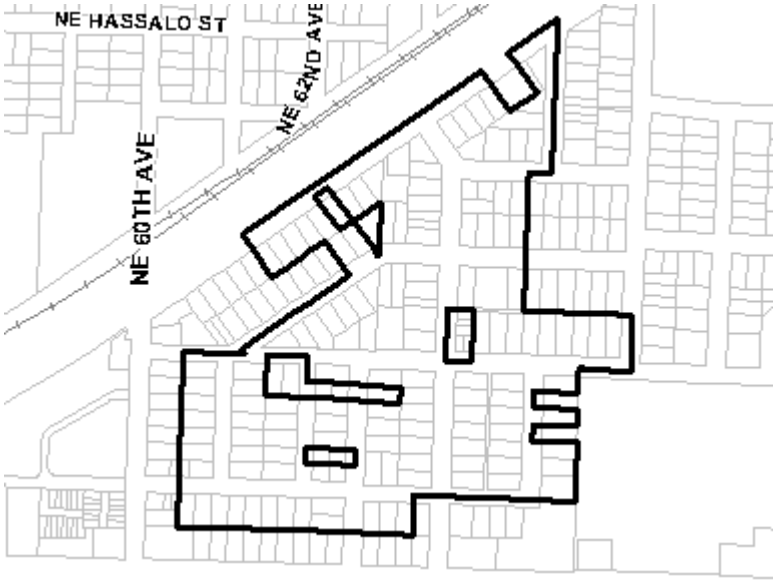
North Tabor, North of NE Glisan between 60th and 65th

Comprehensive Plan Designation: R1

Existing Zoning: R5 and R2

Proposed Zoning: R1



Area proposed for zoning change to R1

- **Proximity to amenities and services**: This area is north of NE Glisan Street, south of Interstate 84 (I-84), east of NE 60th Avenue and west of NE 65th Avenue. The NE 60th Max Station is within a quarter mile to the west. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The 60th Ave MAX Station Area Improvements are listed on the Transportation Systems Plan (TSP) for the Years 1 – 10. The Sixties Neighborhood Greenway is listed on the TSP for Years 1 – 10. There are substandard streets. The Holladay/Stark/Sullivan – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints.
- **Lot sizes and built densities:** All the properties currently zoned R2 are duplexes with the exception of 6342-6348 NE Willow Street, which is a four-plex. The R5 zoned lots are developed with single-dwellings and duplexes on lots that range from 2,500 to 12,470 square feet.
- **Recent development activity:** The duplex at 6016-6020 NE Willow Street is the only redevelopment in this area since 1995.
- **Occupancy:** This area is approximately 100% tenant-occupied for the properties currently zoned R2 and 26% tenant-occupied for the properties currently zoned R5. (For comparison, 47% of households are tenant-occupied citywide.)

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- **Additional factors considered:** This Zoning Review Area is adjacent to a mixed use area along NE Glisan Street and across from High Density Residential – RH zoning on the west side of NE 60th Avenue.
- **Feedback received during Discussion Draft review period:** In a conversation with North Tabor neighbors on November 17, 2015, key themes included displacement and affordability, environmental preservation and tree canopy, and types of development. One concern raised was that the current situation (requiring quasi-judicial up-zoning to the Comprehensive Plan designation) creates a deeper imbalance between "regular" homeowners and professional developers, putting the former at a disadvantage if they want to make changes to their properties. During the Discussion Draft phase, several neighbors wrote in with particular concerns about changing from R2 to R1 on a smaller street, and their concerns are reflected in the current proposal. Other neighbors wrote in support of some R1 changes, although one believed the ideal solution would be an R1 zone with additional height restrictions.

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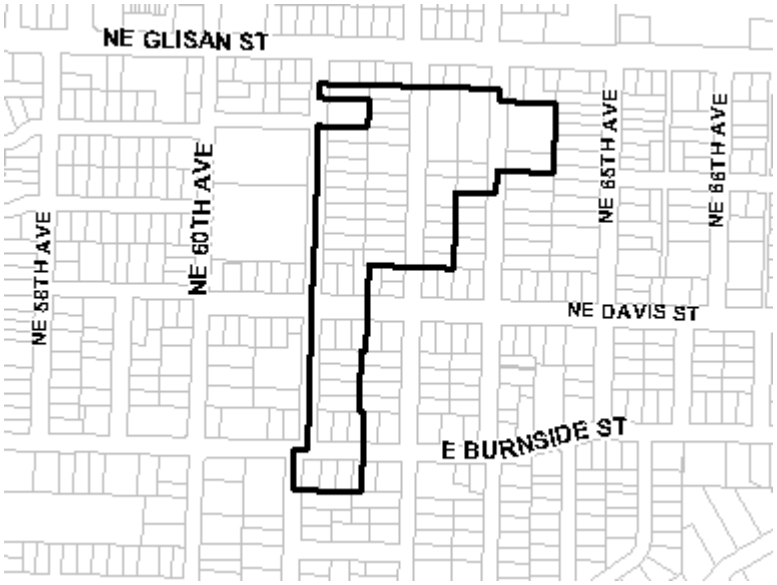
North Tabor, South of NE Glisan between 61st and 65th

Comprehensive Plan Designation: R1

Existing Zoning: R2

Proposed Zoning: R1



Area proposed for zoning change to R1

- **Proximity to amenities and services**: This area is south of NE Glisan Street, to one parcel south of E Burnside, east of NE 61st Avenue and west of SE 65th Avenue, adjacent to the 60th Avenue Neighborhood Center. The NE 60th Max Station is a quarter mile to the north for a portion of the properties nearest to NE Glisan Street. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The 60th Ave MAX Station Area Improvements are listed on the Transportation Systems Plan for the Years 1 – 10. The Sixties Neighborhood Greenway is listed on the TSP for Years 1 – 10. The Inner E Burnside Ped/Bike Improvements is scheduled in the Transportation Systems Plan (TSP) for the Years 1 – 10. The Holladay/Stark/Sullivan – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints.
- **Lot sizes and built densities:** There some underlying lots, so this area has potential for lot confirmations. There are a number of duplexes and multi-dwelling structures that meet the current R2 zoning.
- **Recent development activity:** There has been one individual site in this area that has gone through a quasi-judicial zone map amendment process to convert to R1. There has been some demolition and redevelopment in this area.

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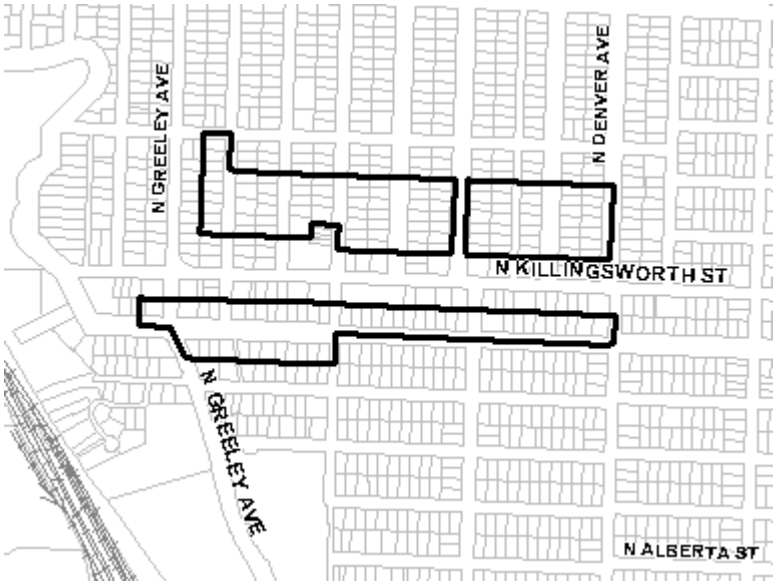
- **Occupancy:** This area is approximately 35% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is adjacent to mixed use areas along NE Glisan Street and E Burnside Street, as well as, the Multi-Dwelling Residential 1,000 (R1) across the street on the west side of NE 60th Avenue.
- **Feedback received during Discussion Draft review period:** In a conversation with North Tabor neighbors on November 17, 2015, key themes included displacement and affordability, environmental preservation and tree canopy, and types of development. One concern raised was that the current situation (requiring quasi-judicial up-zoning to the Comprehensive Plan designation) creates a deeper imbalance between "regular" homeowners and professional developers, putting the former at a disadvantage if they want to make changes to their properties. During the Discussion Draft phase, several neighbors wrote in with particular concerns about changing from R2 to R1 on a smaller street, and their concerns are reflected in the current proposal. Other neighbors wrote in support of some R1 changes, although one believed the ideal solution would be an R1 zone with additional height restrictions.

Overlook Neighborhood

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5



Area proposed for zoning change to R2.5

- **Proximity to amenities and services:** This area has two sections off Killingsworth. Both areas are between N Greeley and N Interstate. The Killingsworth Town Center bounds these two areas, with coffee shops and restaurants nearby. The number 35 bus line operates on Greeley and the frequent service 72 bus line runs on Killingsworth. In addition, the MAX Interstate, yellow line is adjacent. The proximity of this area to transit, amenities, services, and working class jobs on the peninsula suggests that this area is a good location for a range in housing types.

- **Infrastructure availability:** There are no street, water, sewer or stormwater systems constraints.

- **Lot sizes and built densities:** There are 6 (out of 862) properties that have lots smaller than 5,000 square feet and no buildings that include more units than allowed by the current R5 zoning. There are many underlying lots, so this area has some potential for lot confirmations.

- **Recent development activity:** There has been one individual site in this area that has gone through a quasi-judicial zone map amendment process to convert to R2.5. There has been some demolition and redevelopment since 1995 in this area.

- **Occupancy:** This area is approximately 26% to 30% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)

Additional factors considered: This Zoning Review Area lies in between Mixed Use and R1 zoning on Killingsworth and R5 to the North and South.

- **Feedback received during Discussion Draft review period:** This Zoning Review Area was presented to the Overlook Neighborhood Association land use chair on November 10, 2015. Several online comments about development on Interstate suggested that the some residents were concerned about increased density in the neighborhood.

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Piedmont Neighborhood, Near N Rosa Parks

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5



Area proposed for zoning change to R2.5

- **Proximity to amenities and services**: This area is just north of the Killingsworth Town Center and adjacent to Peninsula Park. The number 44 bus line runs on Rosa Parks, a major cross street. With a grocery store, coffee shops, restaurants, and the Max Yellow line nearby, this area is very well served. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** There are no street, water, sewer or stormwater systems constraints.
- **Lot sizes and built densities:** There are 5 (out of 37) properties that have lots smaller than 5,000 square feet and no buildings that include more units than allowed by the current R5 zoning. There are many underlying lots, so this area has some potential for lot confirmations.
- **Recent development activity:** There have been three individual sites in this area that have gone through a quasi-judicial zone map amendment process to convert to R2.5. There has been some demolition and redevelopment since 1995 in this area.
- **Occupancy:** This areas is approximately 30% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is surrounded by areas already zoned for R2 to the north, R5 to the west and east, and R1 to the south off Rosa Parks Blvd.
- **Feedback received during Discussion Draft review period:** This Zoning Review Area was discussed with the Piedmont Neighborhood Association land use chair and several neighborhood residents on October 22, 2015. Residents were concerned about the recent displacement of long term African

American residents and were worried about how this proposal might further impact their neighbors. Due to the rapid changes occurring in their neighborhood, they would like to see more stability in terms of both their neighbors and housing stock. They also stated that relatively recent city investments in infrastructure and affordable housing should warrant additional measures to stabilize the existing community.

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Reed, Near SE Schiller and 37th

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5



Area proposed for zoning change to R2.5

- **Proximity to amenities and services**: This area is south of SE Long Street, north of SE Schiller Street, east of SE 36th Avenue and west of SE Cesar E Chavez. The #75 bus runs along SE Cesar E Chavez to the west and is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The Cesar Chavez Corridor Improvements on the Transportation Systems Plan (TSP) are scheduled for Years 1 – 10. There are no water, sewer or stormwater systems constraints.
- **Lot sizes and built densities:** There are a number of lots in this area that are smaller than 4750 square feet, the threshold for allowing two dwelling units if the area were to be rezoned to R2.5. Therefore, in much of this Zoning Review Area, a change in zoning would have no effect. There are few underlying lots, so this area has some potential for lot confirmations. There are a number of buildings that include more units than allowed by the current R5 zoning.
- **Recent development activity:** There is one individual site in this area on SE Schiller Street that has gone through a quasi-judicial zone map amendment process to convert to R2.5. There has been some demolition and redevelopment in this area.
- **Occupancy:** This area is approximately 44% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)

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- **Additional factors considered:** This Zoning Review Area is adjacent to a mixed use and multi-dwelling area along SE Cesar E Chavez Boulevard and SE Holgate Boulevard. An adjacent area north of SE Long Street is already zoned R2.5.

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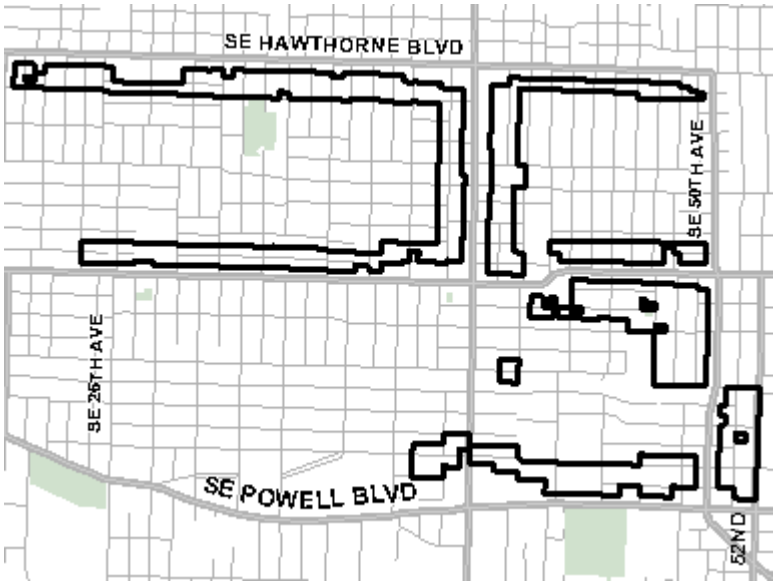
Richmond/Hosford-Abernethy, Between Hawthorne and Powell

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5



Area proposed for zoning change to R2.5

- **Proximity to amenities and services**: This large area is south of SE Hawthorne Boulevard, east of SE 20th Avenue, west of SE 52nd Avenue and north of SE Powell Boulevard. The #14 Hawthorne, the #4 Division/Fessenden, the #75 Cesar Chavez/Lombard, the #9 Powell bus runs along SE Powell are all frequent service lines. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The Cesar Chavez Corridor Improvements on the Transportation Systems Plan (TSP) are scheduled for Years 1 – 10. The SE Division Street Transit Improvements on the TSP are scheduled for Years 11 – 20. The Portland Bike Share is scheduled in the TSP for the Years 1 – 10. The Taggart/Insley – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints.
- **Lot sizes and built densities:** There are a number of lots in this area that are smaller than 4750 square feet, the threshold for allowing two dwelling units if the area were to be rezoned to R2.5. Therefore, in much of this Zoning Review Area, a change in zoning would have no effect. There are a few underlying lots, so this area does have some potential for lot confirmations. There are a number of buildings that include more units than allowed by the current R5 zoning.
- **Recent development activity:** There have been seventeen sites in this area that have gone through a quasi-judicial zone map amendment process to convert to R2.5. There has been some demolition and redevelopment in this area.

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- **Occupancy:** This area is approximately 30% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is adjacent to mixed use and multi-dwelling areas along SE Hawthorne Street, SE Division Street, SE Cesar E Chavez Boulevard, SE Powell Boulevard and SE 50th Avenue.
- **Feedback received during Discussion Draft review period:** At a meeting of the Richmond Neighborhood Association on November 23, 2015, key concerns included design and character, and demolition controls. Suggestions for criteria included: recent activity in Zoning Map Amendments, displacement risk, road capacity (including bikes), parks availability, and street orientation with regard to sunlight. Voices who viewed possible changes more positively (including a written follow-up comment) noted that R2.5 might encourage a more gradual pace of change in neighborhoods. Neighbors were also eager for the Residential Infill Project to develop further. Additional comments during the Discussion Draft phase raised concerns about parking availability near Richmond Elementary, while another raised the need for infill development.

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Richmond, along SE Chavez, Between Hawthorne and Division

Comprehensive Plan Designation: R1

Existing Zoning: R5

Proposed Zoning: R1



Area proposed for zoning change to R1

- **Proximity to amenities and services**: This area is on either side of SE Cesar E Chavez Boulevard, south of SE Hawthorne Street and north of SE Division Street. The #75 Cesar Chavez/Lombard, #14 Hawthorne and the #4 Division/Fessenden buses travel through this area and are all frequent service lines. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The Cesar Chavez Corridor Improvements on the Transportation Systems Plan are scheduled for Years 1 – 10. The Taggart/Insley – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints.
- **Lot sizes and built densities:** There is one building that includes more units than allowed by the current R5 zoning.
- **Recent development activity:** There have been five individual sites in this area that have gone through a quasi-judicial zone map amendment process to convert to R1. There has been some demolition and redevelopment in this area.
- **Occupancy:** This area is approximately 34% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)

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- **Additional factors considered:** This Zoning Review Area is adjacent to mixed use and multi-dwelling areas along SE Cesar E Chavez Boulevard, SE Hawthorne Street and SE Division Street.
- **Feedback received during Discussion Draft review period:** At a meeting of the Richmond Neighborhood Association on November 23, 2015, key concerns included design and character, and demolition controls. Suggestions for criteria included: recent activity in Zoning Map Amendments, displacement risk, road capacity (including bikes), parks availability, and street orientation with regard to sunlight. Voices who viewed possible changes more positively (including a written follow-up comment) noted that R2.5 might encourage a more gradual pace of change in neighborhoods. Neighbors were also eager for the Residential Infill Project to develop further. Additional comments during the Discussion Draft phase raised concerns about parking availability near Richmond Elementary, while another raised the need for infill development.

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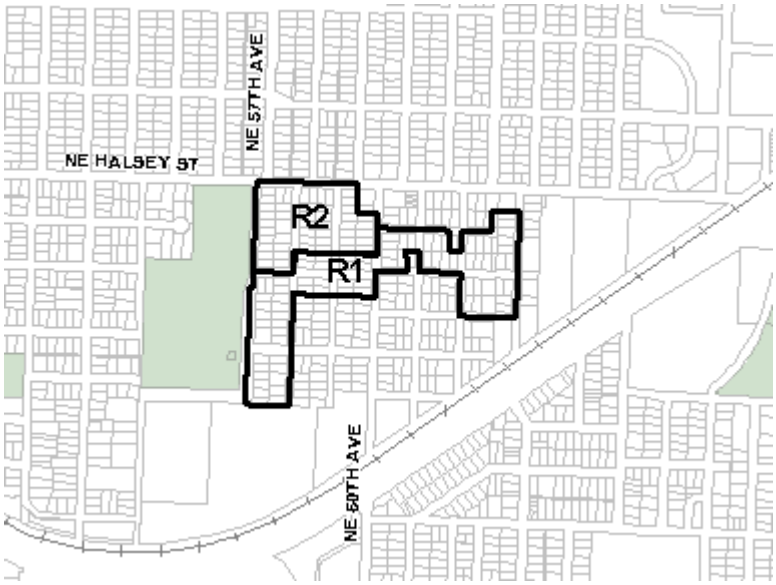
Rose City Park, South of NE Halsey

Comprehensive Plan Designation: R1, R2

Existing Zoning: R5

Proposed Zoning: R1, R2



Areas proposed for zoning change to R2 and R1

Proximity to amenities and services: This area is south of NE Halsey Street, north of Interstate 84 (I-84), east of 57th Avenue and west of SE 63rd Avenue. The NE 60th Max Station is less than a quarter mile away, providing frequent-service transit. The #77 Broadway/Halsey bus line runs along Halsey Street, and the #71 60th/122nd Ave bus line runs along 60th Avenue. Both lines are cross-town buses offering 20-minute or better peak-hour service. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.

- **Infrastructure availability:** The 60th Ave MAX Station Area Improvements are listed on the Transportation Systems Plan (TSP) for the Years 1 – 10. The Sixties Neighborhood Greenway is listed on the TSP for Years 1 – 10. The Holladay/Stark/Sullivan – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints. There are some unimproved streets where sidewalks are lacking.
- **Lot sizes and built densities:** There is a mix of single-family houses, duplexes and triplexes in the R5(R1) and R5(R2) areas east of 60th Avenue. The same is true west of 60th Avenue, but there is also a ten-plex and a four-plex on 57th Avenue across from Normandale Park. The west side of 60th Avenue to 58th Avenue is entirely developed with single-family houses in the R5(R2) and (R1) area. There is a band of R5(R1) east of 60th to 62nd Ave from Clackamas to Wasco, and to Multnomah east of 62nd, which includes three duplexes and two triplexes.

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In terms of nonconforming densities, there is one duplex in the R5(R2) area that is not on a corner lot. The other three duplexes are on corner lots, allowed in the R5 zone. The aforementioned triplexes, four-plex and ten-plex are in the R5(R1) area, and are out of conformance with the current R5 zoning. In the R5(R1) area there are also nine duplexes that are not on corner lots, and thus are nonconforming in density (unless allowed as single-family houses with ADUs).

- **Recent development activity:** There are two lots internal to the R5(R1) area where the zoning is R1. One of those (61st/Wasco) was changed through a quasi-judicial review in 1998. It is a vacant lot that has never been developed. The other (62nd/Clackamas) was developed with a single-family house in 1989. There have been no quasi-judicial changes in the R5(R2) area.
- **Occupancy:** This area is approximately 27% tenant-occupied in the R5(R2) area, and 41% in the R5(R1) area. (For comparison, 47% of households are tenant-occupied citywide.) Most of the rental housing in this area is in multi-dwelling structures.
- **Additional factors considered:** This Zoning Review Area is adjacent to a mixed use node along NE Halsey Street at 60th Avenue.
- **Feedback received during Discussion Draft review period:** In a meeting with Rose City Park (RCPNA) land use and transportation committee and neighbors, and BPS and PBOT staff on November 10, 2015, a number of suggestions for the Comprehensive Plan map and zoning were raised. A broader neighborhood meeting was held on January 21, 2016 to continue the discussion. Some of the concerns included the distinction between planned transportation improvements and those already in place, air pollution related to the freeway, and a desire to keep yards and private open space intact. Additionally, there was a call to focus up-zoning near the transit station, and possibly to focus opportunities for density on NE 60th first. This conversation generated suggestions for possible Comprehensive Plan amendments to be considered by City Council. RCPNA did testify to City Council during the open testimony period that ended on January 13, 2016 to let Council know that they may propose an amendment to the Comprehensive Plan map during the next phase of testimony. The testimony included a draft map of how the community may want the map to look.

  RCPNA met again on February 18, 2016 to decide whether to propose up-zoning in certain areas of this review area, and possibly expand the Mixed Use area along Halsey Street south along 60th Avenue. At the meeting, there was interest in proposing the Mixed Use designation along 60th Ave. There was also interest in down-designating all of the RH-designated area to R1 or R2. As noted above, RCPNA has asked City Council to amend the Comprehensive Plan map to reflect the neighborhood's stance. Staff proposes to change the R5 zoning throughout this area to R2 (where the 1980 designation is R2) and R1 (where the 1980 designation is either R1 or RH).

Rose City Park, Between NE Hassalo and Wasco near NE 60th

Comprehensive Plan Designation: RH

Existing Zoning: R5*

Proposed Zoning: R1*



Area proposed for zoning change to R1

- **Proximity to amenities and services**: This area is south of NE Wasco Street, north of Interstate 84 (I-84), east of 58th Avenue and west of SE 62nd Avenue. The NE 60th Max Station is less than a quarter mile away, providing frequent-service transit. The #77 Broadway/Halsey bus line runs along Halsey Street, and the #71 60th/122nd Ave bus line runs along 60th Avenue. Both lines are cross-town buses offering 20-minute or better peak-hour service. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The 60th Ave MAX Station Area Improvements are listed on the Transportation Systems Plan (TSP) for the Years 1 – 10. The Sixties Neighborhood Greenway is listed on the TSP for Years 1 – 10. The Holladay/Stark/Sullivan – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints. Several streets in this area are unimproved and do not have sidewalks.
- **Lot sizes and built densities:** There is a mix of single-family houses, duplexes and triplexes in the R5(RH) area east and west of 60th Avenue. There are nine structures containing more than one unit; of those, two are triplexes, six are duplexes, and one is a 12-plex.
- **Recent development activity:** There are five lots internal to the R5(RH) area where the zoning has been changed to RH. Two of those were changed through quasi-judicial reviews in 2004 and both were developed as multi-unit condominiums. The other three lots were changed through the quasi-

judicial review process prior to 1990. They are developed with a single-family house from 1922, a duplex from 1916 and a triplex built in 1973.

- **Occupancy:** This area is approximately 46% tenant-occupied in the R5(RH) area. (For comparison, 47% of households are tenant-occupied citywide.) Most of the rental housing is in the multi-dwelling structures.

- **Additional factors considered:** This Zoning Review Area is adjacent to a mixed use node along NE Halsey Street at 60th Avenue.

- **Feedback received during Discussion Draft review period:** In a meeting with Rose City Park (RCPNA) land use and transportation committee and neighbors, and BPS and PBOT staff on November 10, 2015, a number of suggestions for the Comprehensive Plan map and zoning were raised. A broader neighborhood meeting was held on January 21, 2016 to continue the discussion. Some of the concerns included the distinction between planned transportation improvements and those already in place, air pollution related to the freeway, and a desire to keep yards and private open space intact. Additionally, there was a call to focus up-zoning near the transit station, and possibly to focus opportunities for density on NE 60th first. This conversation generated suggestions for possible Comprehensive Plan amendments to be considered by City Council. RCPNA did testify to City Council during the open testimony period that ended on January 13, 2016 to let Council know that they may propose an amendment to the Comprehensive Plan map during the next phase of testimony. The testimony included a draft map of how the community may want the map to look.

  RCPNA met again on February 18, 2016 to decide whether to propose up-zoning in certain areas of this review area, and possibly expand the Mixed Use area along Halsey Street south along 60th Avenue. At the meeting, there was interest in proposing the Mixed Use designation along 60th Ave. There was also interest in down-designating all of the RH-designated area to R1 or R2. As noted above, RCPNA has asked City Council to amend the Comprehensive Plan map to reflect the neighborhood's stance. Staff proposes to change the R5 zoning throughout this area to R2 (where the 1980 designation is R2) and R1 (where the 1980 designation is either R1 or RH).

*There is one single lot with the R2(RH) zoning/designation in this area. This lot is developed with a duplex on a 5,000 square-foot lot. Like the rest of this review area, the proposal is to change the Comprehensive Plan map designation from RH to R1.

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Rose City Park Neighborhood, Near NE Halsey & 47th

Comprehensive Plan Designation: Residential 2,500

Existing Zoning: R5

Proposed Zoning: R2.5



Area proposed for zoning change to R2.5

- **Proximity to amenities and services**: This area is located between NE Halsey and Multnomah Streets from 47th to 49th Avenue. It is directly served by the #77 Broadway/Halsey busline, and is .4 mile from the #12 Sandy busline. It is about 1/3 mile from the Hollywood Transit Center and light rail station. The #12 bus line and the transit lines all offer frequent service throughout the day. The #77 offers 20-minute or better service throughout the day. The proximity of this area to transit, amenities and services means that this area is a good location for a range of housing types.
- **Infrastructure availability:** There are no infrastructure constraints in this area.
- **Lot sizes and built densities:** This is a subdivision with 78 lots, developed in the early to mid-20th century with single-family houses. Platting for the lots ranges from 3,455 to 9,500 square-feet.
- **Recent development activity:** There has been no recent development activity in the area.
- **Occupancy:** This area is 22% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is adjacent to areas zoned R1 and CXd along the west side of 47th Avenue and R1 north of Halsey. R5 zoning is directly to the east, and the EG2 zone is to the south, up to I-84.

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- **Feedback received during Discussion Draft review period:** The Rose City Park Neighborhood Association Land Use and Transportation Committee met to review this area and the 60th Ave station area. The committee responded that this subdivision should not be up-zoned to match the Comprehensive Plan designation, and testified to City Council as such, due to the fact that there has been no change to the area, essentially since it was developed.

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Sellwood-Moreland

Comprehensive Plan Designation: R2

Existing Zoning: R5

Proposed Zoning: R2



Area proposed for zoning change to R2

- **Proximity to amenities and services**: This area is south of SE Lambert Street, east of SE 21st Avenue, west of SE 23rd Avenue and across the street from Moreland Park. The SE Tacoma/Johnson Creek Max Station is to the southeast and just over a quarter of a mile. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** There are no water, sewer or stormwater systems constraints.
- **Lot sizes and built densities:** There are two 5,000 square foot lots developed with single-dwellings.
- **Recent development activity:** There has been no demolition and redevelopment in this area.
- **Occupancy:** This area is 50% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is adjacent to R2 zoning and multi-dwelling areas to the south and east.

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St John's Neighborhood

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5



Area proposed for zoning change to R2.5

- **Proximity to amenities and services**: This area is bounded by N Columbia Blvd, N Fessenden Ave, and N Columbia Way. It is near a small neighborhood commercial hub on Fessenden with a gas station, corner store, and restaurants. The number 4 frequent service bus line runs on Fessenden too. The new number 11 bus line will connect the neighborhood to the St. John's Bridge to the south and to Smith and Bybee Lake to the north. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** There are no water, sewer or stormwater systems constraints. However, there are transportation constraints on N Columbia Blvd.
- **Lot sizes and built densities:** There are 23 (out of 130) properties that have lots smaller than 5,000 square feet and no buildings that include more units than allowed by the current R5 zoning. There are few underlying lots, so this area has some potential for lot confirmations.
- **Recent development activity:** There have been 4 individual sites in this area that have gone through a quasi-judicial zone map amendment process to convert to R2.5. There has been some demolition and redevelopment since 1995 in this area.
- **Occupancy:** This area is approximately 32% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)
- **Additional factors considered:** This Zoning Review Area is surrounded by areas already zoned for R2 and R1 to the north, west and south. The area to the east is zoned R5.

- **Feedback received during Discussion Draft review period:** In a conversation at the St Johns Neighborhood Association land use meeting on November 11, 2015, affordability was an overarching theme. The neighborhood has been home to working class residents since its inception and community members present expressed concern over ensuring that entry level homes be available for their neighbors. Having witnessed the displacement of many renters, residents wanted to see as many relatively affordable housing options remain in the neighborhood. Neighbors have hope about the land trust model and that houses or townhouses being built in R2.5 zones would be affordable to some living in the St Johns community. There was also concern about parking, design of new buildings, and keeping trees, leading to a suggestion to encourage more housing on vacant lots.

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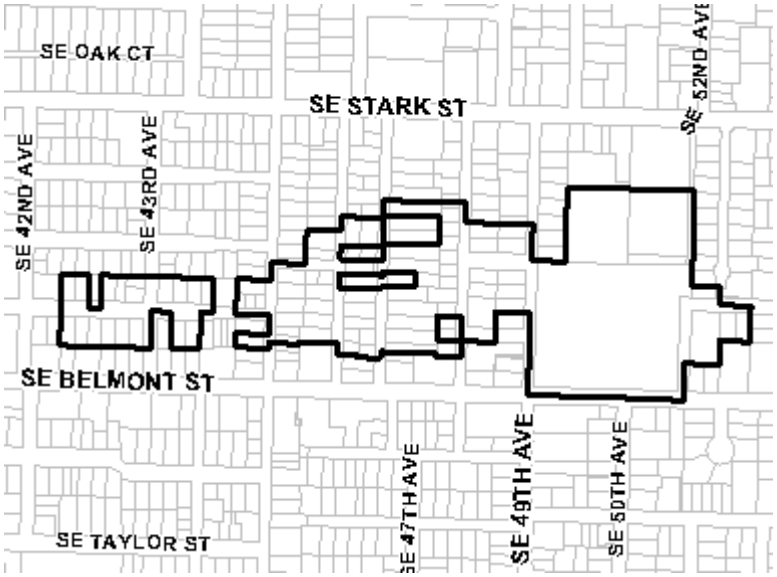
Sunnyside/Mt. Tabor, North of SE Belmont Between 42nd and 53rd

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5



Area proposed for zoning change to R2.5

- **Proximity to amenities and services**: This area is south of SE Stark Street, north of SE Belmont Street, east of SE 42nd Avenue and west of SE 53rd Avenue. The #15 Belmont/NW 23rd runs along SE Belmont and is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The Holladay/Stark/Sullivan – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints.
- **Lot sizes and built densities:** There are a number of lots in this area that are smaller than 4750 square feet, the threshold for allowing two dwelling units if the area were to be rezoned to R2.5. Therefore, in much of this Zoning Review Area, a change in zoning would have no effect. There are relatively few underlying lots, so this area does not have the potential for lot confirmations. There are a number of buildings that include more units than allowed by the current R5 zoning.
- **Recent development activity:** There have been eleven individual sites in this area that have gone through a quasi-judicial zone map amendment process to convert to R2.5. There has been some demolition and redevelopment in this area.
- **Occupancy:** This area is approximately 33% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)

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- **Additional factors considered:** This Zoning Review Area is adjacent to mixed use and multi-dwelling areas along SE Belmont Street.

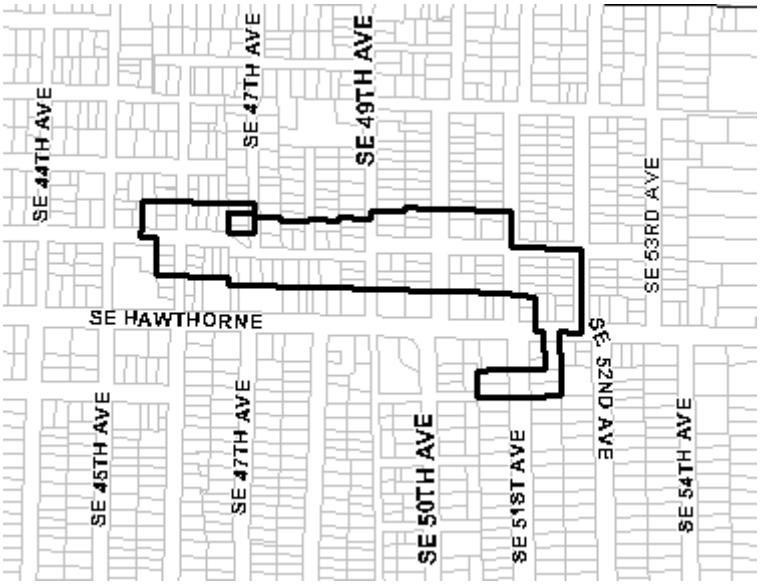
- **Feedback received during Discussion Draft review period:** Staff attended a neighborhood association meeting in Sunnyside on December 10, 2015, though the agenda limited time for conversation. A key concern that emerged was the role of underlying lot lines, which were examined more closely prior to the current proposal.

Sunnyside/Mt. Tabor, Near SE Hawthorne between 45th and 52nd

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5



Area proposed for zoning change to R2.5

- **Proximity to amenities and services**: This area is north of SE Hawthorne Street, south of SE Belmont Street, east of SE 45th Avenue and west of SE 52nd Avenue. The #14 Hawthorne runs along SE Hawthorne and then continues south on SE 50th, is a frequent service line. The #15 Belmont/NW 23rd runs along SE Belmont and is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The Taggart/Insley – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints.
- **Lot sizes and built densities:** There are a number of lots in this area that are smaller than 4750 square feet, the threshold for allowing two dwelling units if the area were to be rezoned to R2.5. Therefore, in much of this Zoning Review Area, a change in zoning would have no effect. There are relatively few underlying lots, so this area does not have the potential for lot confirmations. There are a number of buildings that include more units than allowed by the current R5 zoning.
- **Recent development activity:** There have been two individual sites in this area that have gone through a quasi-judicial zone map amendment process to convert to R2.5. There has been some demolition and redevelopment in this area.
- **Occupancy:** This area is approximately 33% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)

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- **Additional factors considered:** This Zoning Review Area is adjacent to a mixed use area along SE Hawthorne Street.
- **Feedback received during Discussion Draft review period:** Staff attended a neighborhood association meeting in Sunnyside on December 10, 2015, though the agenda limited time for conversation. A key concern that emerged was the role of underlying lot lines, which were examined more closely prior to the current proposal.

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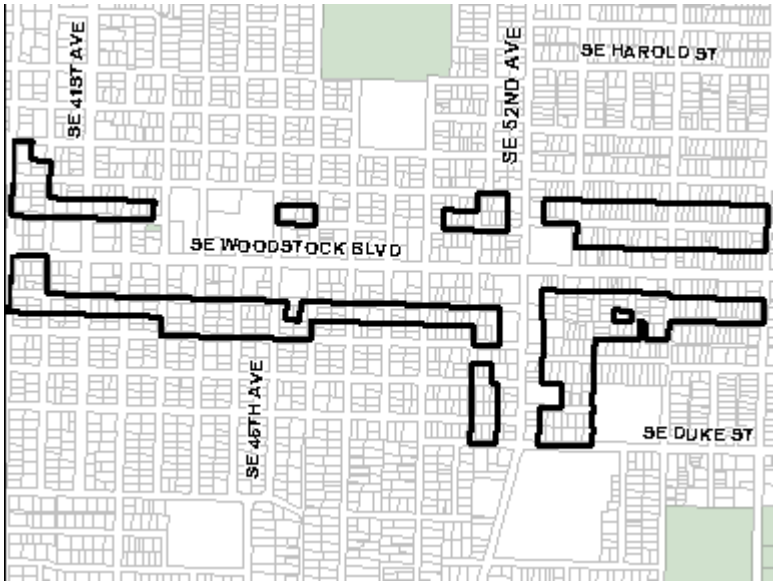
Woodstock, near SE Woodstock Blvd

Comprehensive Plan Designation: R2.5

Existing Zoning: R5

Proposed Zoning: R2.5



Areas proposed for zoning change to R2.5

- **Proximity to amenities and services**: This area is south of SE Reedway Street, north of SE Carlton Street, east of SE 36th Avenue and west of SE 60th Avenue. At SE 52nd, this area continues south to SE Duke Street. This area surrounds the Woodstock Neighborhood Center. The #75 bus runs along SE Cesar E Chavez Boulevard to the west and a portion of SE Woodstock Boulevard and is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The Cesar Chavez Corridor Improvements on the Transportation Systems Plan (TSP) are scheduled for Years 1 – 10. There are substandard streets. The Taggart/Insley – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints.
- **Lot sizes and built densities:** The majority of lots in this area are 5,000 square feet. There are underlying lots in the area east of SE 50th Avenue and north of SE Woodstock Boulevard, so this area has potential for lot confirmations.
- **Recent development activity:** There has been one individual site in this area that has gone through a quasi-judicial zone map amendment process to convert to R2.5. There have been several lot confirmations. There has been some demolition and redevelopment in this area.
- **Occupancy:** This area is approximately 24% tenant-occupied. (For comparison, 47% of households are tenant-occupied citywide.)

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- **Additional factors considered:** This Zoning Review Area is adjacent to a mixed use area along SE Woodstock Boulevard.
- **Feedback received during Discussion Draft review period:** At a meeting with Woodstock neighbors on December 10, 2015, a wide range of concerns emerged, particularly related to nuances of services and infrastructure in the neighborhood, design and character, parking, and neighborhood involvement. The meeting highlighted specifics of transit availability in the neighborhood, and the need to coordinate with information from other government agencies. A follow-up letter highlighted more localized concerns about street capacity and parking on SE Henry.

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Woodstock, at SE Woodstock & SE Cesar E Chavez Blvd

Comprehensive Plan Designation: R2

Existing Zoning: R5

Proposed Zoning: R2



Areas proposed for zoning change to R2

- **Proximity to amenities and services**: This area is north of Woodstock Boulevard, south of SE Knight Street, east of SE Cesar E Chavez Boulevard and west of SE 40th Avenue. The #75 bus runs along SE Cesar E Chavez Boulevard to the west and is a frequent service line. The proximity of this area to transit, amenities and services means that this area is a good location for a range in housing types.
- **Infrastructure availability:** The Cesar Chavez Corridor Improvements on the Transportation Systems Plan (TSP) are scheduled for Years 1 – 10. The Lower SE Bikeway Network Improvements is scheduled in the Transportation Systems Plan (TSP) for the Years 11 – 20. There are substandard streets. The Taggart/Insley – sewer capacity updates project is identified in this area with the timeframe of 2013-2032. There are no water or stormwater systems constraints.
- **Lot sizes and built densities:** There are three lots in this area built with single-dwellings on a block with the other lots zoned R2 and developed with multi-dwellings. Whole Child Montessori Center is located at 5909 SE 40TH AVE, one of the R5 zoned lots.
- **Recent development activity:** There is one individual site in this area that has gone through a quasi-judicial zone map amendment process to convert to R2.
- **Occupancy:** This area is 100% owner-occupied.
- **Additional factors considered:** This Zoning Review Area is adjacent to a mixed use area along SE Woodstock Boulevard.

- **Feedback received during Discussion Draft review period:** At a meeting with Woodstock neighbors on December 10, 2015, a wide range of concerns emerged, particularly related to nuances of services and infrastructure in the neighborhood, design and character, parking, and neighborhood involvement. The meeting highlighted specifics of transit availability in the neighborhood, and the need to coordinate with information from other government agencies. A follow-up letter highlighted more localized concerns about street capacity and parking on SE Henry.

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Appendix C: Zoning Review Areas with no proposed Zoning Map changes

Neighborhood	Proposal	Rationale
Ardenwald-Johnson Creek	Retain R5(R2.5) and R10(R2.5) zoning. *Under consideration by City Council for Comprehensive Plan map amendment to R5 and R10.*	Very low score on infrastructure/proximity analysis. Flooding risk. Many properties have Environmental protection and/or conservation zones.
Concordia near NE 22nd & Lombard	Retain R5(R2.5) zoning. *Under consideration by City Council for Comprehensive Plan map amendment to R5.*	Low score on infrastructure/ proximity analysis. Near industrial.
Creston-Kenilworth north of SE Gladstone and **west** of SE Cesar E Chavez	Retain R5(R1) zoning. The area north of Gladstone may be discussed again in Powell-Division Transit and Development Project.	Higher rate of renters and concern about displacement of tenants if this area were to redevelop without anti-displacement strategies in place.
Creston-Kenilworth north of SE Gladstone and **east** of SE Cesar E Chavez	Retain R5(2.5) zoning. The area north of Gladstone may be discussed again in Powell-Division Transit and Development Project.	Higher rate of renters and concern about displacement of tenants if this area were to redevelop without anti-displacement strategies in place.
Eastmoreland near SE Moreland Lane	Retain R7(R5) zoning. *Under consideration by City Council for Comprehensive Plan map amendment to R7.*	Moderate score on proximity analysis.
Eastmoreland near SE Cesar E Chavez & SE Woodstock	Retain R5(R2.5) zoning.	Moderate score on infrastructure and steep slope.
Madison South	Retain R5(R2.5), R5(R2), R5(R1), or R2(R1) as now applies.	Moderate score on infrastructure/proximity analysis and higher displacement concern.
Mt Tabor south of E Burnside and between SE 56th and 57th	Retain R5(R1) zoning.	Moderate score on infrastructure/proximity analysis and higher displacement concern.
Mt Tabor north of SE Belmont and along SE 60th	Retain R5(R1) zoning.	Moderate score on infrastructure/proximity analysis and higher displacement concern.
Mt Tabor north of SE Division between SE 51st & SE 64th	Retain R5(R2.5) zoning.	Moderate score on infrastructure/proximity analysis.
Mt Tabor south of E Burnside between SE 66th and 71st; west	Retain R5(R2.5) zoning.	Steep slope.

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of SE Thorburn and north of SE Alder		
North Tabor near NE 58th and 59th	Retain R2(R1) zoning.	R2 provides for reasonable range of housing types, and this area of the neighborhood is farther from MAX and main streets.
Portsmouth	Retain R5(R2.5) zoning.	Moderate score on infrastructure/proximity analysis and higher displacement concern.
Reed west of SE Cesar E Chavez and south of SE Schiller	Retain R5(R2.5) zoning.	Moderate score on infrastructure/proximity analysis.
Reed near SE 28th & SE Schiller	Retain R5(R2.5) zoning.	Low score on infrastructure/ proximity analysis.
St Johns near N Allegheny & Fessenden	Retain R5(R2.5) zoning.	Moderate score on infrastructure/proximity analysis and higher displacement concern. Majority of housing was built within last two decades.
University Park	Retain R5(R2.5) zoning.	Moderate score on infrastructure/proximity analysis and higher displacement concern.
Woodstock south of Holgate and east of SE Cesar E Chavez	Retain R5(R2.5) zoning.	Moderate score on infrastructure analysis and farther from center.
Woodstock south of Holgate and SE 52nd	Retain R5(R2.5) zoning.	Moderate score on infrastructure analysis and farther from center.

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Appendix D: Index of Related PSC Staff Reports

PSC Work Session Date	Report Title	Sections Contained	URL
Jan 27, 2015	Centers and Corridors Growth Strategy	• Urban Design Framework Diagram • Comp Plan Map • Investment Strategy • Relationship to Mixed Use Zones • Commercial Gentrification and Displacement	http://efiles.portlandoregon.gov/Record/7159906
Jan 27, 2015	Miscellaneous Consent List #1	• Plan Introduction • Flood Management and Drainage Districts • Right-of-Way Vacation • Trails • Urban Forest/Street Trees • Miscellaneous Policy Recommendations • Other Miscellaneous Mapping Recommendations	http://efiles.portlandoregon.gov/Record/7159910
Feb 24, 2015	School Capacity at David Douglas School District	Introduction to concept, discussion questions, and attachments	http://efiles.portlandoregon.gov/Record/7214182
March 10, 2015	Residential Densities	• Natural Hazards…. • Distance from centers and corridors…. • Historic character in a Conservation District • Down-designations…truck route • Appropriate density…anticipated light rail won't be built…	http://efiles.portlandoregon.gov/Record/7235931
March 10, 2015	Housing Affordability and Residential Compatibility	• Homelessness • Regulated Affordable Housing • Housing Variety & Opportunity Areas	http://efiles.portlandoregon.gov/Record/7235961

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		• Gentrification and Displacement • Residential Compatibility	
March 24, 2015	Open Space Designations on the Comprehensive Plan Map	Background, methodology, and testimony	http://efiles.portlandoregon.gov/Record/7279736
March 24, 2015	Nonconforming Residential Densities and Uses	Introduction and implications	http://efiles.portlandoregon.gov/Record/7279737
April 14, 2015	Residential Densities: Up-Designations	Introduction and proposed changes in Southeast	http://efiles.portlandoregon.gov/Record/7424786
April 14, 2015	Staff Analysis of Community Based Anti-Displacement Recommendations	• Comp Plan Amendments • Scale & Applicability • Legal Research Agenda • Zoning Tools	http://efiles.portlandoregon.gov/Record/7432402
April 14, 2015	Background Information about Eastmoreland	Introduction, maps, and charts	http://efiles.portlandoregon.gov/Record/7424783
April 14, 2015	Consent List: Map Changes	Proposed Map Changes	http://efiles.portlandoregon.gov/Record/7424784
May 12, 2015	Comprehensive Plan Update: Final Consent Lists	• Policy Changes (Ch 1-10 and CSP) • Land Use Map Changes • Non-conforming use	http://efiles.portlandoregon.gov/Record/7477973
Nov, 2015	Residential and Open Space Discussion Draft		http://www.portlandoregon.gov/bps/article/555020

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Revised:

Appendix E: 2035 Comprehensive Plan Designation Definitions

Open Space

This designation is intended for lands that serve a recreational, public open space, or ecological function, or provide visual relief. Lands in this designation are primarily publicly-owned but can be in private ownership. Lands intended for the Open Space designation include parks, public plazas, natural areas, scenic lands, golf courses, cemeteries, open space buffers along freeway margins, railroads or abutting industrial areas, and large water bodies. The corresponding zone is OS.

Farm and Forest

This designation is intended for agricultural and forested areas far from centers and corridors, where urban public services are extremely limited or absent, and future investment to establish an urban level of public services is not planned. Areas within this designation generally have multiple significant development constraints that may pose health and safety risks if the land were more densely developed. The designation can be used where larger lot sizes are necessary to enable on-site sanitary or stormwater disposal. It also may be used in locations that may become more urban in the future, but where plans are not yet in place to ensure orderly development. Agriculture, forestry, and very low-density single-dwelling residential will be the primary uses. The maximum density is generally 1 unit per 2 acres. The corresponding zone is RF.

Single-Dwelling — 20,000

This designation is intended for areas that are generally far from centers and corridors where urban public services are extremely limited or absent, and future investments in urban public services will be limited. Areas within the designation generally have multiple significant development constraints that may pose health and safety risks if the land were more densely developed. Very low-density single-dwelling residential and agriculture will be the primary uses. The maximum density is generally 2.2 units per acre. The corresponding zone is R20.

Single-Dwelling — 10,000

This designation is intended for areas far from centers and corridors where urban public services are available or planned but complete local street networks or transit service is limited. This designation is also intended for areas where ecological resources or public health and safety considerations warrant lower densities. Areas within this designation generally have development constraints, but the constraints can be managed through appropriate design during the subdivision process. Single- dwelling residential will be the primary use. The maximum density is generally 4.4 units per acre. The corresponding zone is R10.

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Single-Dwelling — 7,000
This designation is intended for areas that are not adjacent to centers and corridors, where urban public services are available or planned, but complete local street networks or transit service is limited. This designation is also intended for areas where ecological resources or public health and safety considerations warrant lower densities. Areas within this designation may have minor development constraints, but the constraints can be managed through appropriate design during the subdivision process. This designation may also be applied in areas where urban public services are available or planned, but the development pattern is already predominantly built-out at 5 to 6 units per acre. Single-dwelling residential will be the primary use. The maximum density is generally 6.2 units per acre. The corresponding zone is R7.

Single-Dwelling — 5,000
This designation is Portland's most common pattern of single-dwelling development, particularly in the city's inner neighborhoods. It is intended for areas where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally have few or very minor development constraints. Single-dwelling residential will be the primary use. The maximum density is generally 8.7 units per acre. The corresponding zone is R5.

Single-Dwelling — 2,500
This designation allows a mix of housing types that are single-dwelling in character. This designation is intended for areas near, in, and along centers and corridors, near transit station areas, where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally do not have development constraints. This designation often serves as a transition between mixed use or multi-dwelling designations and lower density single dwelling designations. The maximum density is generally 17.4 units per acre. The corresponding zone is R2.5.

Multi-Dwelling — 3,000
This designation allows a mix of housing types, including multi-dwelling structures, in a manner similar to the scale of development anticipated within the Single- Dwelling — 2,500 designation. This designation is intended for areas near, in, and along centers and corridors where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally do not have development constraints and may include larger development sites. The maximum density is generally 14.5 units per acre, but may go up to 21 units per acre in some situations. The corresponding zone is R3.

Multi-Dwelling — 2,000
This designation allows multi-dwelling development mixed with single-dwelling housing types but at a scale greater than for single-dwelling residential. This designation is intended for areas near, in, and along centers and corridors and transit station areas, where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally do not have development constraints. The maximum density is generally 21.8 units per acre, but may be as much as 32 units per acre in some situations. The corresponding zone is R2.

Multi-Dwelling — 1,000
This designation allows medium density multi-dwelling development. The scale of development is intended to reflect the allowed densities while being compatible with nearby single-dwelling residential. The designation is intended for areas near, in, and along centers and corridors, and transit station areas, where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally do not have development constraints. The maximum density is generally 43 units per acre, but may be as much as 65 units per acre in some situations. The corresponding zone is R1.

High-Density Multi-Dwelling
This designation is intended for the Central City, Gateway Regional Center, Town Centers, and transit station areas where a residential focus is desired and urban public services including access to high-capacity transit, very frequent bus service, or streetcar service are available or planned. This designation is intended to allow high-density multi-dwelling structures at an urban scale. Maximum density is based on a floor-area-ratio, not on a unit-per-square-foot basis. Densities will range from 80 to 125 units per acre. The corresponding zone is RH.

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Appendix F:
Generalized Base Zone Descriptions – OS and R Zones

OS (Open Space) zone
The OS zone is intended to preserve and enhance public and private open, natural and improved park and recreational areas.

RF (Residential Farm/Forest) zone
The RF zone is the lowest density single-dwelling residential zone. The major types of new housing development will be limited to single family houses.

R20 (Residential 20,000) zone
The R20 zone is a single-dwelling zone that allows 1 dwelling unit per 20,000 ft². The major types of new housing development will be limited to single family houses, accessory dwelling units (ADU) and duplexes on corners.

R10 (Residential 10,000) zone
The R10 zone is a single-dwelling zone that allows 1 dwelling unit per 10,000 ft². The major types of new housing development will be limited to single family houses, accessory dwelling units (ADU) and duplexes on corners.

R7 (Residential 7,000) zone
The R7 zone is a single-dwelling zone that allows 1 dwelling unit per 7,000 ft². The major types of new housing development will be limited to single family houses, accessory dwelling units (ADU) and duplexes on corners.

R5 (Residential 5,000) zone
The R5 zone is a single-dwelling zone that allows 1 dwelling unit per 5,000 ft². The major types of new housing development will be limited to single family houses, accessory dwelling units (ADU) and duplexes on corners.

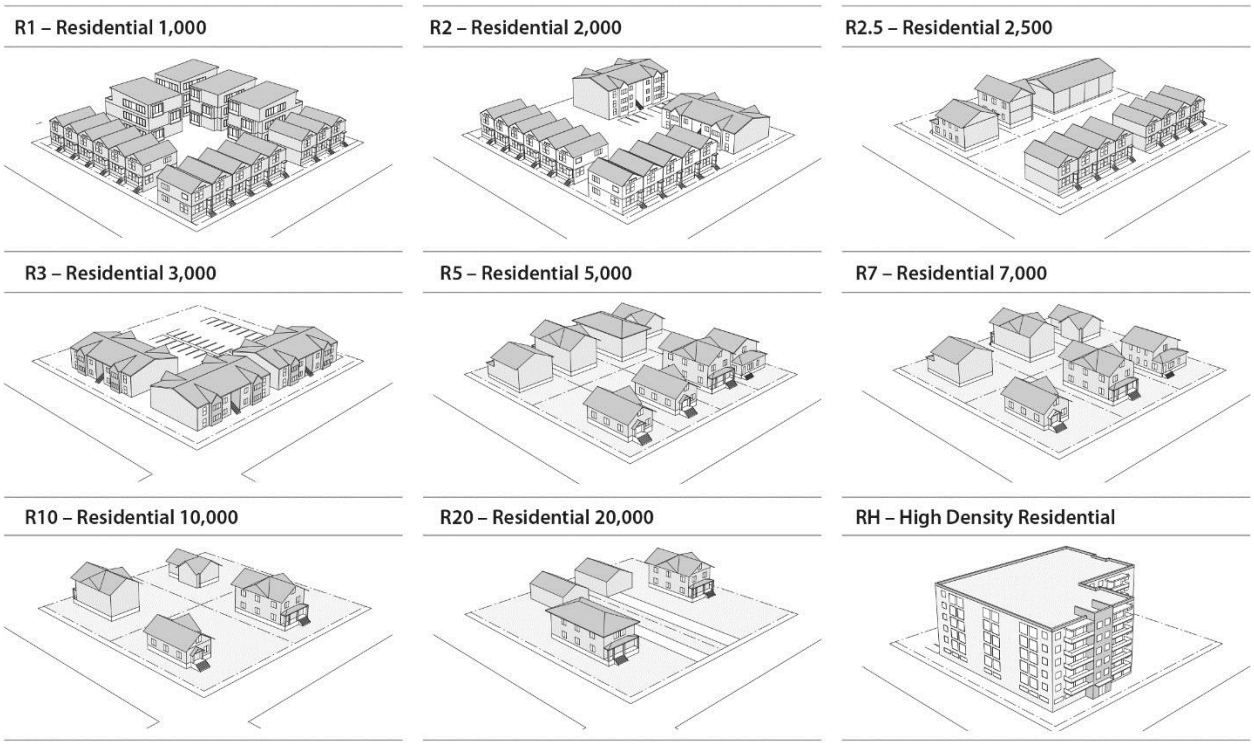
R2.5 (Residential 2,500) zone
The R2.5 zone is a single-dwelling zone that allows 1 dwelling unit per 2,500 ft². The major types of new housing development will be single family dwellings, row houses, duplexes and accessory dwelling units (ADU).

R3 (Residential 3,000) zone
The R3 zone is a low density multi-dwelling zone. Housing is characterized by 1-2 story buildings and a low building coverage. Often the types of new development will be townhouses and small multi-family residences. Generally, R3 is applied on large sites or groups of sites.

R2 (Residential 2,000) zone
The R2 zone is a low density multi-dwelling zone. Housing is characterized by 1-3 story buildings, but at a higher building coverage than R3 zones. Often, the types of new development will be duplexes, townhouses, row-houses and garden apartments.

R1 (Residential 1,000) zone
The R1 zone is a medium density multi-dwelling zone. Housing is characterized by 1-4 story buildings and a high building coverage. Often the types of new development will be multi-dwelling structures (condominiums and apartments), duplexes, townhouses and row-houses.

RH (High Density Residential) zone
The RH zone is a high density multi-dwelling zone. Housing is characterized by medium to high heights and a relatively high percentage of building coverage. The major types of new housing development will be low, medium, and high-rise apartments and condominiums.



These are examples of what could be built in different residential zones. They illustrate the relative size and scale of each zone. For more information, visit www.portlandoregon.gov/bds/article/411748

Appendix G: Summaries of Zoning Review Area Neighborhood Meetings

Nov 10, 2015- December 10, 2015

Ardenwald-Johnson Creek: 11/23/15 2

Concordia: 11/18/15 2

Creston-Kenilworth: 10/26/15 2

Cully: 11/16/15 3

Eastmoreland: 11/2/15 4

HAND: 11/10/15 4

Madison South Neighborhood Association: 12/3/2015 5

Mt Tabor: 11/19/15 5

North Tabor: 11/17/15 6

Richmond: 11/23/15 7

Rose City Park: 11/10/15 8

St. Johns: 11/12/15 8

Sunnyside: 12/10/15 9

Woodstock: 12/10/2015 9

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Ardenwald-Johnson Creek: 11/23/15

In the room:

14 people

General Concerns:

- Prefer to see lower density in the floodplain, areas with c and p overlays. See the viewshed in the Johnson Creek Standards.
- Reference 1991 Johnson Creek Basin Protection Plan, 2001 Johnson Creek Restoration Plan from BES, 2012 Johnson Creek Restoration Projects Effectiveness report, and the Johnson Creek Basin Plan District zoning code

Analysis Criteria:

- 100-year and 500-year floodplain should be incorporated into the criteria (some support for this, nobody seemed opposed.)

Other concerns:

- Concerns about mitigation requirements for new development around Johnson Creek.

Concordia: 11/18/15

9 people

General Comments

- ADUs = high density
- Character of the arterial, Killingsworth—not similar to other routes such as Hawthorne and Belmont

Analysis Criteria

- Add neighborhood character
- Affordability
- Compare to existing R2.5—how disruptive has it been?
- Vacant space
- Homeownership vs. renters

Creston-Kenilworth: 10/26/15

In the room: 10 attendees

Comments

- Why here and not other places close to transit (especially MAX)
- Creston-Kenilworth is ready for more density
- Original Comp Plan designation was set in 1980 - things have changed
- Don't support changes that will mean more people in cars.
- Areas near Powell make sense to up-zone, given BRT line

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- Give us a way to provide feedback online

Cully: 11/16/15

In the room:
10 people

Zoning Map:

- East side of Cully might not be able to support higher density with current infrastructure
- Farming communities could feel the pressure of smaller lots and higher density.
- Looking into alternatives so that density and allowances for creativity are supported in east Cully. Examples: Commissioner Novick's working group on local transportation fee; density transfers (requiring code change for single resident zoning); cottage clusters
- Interest in supporting small neighborhood stores that create micro-cities within neighborhoods.
- General focus on availability of low-income housing.
- 72nd and Prescott should be R3 to allow for more creativity in zoning, rather than allowing McMansions.

Comments on Mobile Home Park:

- Considerations between maintaining R2.5 zoning or changing to R2/3.
- According to North Cully Plan District, mobile park should be redeveloped. Could be changed to R2 for nonprofit to purchase and change to low-income development. Similar to Arbor Mobile Home Park—transition to low-income modular homes (but the fees may be higher).
- Hacienda has shown interest in purchasing the park for low-income housing.

Comments on property near Sacajawea Park:

- Verde paid for engineering analysis on land and it is not buildable. Perhaps it should be zoned for higher density to allow for density transfers with nearby R2.

Comments on Cully Blvd:

- R2h(UC) properties on NE Cully Blvd can be changed to commercial because neighborhood needs some change. Although commercial businesses would need to be supported by surrounding density. Perhaps R2 should be pushed into R7 a little more.
- Church on Cully can be rezoned to provide affordable housing above it.
- NE Sumner and Cully big lot needs historic preservation overlay instead of downzoning to R7.
- Mixed Use promotes smaller apartments that are not suitable for families.

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Eastmoreland: 11/2/15

In the room:
5 attendees

General Comments

- Eastmoreland Zoning Review Area of the Moreland Lane area is not enough.

Analysis Criteria

- Existing land use patterns and density
- Historical development patterns
- Housing affordability
- Historic and Cultural Resources: streetscape and architecture
- Sustainability and resilience criteria
- Access to transit
- Access to services

HAND: 11/10/15

In the room:
5 people

General Comments

- Demolitions
- Parking lots
- Neighbors of land use changes want to receive land use notices
- Parking
- Simultaneous Residential Infill Project

Analysis Criteria

- If including distance from light rail, should consider accessibility, not just as-the-crow-flies
- When considering displacement, 1:1 home replacement is already common and it may be too late for some vulnerable populations

Other Comments

- Illegal housing?

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Madison South Neighborhood Association: 12/3/2015

In the room:

About 15 people

General Concerns

- Make sure to coordinate with PPS
- Desire for small commercial nodes in the area between 82nd and 92nd, because people don't want to go to 82nd for commercial.
- When considering proximity to centers and corridors, don't just use as-the-crow-flies distance. Consider barriers such as lack of street lights, narrow sidewalks, streets full of stormwater. Proximity to centers/corridors is not the same as access to them.

Mt Tabor: 11/19/15

In the room:

20-30 people

Priority Concerns

- Parking
- Density
- Livability/Walkability

Analysis Criteria

- Parking as a need for people who live farther from centers and corridors. Increased density should be tied to increased parking
- Some want more time to consider criteria
- Neighborhood demographics
- Consider steep slope

General Comments

- Why would we want density?
- Mt Tabor homes may be expensive, so not profitable for tear-downs, replace with two houses
- Encourage more small neighborhood shops and walkability
- In favor of down-designation

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North Tabor: 11/17/15

In the room:

15 people

Prioritized topics

- Type of development
- Displacement/affordability
- Tree/environmental preservation

Analysis Criteria

- Tree canopy. If N Tabor has less coverage already, up-zoning could make that worse
- Displacement--Affordability won't be solved by Plan alone. How incentivize affordability? Homeless problem won't be solved by up-zoning alone.

General Comments

- More concerned with type/form of development than density
- Quasi-judicial up-zoning only available to rich developers focused on profit, not concerned with density/livability. Up-zoning through plan would give regular homeowners ability to be creative
- Make easier to remodel instead of building new McMansions—new development that does not increase density
- What housing types appeal to who is moving here (climate refugees, retirees, young people)
- N Tabor-specific design overlay to prevent greedy development
- MAX access good in neighborhood. Tearing down run-down homes near MAX maybe OK

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Richmond: 11/23/15

In the room:

About 35 people

General Concerns

- Relationship between zone changes and taxation. Staff explained that zone changes alone do not trigger reassessment, but change in use or new development does. ADU taxation situation breeds skepticism
- Parking
- Relationship to Residential Infill Project. Can't judge if don't know setback and height will remain stable. Staff encouraged to "beef up communication" around RIP. Interest in being more involved in RIP.
- Demolition controls needed. Preserve "architecturally traditional homes" Prefer slow "natural development" change to leaving people "surrounded abruptly" Speaker talked about hiding their ADU behind their house to "look like neighborhood street"
- "Don't want to look like the suburbs" meaning new townhome development
- "compatibility"—some dissent over term. Different heights (4 story next to one story). What tools do people have to address compatibility concerns where they live
- Related to density in MU corridors, City should consider impact of density on roadway conditions and capacity.
- Property values—will they change.
- Consider balance of growing density on Division and Clinton
- Don't encourage "density of rich people" don't want big houses and canyons
- One person wants us to know they like density and even boxy architecture and to remember that there are many voices

Analysis Criteria

- Look at *recent* activity in quasi-judicial (owner-initiated) Zoning Map Amendments, versus just how many there have been since the split was in effect in the 80's. Recent trends may be better indicator
- Displacement: consider age, specifically % of elders.
- Infrastructure, emphasize road capacity.
- Parks availability—more open space for "cramped circumstances"
- include bikes as traffic, consider interactions between people
- Consider N/S corridor density differently. Consider just going up in key nodes. Division Design Initiative proposals.

Other Concerns

- Changes in EG1/EG2
- 35th & Division
- Some do not want the new proposed commercial on 37th & Caruthers "changes…don't' match neighborhood feel"
- Development on SE Lincoln creating multiple large homes (negative)

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Rose City Park: 11/10/15

In the room

6 people

Mapping Concerns

- Add density on 60th first, then, as improvements are made, density can spread out from there. Plan for transportation improvements should be in place BEFORE up-zoning.
- Consider up-zoning without going all the way to RH along 60th between Glisan and Hassalo

Analysis Criteria

- Focus up-zoning near transit
- Actual transportation improvements, not upcoming
- Consider freeway air pollution (conversation about other ways to address)

Other Comments

- Consider design overlay. Green roofs
- Encourage garden apartments around park
- Require air filtration, ODOT-owned green buffer, near highway
- Worried about loss of yards/private open space

St. Johns: 11/12/15

In the room:

4 people

Analysis Criteria

- Consider vacant lots for up-zoning—less loss of current housing
- Staff-presented criteria seem at least consistent with what they've been hearing through Comp Plan process

Comments on Density and Affordability

- Actual affordability vs relative affordability. Duplexes would probably only get at the latter, but relative better than nothing? Climate refugees, more demand for housing. If reality is more people in Portland, should up-zone in places for availability of housing
- Look to Proud Ground or similar models for stability of housing
- "Not promoting demolitions"…but if they happen, would rather have 2 homes. Demolition practice advocacy "has to happen" but separate arena
- Density shouldn't be at cost of older homes. Compromises community feeling. Would rather see up-zones on vacant lots.
- Seattle for model of acknowledging the racial injustices related to the large stock of single-family homes. Racist roots (limited access to housing, push to limit who lives in a neighborhood) should be acknowledged
- Zoning Review Areas may be lower priority than affordable housing initiative and other efforts
- negatives of density include parking, new buildings "not as cute," trees

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Sunnyside: 12/10/15

In the room:

5 people

General Concerns:

- Underlying lot lines

Woodstock: 12/10/2015

In the room:
About 28 people

General Concerns

- Make sure to coordinate with PPS.
- Make sure to coordinate with TriMet.
- Why does Mixed Use stop at 50th? Could it go all the way to 52nd?
- Parking concerns – adding more people will add more demand for on-street parking.
- Fees associated with parking should be spent locally on street maintenance.
- Concern that up-zoning would increase property taxes.
- Can you let people who don't want to be up-zoned opt out?
- Neighborhood should have more ability to influence individual developments.
- Desire to retain quiet neighborhood.
- Dangerous/busy intersections are a problem in the neighborhood already.
- Variety of opinions about desirability of infill, attractiveness of skinny houses.
- Desire for notification of adjacent property owners as well as affected property owners.
- Concern about loss of tree canopy when properties redevelop.

Analysis Criteria

- Availability of transit. R2.5 along Woodstock past 52nd is not right on the transit line, and should be evaluated.

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Comprehensive Plan Update

Proposed Zoning

Residential & Open Space Zones Change Areas

Legend

- Draft Proposed Urban Service Boundary
- Open Space (OS)
- Residential Farming (RF)
- Single Dwelling Residential 20,000 (R20)
- Single Dwelling Residential 10,000 (R10)
- Single Dwelling Residential 7,000 (R7)
- Single Dwelling Residential 5,000 (R5)
- Single Dwelling Residential 2,500 (R2.5)
- Multi-Dwelling Residential 3,000 (R3)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)

NORTH

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March 7, 2016

Comprehensive Plan Update

Proposed Zoning

All Residential & Open Space Zones

Legend

- Draft Proposed Urban Service Boundary
- Open Space (OS)
- Residential Farming (RF)
- Single Dwelling Residential 20,000 (R20)
- Single Dwelling Residential 10,000 (R10)
- Single Dwelling Residential 7,000 (R7)
- Single Dwelling Residential 5,000 (R5)
- Single Dwelling Residential 2,500 (R2.5)
- Multi-Dwelling Residential 3,000 (R3)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)

NORTH

0 1 2 Miles

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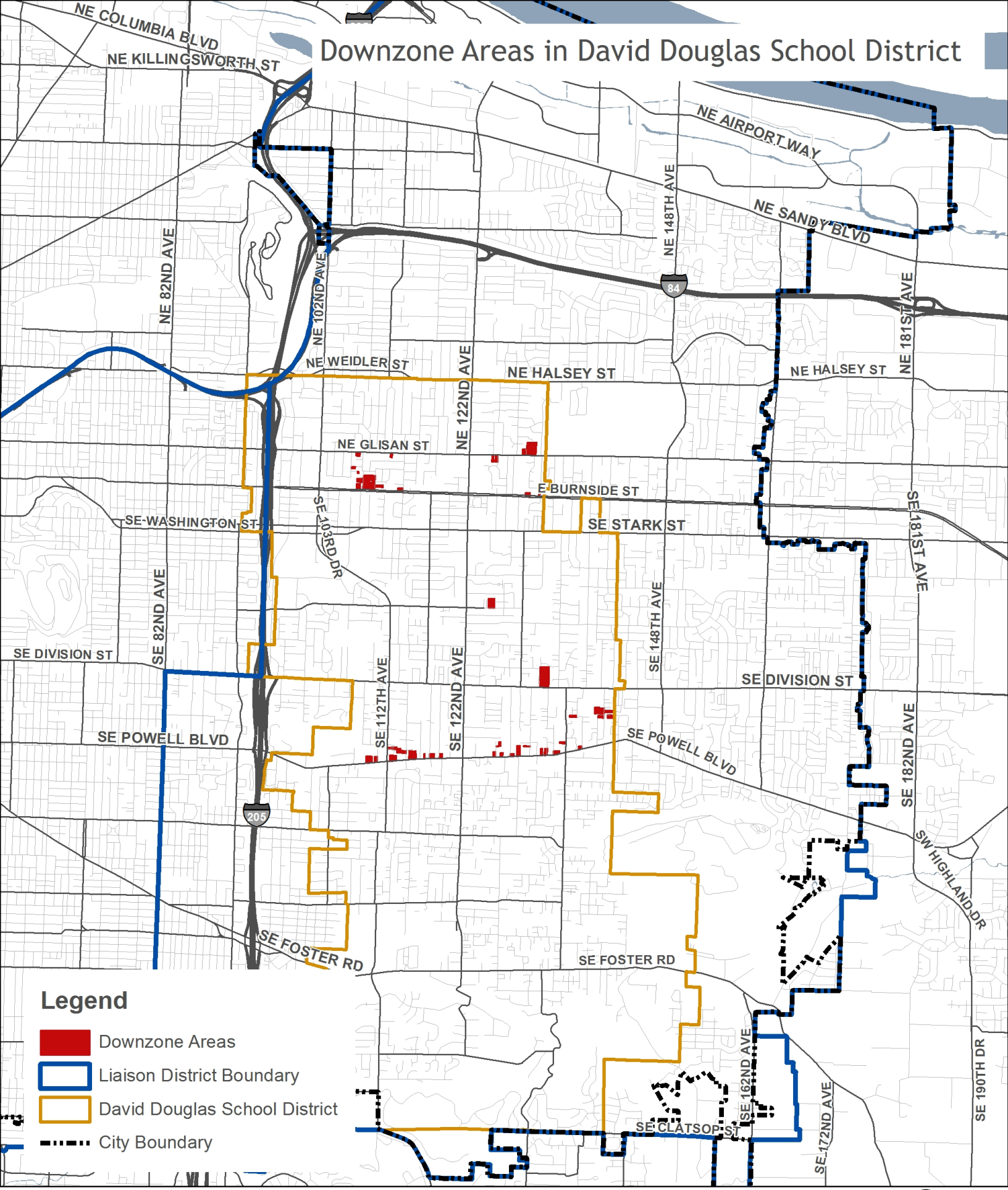
Ord. 188177, Vol. 2.5, page 13854

March 7, 2016

Downzone Areas in David Douglas School District



November 17, 2015

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NORTH

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MEMO

DATE: March 30, 2016

TO: Planning and Sustainability Commission

FROM: Deborah Stein, Principal Planner

CC: Susan Anderson, Director; Joe Zehnder, Chief Planner

SUBJECT: Residential and Open Space Zoning Map Update

On April 12, 2016, you will be hearing testimony from property owners and other interested parties on the Residential and Open Space Zoning Map Update, one of the projects underway that will help implement Portland's new Comprehensive Plan.

Zoning Map changes (described in the enclosed Proposed Draft – March 2016) are proposed to:

a. Correspond with Recommended 2035 Comprehensive Plan Map designations; or

b. Address various situations, such as nonconforming density or split zones; or

c. Reduce residential density to ease David Douglas School District's overcrowding; or

d. Conform to Comprehensive Plan Map designations established in 1980.

Staff has mailed notices to all property owners affected by Zoning Map proposals to let them know about the proposed changes. The notices also provide information about how and when they may offer testimony, and how they may learn more about the proposal. Leading up to the publication of this Proposed Draft, and subsequent to the publication, the District Planning team has been sharing information about proposed Zoning Map changes with Coalition offices, Neighborhood Associations, and interested parties through a variety of channels. In addition, the Comprehensive Plan Help Line has been activated to answer questions on the phone and at publicized "drop in" hours at various community locations.

Staff anticipates that the majority of testimony you'll hear will address the third and fourth categories of proposed changes: changes in David Douglas School District (generally from R1 to R2, and from R2 to R5), and changes to conform to Comprehensive Plan Map designations established in 1980 (the majority of which are proposed changes from R5 to R2.5). Property owners and neighbors affected by these proposed changes have not necessarily been engaged in earlier public discussions about the Comprehensive Plan.

Since publication of the Proposed Draft, staff has worked with the Rose City Park Neighborhood Association to revise the Zoning Map proposal for an area adjacent to the 60th Avenue MAX Station. The revised proposal – which has the support of the Neighborhood Association leadership and staff – responds to an amendment to the Comprehensive Plan Map in this area sponsored by Mayor Hales. A map of the revised Zoning Map proposal is attached.

Planning and Sustainability Commission Decision Points

The PSC has two decision points in the review of the Residential and Open Space Zoning Map Update:

1. Following testimony on **April 12, 2016**, you will have a work session on **April 26, 2016** to review testimony received to date and make an initial recommendation on the Residential and Open Space Zoning Map proposals.

2. You will continue the public hearing to a later date (May 24, and then again to a new date TBD) to allow the different layers of the Zoning Map Update (Employment, Campus Institution, Mixed Use, and Residential and Open Space) to be combined into a single map (the "Composite Zoning Map") and considered as a whole. At this hearing you will invite any additional testimony, and then make a recommendation to the City Council about the consolidated map.

While the record for the Residential and Open Space Zoning Map Update will remain open past April 12, staff has encouraged interested parties to provide testimony before the April 12 public hearing to inform your initial review and recommendations.

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March 22, 2016

To: Portland Planning and Sustainability Commissioners

From: Eric Engstrom, Bureau of Planning and Sustainability
Peter Hurley, Bureau of Transportation

RE: Response to PSC TDM Procedural Questions

At your March 8 hearing and March 10 officers briefing you asked several procedural questions about Transportation Demand Management (TDM) implementation. Below are the questions as we heard them and our responses. Please let us know if you have additional questions.

Q: Who approves the TDM Plan in a Type II process?
A: The Campus Institution Zone Title 33 changes proposes to simplify approval of a TDM plan from a Type III process (currently required for a Conditional Use Master Plan) to a Type II process. In a Type II process the assigned Bureau of Development Services planner makes a decision based on the 33.852 approval criteria for the Transportation Impact Review, including the Transportation Demand Management Plan, based on a recommendation from the Bureau of Transportation.

Q: To whom is a Type II decision appealable?
A: The decision can be appealed to a Hearings Officer, then to LUBA.

Q: Are Administrative Rules appealable?
A: The City has adopted a uniform process for adopting administrative rules and other policy documents, established in Chapter 1.07 Documentation of Rules and Policies. Section 1.07.020.C. states ""Administrative rule" means binding requirements, regulations or procedures that are formally adopted by the City Council or a City official pursuant to rule-making authority expressly delegated by the Council. Administrative rule making authority must be adopted by Binding Resolution or Ordinance."

1.07.080 Status of the PPD states in part "Administrative rules are binding pursuant to the delegation of authority under which the rules were adopted. Documents in the repository are not land use decisions and do not in any manner constitute criteria for future decisions in the land use context."

Depending on what the authorizing code says, a bureau director may be given authority to adopt administrative rules, or in some cases the Council may ask that the rule be adopted by Council. An administrative rule may specify a hearing and/or an appeal process. For example, the admin rule may specify that the initial decision is made by staff, but an interested party may ask for reconsideration by the Director. Typically decisions made using the authority of an admin rule are final at the bureau director level. Assuming the rule or the application of it does not violate state or federal laws, the decisions are not appealable to LUBA or another court.

Mixed Use Zones Project

EARLY IMPLEMENTATION OF THE 2035 COMPREHENSIVE PLAN

PROPOSED DRAFT - MARCH 2016



















Planning and Sustainability Commission
Public Hearings May 10 and May 17, 2016

DD → PD → REC → A

Discussion Draft → Proposed Draft → Recommended Draft → Adopted Plan

March 2016
www.portlandoregon.gov/bps/mixeduse

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

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Mixed Use Zones Project

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

How can I provide feedback to decision-makers?

You may testify about proposed changes to the Planning and Sustainability Commission (PSC) in the following ways:

1. **Testify in person at the PSC public hearing.**
   You may speak for 2 minutes to the Commission, and your testimony will be in the public record.

   PSC Mixed Use Zones Project Public Hearings
   Tuesday, May 10, 2016; 1900 SW 4th Avenue, Room 2500, Portland, OR
   Tuesday, May 17, 2016; an additional hearing date is scheduled for May 17, time and location to be posted at a later date.

   To confirm the time and dates of the public hearings, check the PSC calendar at www.portlandoregon.gov/bps/35452

2. **Testify in writing between now and May 10, 2016.**
   Please provide your full name and mailing address.
   - Email: *psc@portlandoregon.gov* with subject line "PSC Mixed Use Zones Testimony"
   - U.S. Mail: Portland Planning and Sustainability Commission, Mixed Use Zones Testimony, 1900 SW 4th Ave., Suite 7100, Portland OR 97201
   - Map App: *www.portlandmaps.com/bps/mapapp*, click on the "comments" form and provide your testimony

For information about the Mixed Use Zones Project please visit the web.

A copy of this report and additional project background information can be found at:

www.portlandoregon.gov/bps/muzwelcome

www.portlandoregon.gov/bps/mixeduse

For questions or additional information, contact:

BPS Help Line: 503-823-0195; E-mail: pdxcompplan@portlandoregon.gov

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Appendix D: Mixed Use Zones Project – Code Concepts Report (under separate cover)
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Section I: Introduction

Project Summary

The Mixed Use Zones Project (MUZ) is an initiative to develop new mixed use zoning designations to implement Portland's new Comprehensive Plan. Portland's new Comprehensive Plan calls for managing growth and creating healthy, vibrant neighborhoods in part by focusing new housing, shops, and services into a network of centers and corridors located throughout Portland. These areas will serve as the anchors of neighborhoods and accommodate new residents. They will continue to evolve as places that meet the daily needs of nearby residents and are well served by shops, services, transit and other public services.

The Mixed Use Zones Project revises Portland's zoning codes applied in centers and corridors outside of the Central City. The current array of zones applied in these areas (CN1, CN2, CO1, CO2, CM, CS, CG, CX, EX) was created over 20 years ago when auto-oriented and low intensity commercial uses were common. The project addresses issues that arise with new more intensive mixed use buildings, such as massing and design, transitions and step-downs, and ground floor uses. It also addresses other opportunities to realize Comprehensive Plan goals and policies through regulations and incentives in the development process. Specific issues the new zones address through incentives include affordability of housing and commercial space. In addition to developing new zoning codes, the project also proposes a new zoning map using the new zoning designations. These map designations, which can be found in Section VII and on the Portland Map App (https://www.portlandmaps.com/bps/mapapp), specify which zones apply to specific properties.



As Portland grows, development in the commercial /mixed use zones will meet an increasing share of the city's housing and employment needs.

A description of the proposed zones is included in this report (Section I) along with a summary of the concept proposal with information on new development and design tools (Section IV), an overview of implementation tools (Section V), proposed amendments to the Zoning Code (Section VI), and proposed amendments to the Zoning Map (Section VII). Details of the Comprehensive Plan policies that form the basis for zoning directions can be found in Sections II of this report, and the Public Involvement process is described in Section III.

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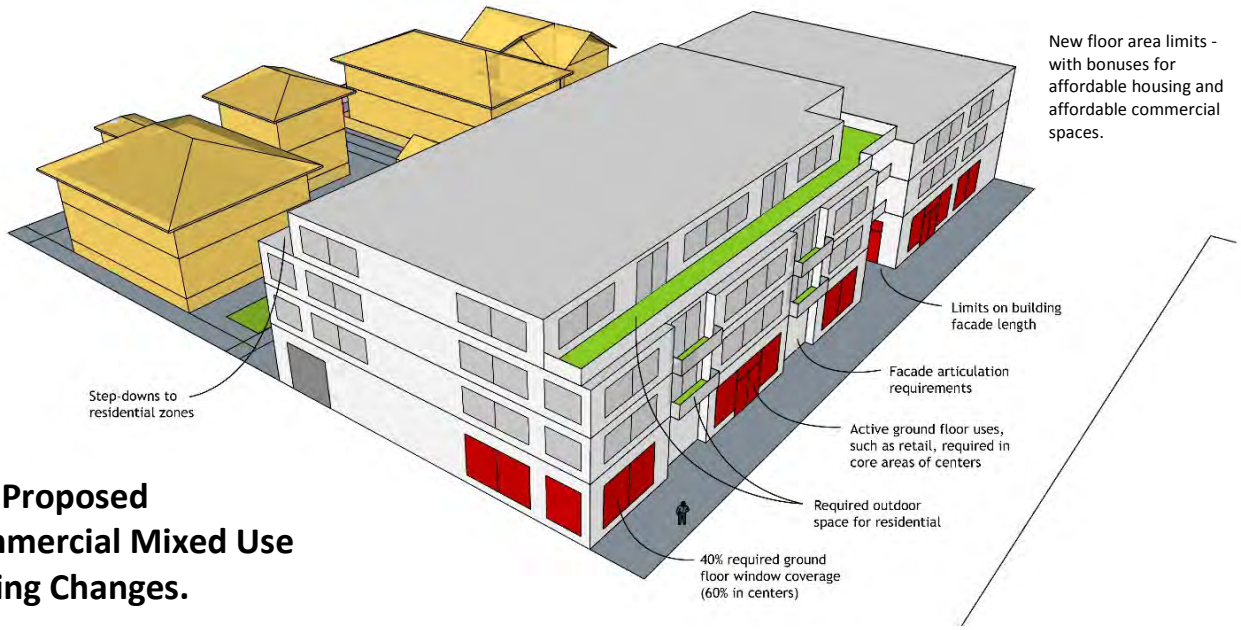
Below is a summary of fundamental changes to the Commercial Mixed Use zones:

- Creates new zones with varying scales: CM1, small-scale, 3 stories, 35’; CM2 and CE, medium-scale, 4-5 stories, 45’-55’; and CM3, large-scale, 6-7 stories, 65’-75’;
- Manages bulk of development by setting new Floor Area Ratios (FAR) for each of the zones;
- Provides incentives for public benefits through bonuses that earn additional floor area;
- Reduces building mass by articulating large façades and limiting building length;
- Enhances street-level environment by increasing ground-floor window requirements;
- Requires outdoor area for new residential units;
- Improves transition to neighboring residential areas through a height “step down”;
- Sets building coverage and landscaping standards by place types (“pattern areas”);
- Provides flexible street setbacks to allow for gathering spaces;
- Addresses commercial-residential conflicts through landscaping and setbacks;
- Ensures active ground floor uses such as retail in the core commercial areas of centers;
- Allows added height and development flexibility on large sites via a planned development review; and
- Requires neighborhood notification of most new development.

The diagram below depicts many of the features of the new zones.



Key Proposed Commercial Mixed Use Zoning Changes.

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Overall, the Mixed Use Zones Project proposal includes the following major elements:

- New Commercial/Mixed Use zones to replace existing Commercial zones (33.130);
- Rewrite of the Commercial chapter of zoning code (33.130);
- Creation of a new Zoning Map with new base zones;
- Expansion of Design Overlay Zone (33.420);
- Application of new Centers Main Street Overlay Zone (33.415); and
- New requirements for Transportation Demand Management for residential projects.

Why is this important?

Portland is expected to grow significantly over the next 20 years – in both new households and new jobs. The development produced by this growth, if located and designed correctly, will support and enhance the qualities that help make Portland an attractive place. As Portland's population grows, its households will also change. In the next two decades the size of households is expected to decrease, and more Portlanders will live alone, and live longer. Accommodating this need, roughly 80% of new housing built over the next 20 years is expected to be multifamily development, much of it in centers and corridors within the mixed use zones.

What is in the report?

This report contains:

- A summary of the proposed zoning framework and evolution of the proposal from Assessment to the Proposed Draft (Section I).
- A summary of the Proposed Comprehensive Plan goals and policies and other policy documents that prompted the Mixed Use Zones Project work program (Section II).
- A review of key public involvement components of the Mixed Use Zones Project and related policy efforts (Section III).
- A general description of the Mixed Use Zones Concept and Proposal (Section IV).
- An overview of implementation tools, including Zoning Code and Zoning Map Amendments; information on the approach to the proposed bonuses; additional information on transportation changes and programs; zoning code issues for subsequent amendments; and potential changes to other city Titles (Section V).
- Proposed Zoning Code (Title 33) amendments with accompanying commentary that helps explain the proposed text (Section VI).
- Proposed Zoning Maps that identify the proposed application of the new zones (Section VII).

A description of the proposed Commercial Mixed Use zones follows. An overview of development standards is in Section IV and implementing amendments to the zoning code are in Section V.

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A New Commercial Mixed-Use Zoning Framework

The project creates a new framework that reduces the number of zones that will be applied to centers and corridors outside Portland's Central City. It creates four new zones: three new Commercial/Mixed Use zones (CM1, CM2, CM3) that vary by the scale of development allowed and one medium-scale Commercial Employment (CE) zone with a commercial and employment emphasis that is typically applied outside designated centers. The existing Central Commercial (CX) zone is retained for application in the Central City and the Gateway Regional Center. The zoning code for the new zones includes new development and design standards. These zones will replace the existing zones applied outside of Portland's Central City. The new zones are applied based on a methodology that began with conversion to the most similar new zone, with subsequent refinement. This approach is described in Section VII.

The new zones update development and design standards in a variety of ways to meet the goals of the Comprehensive Plan, respond to different development and locational contexts, and address the needs and desires of a variety of community stakeholders. The new standards include approaches that incentivize development that provides public benefits and address other aspects of design in context. Details about the new development standards are included in Section IV.

The proposed zones are described on the following pages along with massing models of the zones and photos of existing development that is of the type and scale that could be developed in the respective zones.

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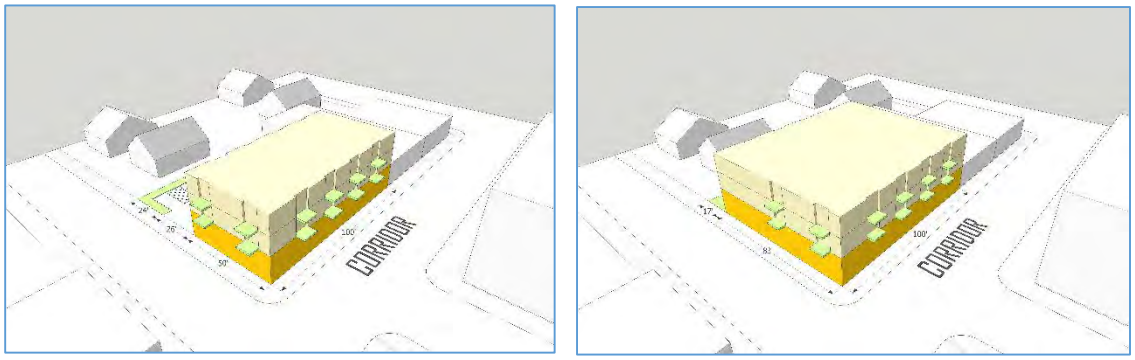
Commercial Mixed-Use 1 (CM1) This small-scale commercial mixed use zone is intended for sites in smaller mixed use nodes within lower density residential areas, as well as on neighborhood corridors, and at the edges of neighborhood centers, town centers and regional centers. The zone is also appropriate for key areas within neighborhood centers that have low-rise storefront character and where this scale is intended to be maintained. This zone allows a mix of commercial and residential uses. Buildings in this zone are generally expected to be up to three stories. Development is intended to be pedestrian-oriented and generally compatible with the scale of surrounding residentially zoned areas.



The diagrams above show an example of the massing of development allowances in the CM1 zone. The left diagram shows the maximum base development allowance; the right diagram shows the maximum allowance with bonus.

Below are examples of the type and scale of development that could be allowed in the CM1 zone.



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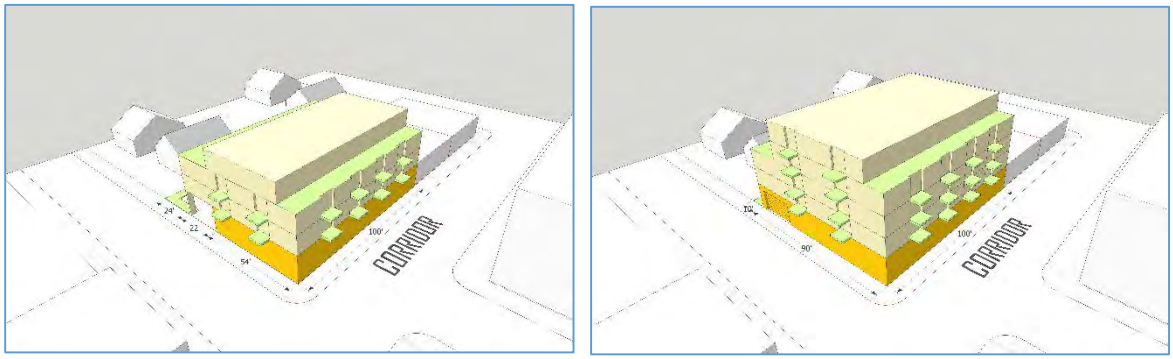
Commercial Mixed-Use 2 (CM2) This medium-scale commercial mixed use zone is intended for sites in a variety of centers and corridors, and in smaller mixed use areas that are well served by frequent transit or within a larger area zoned for multi-dwelling development. The zone allows a mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zones are generally expected to be up to four stories, unless height and floor area bonuses are used to provide additional public benefits. Development is intended to be pedestrian-oriented and complement the scale of surrounding residentially zoned areas.



The diagrams above show an example of the massing of development allowances in the CM2 zone. The left diagram shows the maximum base development allowance; the right diagram shows the maximum allowance with bonus.

Below are examples of the type and scale of development that could be allowed in the CM2 zone.



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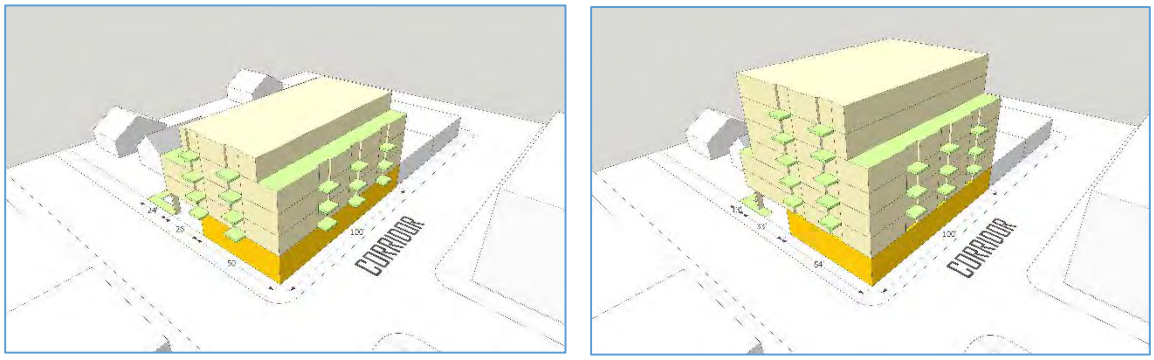
Commercial Mixed-Use 3 (CM3) This large-scale commercial mixed use zone is intended for sites close to the Central City, in high-capacity transit station areas, town centers, and on Civic Corridors. The zone allows a wide mix of commercial and residential uses, as well as other employment uses that have limited off-site impacts. Buildings in this zone are generally expected to be up to six stories, unless height and floor area bonuses are used to provide additional public benefits or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, but buildings may be larger than those allowed in lower intensity mixed use and residential zones. Design review is required in this zone.



The diagrams above show an example of the massing of development allowances in the CM3 zone. The left diagram shows the maximum base development allowance; the right diagram shows the maximum allowance with bonus.

Below are examples of the type and scale of development that could be allowed in the CM3 zone.



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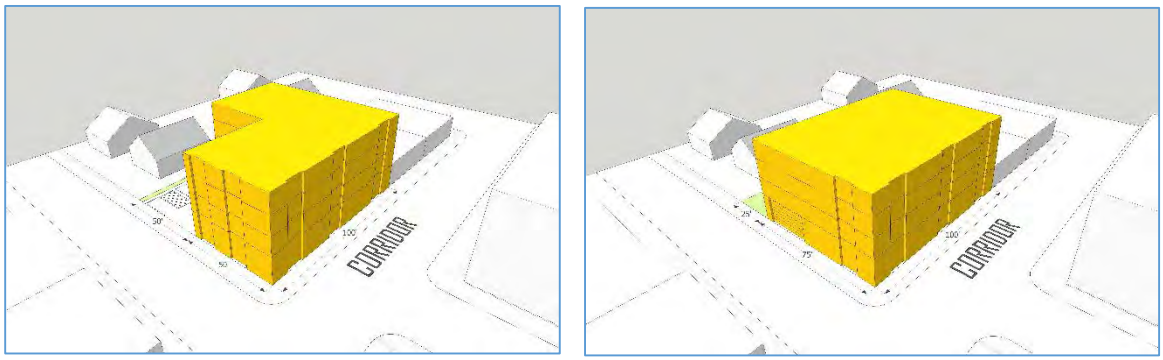
Commercial Employment (CE) This medium-scale commercial employment zone is intended for sites along corridors in areas between designated centers, especially along Civic Corridors that are also Major Truck Streets or Priority Truck Streets. The zone is generally not expected to be applied in major centers. The zone allows a mix of commercial uses, some light manufacturing and distribution/employment uses that have few off-site impacts, and housing. This zone will allow drive-through developments and quick vehicle servicing uses. Buildings in this zone are generally expected to be up to four stories, and bonuses are more limited than in other zones. Development is intended to be pedestrian-oriented, as well as auto accommodating, and complement the scale of surrounding areas.



The diagram above shows an example of the massing of development allowances in the CE zone. The left diagram shows the maximum base development allowance; the right diagram shows the maximum allowance with bonus.

Below are examples of the type and scale of development that could be allowed in the CE zone.



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Steps to Publication of the Proposed Draft

The Mixed Use Zones Project builds on the goals and policies of the Comprehensive Plan update. A Project Advisory Committee (PAC) was recruited in early 2014 and began monthly meetings. Seven community walks were conducted in spring 2014 to build on Comprehensive Plan outreach and further identify community aspirations, issues and concerns around mixed use development. In addition, in summer 2014 roundtable discussions were held with developers, architects/designers, affordable housing providers/advocates and the small business community to gain their perspectives on development issues. The mixed use zones concept builds on this feedback.

A *Mixed Use Zones Project Assessment Report* was published in fall 2014. This background report includes information and data on Portland policy directives, zoning approaches, and development issues. It is augmented by the *Case Studies in Zoning for Mixed Use Development: Best Practices from Peer Cities* report by Dyett and Bhatia, which assesses national best practices for zoning. These reports culminated in a set of recommendations to consolidate Portland's current array of nine commercial and employment mixed use zones in to fewer zones. They also identified new development design directions and standards to explore.

A *Preliminary Zoning Concept* was developed and released in November 2014. The preliminary concept outlined a new zoning framework for commercial/mixed use zones, and several development design standards and approaches to policy objectives to test and model. Since then, building form prototype models were developed based on the preliminary concept, to better understand the urban form, economic, and development implications of the preliminary standards. Visual and economic models of "base" regulations and "performance bonuses" were developed. For this modeling, prototypes using bonus area were assumed to include a percentage of "affordable" residential units to meet the bonus. The results of that architectural and economic testing and modeling are included in the *Mixed Use Building form Prototypes and Financial Analysis* report by project consultants Dyett & Bhatia (included in *Code Concepts Report - Appendix*).

The results of the initial modeling were reviewed with the Project Advisory Committee, Technical Advisory Group, and city staff. Information was also shared with the public. Feedback about the physical form of the prototype models and the cost implications of the development standards led to further staff revision to features such as step backs, step downs, setbacks, lot coverage, and façade articulation. Floor area ratio recommendations were also refined in response to Advisory Committee comments and economic analysis.

A *Mixed Use Zones Project Code Concepts Report* was published in May 2015. The Code Concepts Report builds on the *Preliminary Zoning Concept* and added detailed information about conceptual development and design standards, a structure of performance bonuses, and other information about the proposed approach to applying the new zones. The Code Concepts report is the basis for zoning code provisions designed to implement the concepts.

A *Discussion Draft* was released for public feedback in September 2015. The *Discussion Draft* was the first public draft of new zoning code regulations and a Zoning Map designed to implement the zoning structure, development allowances, design features and standards and other components of the Mixed Use Zones Project outlined in the concept report. The code was developed by staff from the city of Portland Bureau of Planning and Sustainability in consultation with other bureau stakeholders and was informed by previous Mixed Use zones project feedback, assessments and

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research. Public and stakeholder comments received on the *Discussion Draft* informed staff in the development of a *Proposed Draft*. A summary of the major changes to this *Proposed Draft* from the *Discussion Draft* is in Section IV.

This *Proposed Draft* will be presented to the Portland Planning and Sustainability Commission (PSC) in May 2016. Public testimony on the *Proposed Draft* will be considered by the Planning and Sustainability Commission. The Commission's final recommendations will be incorporated into a *Recommended Draft* that is scheduled to be considered by Portland City Council in late 2016.

Planning and Sustainability Commission Review, Public Testimony, and Next Steps

The Portland Planning and Sustainability Commission (PSC) will review the *Proposed Draft*, consider public testimony from public hearings and written testimony, and develop a *Recommended Draft* that will be presented to City Council for their review and adoption.

City Council is tentatively scheduled to hold additional public hearings and take formal public testimony on the *Recommended Draft* in late 2016.

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Section II: Relationship to the Comprehensive Plan

The Mixed Use Zones Project is one of eight early implementation projects as part of the City's Comprehensive Plan Update. It implements proposed Comprehensive Plan Guiding Principles and Policies to help provide adequate growth capacity in Portland's centers and corridors for about one-half of the approximately 123,000 new households and 142,000 new jobs which are projected by 2035.

Comprehensive Plan Guiding Principals

The Mixed Use Zones Project helps implement the following guiding principles of the City of Portland Comprehensive Plan.

Economic Prosperity. Support a low-carbon economy and foster employment growth, competitiveness, and equitably-distributed household prosperity.

Human Health. Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

Environmental Health. Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water, and land.

Equity. Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address, and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

Resilience. Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

The Mixed Use Zones Project supports these guiding principles in the following ways:

E**conomic Prosperity** - by accommodating the projected job growth in retail and service sectors and providing locations for neighborhood business opportunities.

Human and Environmental health – by creating zones that are intended to increase access to services for residents, provide for on-site open areas for residents, and include provisions for landscaped areas or other green/vegetated elements.

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Equity – by designing incentives for provision of affordable housing and commercial spaces, and creating regulations for development that recognize the differences among the different geographies of the city.

Resilience – by providing additional opportunities for compact development at the neighborhood level, and by providing incentives for "green" features that reduce energy consumption in buildings, manage stormwater, create on-site green space, and help to address urban heat island effects and other climate challenges.

Goals and Policies

The proposed Comprehensive Plan Update includes goals and policy language designed to support and further the guiding principles. The Mixed Use Zones Project is primarily aimed at supporting the Urban Form policies of Chapter 3, which call for creating a city that better serves Portlanders by focusing growth, investment and development in centers and corridors throughout the city. The Mixed Use Zones Project also supports other goals and policies that are closely linked with development in centers and corridors. These span the breadth of the Comprehensive Plan, but most clearly relate to goals and policies of the following chapters of the Comprehensive Plan: Chapter 4, Design and Development; Chapter 5, Housing; Chapter 6, Economic Development.

Key Comprehensive Plan Goal and Policies supported by the MUZ project are listed below.

Urban Form

GOAL 3.A: A city designed for people
Portland's built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

GOAL 3.B: A climate and hazard resilient urban form
Portland's compact urban form, sustainable building development practices, green infrastructure, and active transportation system reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change.

GOAL 3.C: Focused growth
Household and employment growth is focused in the Central City and other centers, corridors, and transit station areas, creating compact urban development in areas with a high level of service and amenities, while allowing the relative stability of lower-density single-family residential areas.

GOAL 3.D: A system of centers and corridors
Portland's interconnected system of centers and corridors provides diverse housing options and employment opportunities, robust multimodal transportation connections, access to local services and amenities, and supports low-carbon complete, healthy, and equitable communities.

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GOAL 3.E: Connected public realm and open spaces
A network of parks, streets, City Greenways, and other public spaces supports community interaction; connects neighborhoods, districts, and destinations; and improves air, water, land quality, and environmental health.

GOAL 3.F: Employment districts
Portland supports job growth in a variety of employment districts to maintain a diverse economy.

Policy 3.1 ***Urban Design Framework.*** *Use the Urban Design Framework (UDF) as a guide to create inclusive and enduring places, while providing flexibility for implementation at the local scale to meet the needs of local communities.*

Policy 3.2 ***Growth and stability.*** *Direct the majority of growth and change to centers, corridors, and transit station areas, allowing the continuation of the scale and characteristics of Portland's residential neighborhoods.*

Policy 3.3 ***Equitable development.*** *Guide development, growth, and public facility investment to reduce disparities, ensure equitable access to opportunities, and produce positive outcomes for all Portlanders.*

3.3.a. *Anticipate, avoid, reduce, and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, under-served and under-represented communities, and other vulnerable populations.*

3.3.b. *Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.*

3.3.c. *Encourage use of community benefit agreements to ensure equitable outcomes from development projects that benefit from public facility investments, increased development allowances, or public financial assistance. Consider community benefit agreements as a tool to mitigate displacement and housing affordability impacts.*

3.3.d. *Consider use of exactions imposed on development and other tools to capture value created by plans and investments, as a means to reduce or mitigate displacement and housing affordability impacts.*

Policy 3.4 ***All ages and abilities.*** *Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages and abilities.*

Policy 3.5 ***Energy and resource efficiency.*** *Support energy-efficient, resource-efficient, and sustainable development and transportation patterns through land use and transportation planning.*

Policy 3.6 ***Land efficiency****. Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land while protecting environmental quality.*

Policy 3.7 ***Integrate nature.*** *Integrate nature and use green infrastructure throughout Portland.*

Policy 3.8 ***Leadership and innovation in design.*** *Encourage high-performance design and*

development that demonstrates Portland's leadership in the design of the built environment, commitment to a more equitable city, and ability to experiment and generate innovative design solutions.

Policy 3.13 ***Role of centers.*** *Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.*

Policy 3.14 ***Variety of centers.*** *Plan for a range of centers across the city to enhance local, equitable access to services, and expand housing opportunities.*

Policy 3.15 ***Housing in centers.*** *Provide housing capacity for enough population to support a broad range of commercial services, focusing higher-density housing within a half-mile of the center core.*

Policy 3.19 ***Accessibility.*** *Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities.*

Policy 3.32 ***Role of Town Centers.*** *Enhance Town Centers as successful places that serve the needs of surrounding neighborhoods as well as a wider area, and contain higher concentrations of employment, institutions, commercial and community services, and a wide range of housing options.*

Policy 3.33 ***Housing.*** *Provide for a wide range of housing types in Town Centers, which are intended to generally be larger in scale than the surrounding residential areas. There should be sufficient zoning within a half-mile walking distance of a Town Center to accommodate 7,000 households.*

Policy 3.36 ***Role of Neighborhood Centers.*** *Enhance Neighborhood Centers as successful places that serve the needs of surrounding neighborhoods. In Neighborhood Centers, provide for higher concentrations of development, employment, commercial and community services, and a wider range of housing options than the surrounding neighborhoods.*

Policy 3.37 ***Housing.*** *Provide for a wide range of housing types in Neighborhood Centers, which are intended to generally be larger in scale than the surrounding residential areas, but smaller than Town Centers. There should be sufficient zoning within a half-mile walking distance of a Neighborhood Center to accommodate 3,500 households.*

Policy 3.40 ***Growth.*** *Expand the range of housing and employment opportunities in the Inner Ring Districts. Emphasize growth that replaces gaps in the historic urban fabric, such as redevelopment of surface parking lots and 20th century auto-oriented development.*

Policy 3.41 ***Corridors.*** *Guide growth in corridors to transition to mid-rise scale close to the Central City, especially along Civic Corridors.*

Policy 3.42 ***Distinct identities.*** *Maintain and enhance the distinct identities of the Inner Ring Districts and their corridors. Use historic preservation and design review tools to accommodate growth in ways that preserve historic resources and enhance the distinctive characteristics of the Inner Ring Districts, especially in areas experiencing significant development.*

Policy 3.53 ***Neighborhood Corridors.*** *Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing, while providing transportation connections that link neighborhoods.*

Policy 3.54 ***Transit-oriented development.*** *Encourage transit-oriented development and transit-supportive concentrations of housing and jobs, and multimodal connections at and adjacent to high-capacity transit stations.*

Policy 3.57 ***Center stations.*** *Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.*

Policy 3.59 ***Transit neighborhood stations.*** *Encourage concentrations of mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations serve mixed-use areas that are not in major centers.*

Policy 3.89 ***Inner Neighborhoods main streets.*** *Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.*

Policy 3.97 ***Eastern Neighborhoods corridor landscaping.*** *Encourage landscaped building setbacks along residential corridors on major streets.*

Policy 3.99 ***Western Neighborhoods village character.*** *Enhance the village character of the Western Neighborhoods' small commercial districts and increase opportunities for more people to live within walking distance of these neighborhood anchors.*

Design and Development

Goal 4.A: Context-sensitive design and development
New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

Goal 4.B: Historic and cultural resources
Historic and cultural resources are integral parts of an urban environment that continue to evolve and are preserved.

Goal 4.C: Human and environmental health
Neighborhoods and development are efficiently designed and built to enhance human and environmental health: they protect safety and livability; support local access to healthy food; limit negative impacts on water, hydrology, and air quality; reduce carbon emissions; encourage active and sustainable design; protect wildlife; address urban heat islands; and integrate nature and the built environment.

Goal 4.D: Urban resilience
Buildings, streets, and open spaces are designed to ensure long-term resilience and to adjust to changing demographics, climate, and economy, and withstand and recover from natural disasters.

Policy 4.1 ***Pattern areas.*** *Encourage building and site designs that respect the unique built natural, historic, and cultural characteristics of Portland's five pattern areas described in Chapter 3: Urban Form.*

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Policy 4.3 ***Site and context.*** *Encourage development that responds to and enhances the positive qualities of site and context — the neighborhood, the block, the public realm, and natural features.*

Policy 4.4 ***Natural features and green infrastructure.*** *Integrate natural and green infrastructure such as trees, green spaces, ecoroofs, gardens, green walls, and vegetated stormwater management systems, into the urban environment. Encourage stormwater facilities that are designed to be a functional and attractive element of public spaces, especially in centers and corridors.*

Policy 4.5 ***Pedestrian-oriented design.*** *Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.*

Policy 4.6 ***Street orientation.*** *Promote building and site designs that enhance the pedestrian experience with windows, entrances, pathways, and other features that provide connections to the street environment.*

Policy 4.7 ***Development and public spaces.*** *Guide development to help create high-quality public places and street environments while considering the role of adjacent development in framing, shaping, and activating the public space of streets and urban parks.*

Policy 4.10 ***Design for active living.*** *Encourage development and building and site design that promotes a healthy level of physical activity in daily life.*

Policy 4.11 ***Access to light and air.*** *Provide for public access to light and air by managing and shaping the height and mass of buildings while accommodating urban-scale development.*

Policy 4.12 ***Privacy and solar access.*** *Encourage building and site designs that consider privacy and solar access for residents and neighbors while accommodating urban-scale development.*

Policy 4.13 ***Crime-preventive design.*** *Encourage building, site, and public infrastructure design approaches that help prevent crime.*

Policy 4.20 ***Walkable scale.*** *Focus services and higher-density housing in the core of centers to support a critical mass of demand for commercial services and more walkable access for customers.*

Policy 4.21 ***Street environment.*** *Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather.*

Policy 4.22 ***Relationship between building height and street size.*** *Encourage development in centers and corridors that is responsive to street space width, thus allowing taller buildings on wider streets.*

Policy 4.24 ***Residential uses on busy streets.*** *Improve the livability of places and streets with high motor vehicle volumes. Encourage landscaped front setbacks, street trees, and other design approaches to buffer residents from street traffic.*

Policy 4.25 ***Active gathering places.*** *Locate public squares, plazas, and other gathering places in centers and corridors to provide places for community activity and social*

connections. Encourage location of businesses, services, and arts adjacent to these spaces that relate to and promote the use of the space.

Policy 4.27 ***Historic buildings in centers and corridors.*** *Protect and encourage the restoration and improvement of historic resources in centers and corridors.*

Policy 4.28 ***Public art.*** *Encourage new development and public places to include design elements and public art that contribute to the distinct identities of centers and corridors, and that highlight the history and diverse cultures of neighborhoods.*

Policy 4.29 ***Scale transitions.*** *Create transitions in building scale in locations where higher-density and higher-intensity development is adjacent to smaller-scale single-dwelling zoning. Ensure that new high-density and large-scale infill development adjacent to single dwelling zones incorporates design elements that soften transitions in scale and limit light and privacy impacts on adjacent residents.*

Policy 4.30 ***Land use transitions.*** *Improve the interface between non-residential uses and residential uses in areas where commercial or employment uses are adjacent to residentially-zoned land.*

Policy 4.33 ***Auto-oriented facilities, uses, and exterior displays.*** *Minimize the adverse impacts of highways, auto-oriented uses, vehicle areas, drive-through areas, signage, and exterior display and storage areas on adjacent residential uses.*

Policy 4.45 ***Historic and cultural resource protection.*** *Protect and encourage the restoration of historic buildings, places, and districts that contribute to the distinctive character and history of Portland's evolving urban environment.*

Policy 4.46 ***Continuity with established patterns.*** *Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.*

Policy 4.63 ***Energy efficiency.*** *Encourage and promote energy efficiency significantly beyond the Statewide Building Code and the use of solar and other renewable resources in individual buildings and at a district scale.*

Policy 4.66 ***Energy-producing development.*** *Encourage and promote development that uses renewable resources, such as solar, wind, and water to generate power on-site and to contribute to the energy grid.*

Policy 4.77 ***Urban heat islands.*** *Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.*

Housing

Goal 5.B: Equitable access to housing

Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.

Goal 5.C: Healthy connected city
Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, and affordable multimodal transportation.

Goal 5.D: Affordable housing
Portland has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

Policy 5.1 ***Housing supply.*** *Maintain sufficient residential development capacity to accommodate Portland's projected share of regional household growth.*

Policy 5.2 ***Housing growth.*** *Strive to capture at least 25 percent of the seven-county region's residential growth.*

Policy 5.3 ***Housing potential.*** *Evaluate plans and investments for their impact on housing capacity, particularly the impact on the supply of housing units that can serve low- and moderate-income households, and identify opportunities to meet future demand.*

Policy 5.5 ***Housing in centers.*** *Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.*

Policy 5.14 ***Gentrification/displacement risk.*** *Evaluate plans and investments, significant new infrastructure, and significant new development for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households, and renters. Identify and implement strategies to mitigate the anticipated impacts.*

Policy 5.15 ***Involuntary displacement.*** *When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing and to mitigate the impacts of market pressures that cause involuntary displacement.*

Policy 5.21 ***New development in opportunity areas.*** *Locate new affordable housing in areas that have high/medium levels of opportunity in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities.*

Policy 5.22 ***Higher-density housing****. Locate higher-density housing, including units that are affordable and accessible, in and around centers to take advantage of the access to active transportation, jobs, open spaces, schools, and various services and amenities.*

Policy 5.25 ***Regulated affordable housing target.*** *Strive to produce at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket.*

Policy 5.31 ***Affordable housing in centers.*** *Encourage income diversity in and around centers by allowing a mix of housing types and tenures.*

Policy 5.34 ***Inclusionary housing.*** *Use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing.*

Policy 5.35 ***Impact of regulations on affordability****. Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.*

Economic Development

Goal 6.C: Business district vitality
Portland implements land use policy and investments to:

- *Ensure that commercial, institutional, and industrial districts support business retention and expansion.*
- *Encourage the growth of districts that support productive and creative synergies among local businesses.*
- *Provide convenient access to goods, services, and markets.*
- *Take advantage of our location and quality of life advantages as a gateway to world-class natural landscapes in Northwest Oregon, Southwest Washington, and the Columbia River Basin, and a robust interconnected system of natural landscapes within the region's Urban Growth Boundary.*

Policy 6.17 ***Regulatory climate.*** *Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:*

6.17.b. *Promote certainty for new development through appropriate allowed uses and "clear and objective" standards to permit typical development types without a discretionary review.*

6.17.c. *Allow discretionary-review as a way to facilitate flexible and innovative approaches to meet requirements.*

Policy 6.61 ***Neighborhood business districts****. Provide for the growth, economic equity, and vitality of neighborhood business districts.*

Policy 6.65 ***Neighborhood-serving business.*** *Provide for neighborhood business districts and small commercial nodes in areas between centers to expand local access to goods and services. Allow nodes of small-scale neighborhood-serving commercial uses in large planned developments and as a ground floor use in high density residential areas.*

Policy 6.67 ***Non-conforming neighborhood business uses****. Limit non-conforming uses to reduce adverse impacts on nearby residential uses while avoiding displacement of existing neighborhood businesses.*

Policy 6.68 ***Involuntary commercial displacement.*** *Evaluate plans and investments for their impact on existing businesses.*

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***6.68.a**. Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.*

***6.68.b.** Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.*

Policy 6.71 ***Centers**. Encourage concentrations of commercial services and employment opportunities in centers.*

***6.71.a.** Encourage a broad range of neighborhood commercial services in centers to help residents and others in the area meet daily needs and/or serve as neighborhood gathering places.*

***6.71.d.** Require ground-level building spaces in core areas of centers accommodate commercial or other street-activating uses and services.*

Transportation

Goal 9.B: Multiple goals
Portland's transportation system is funded and maintained to achieve multiple goals and measureable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

Policy 9.53 ***New development**. Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. Monitor and improve the performance of private-sector TDM programs.*

Policy 9.54 ***Parking management.** Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.*

Policy 9.56 ***On-street parking.** Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand.*

Policy 9.57 ***Off-street parking.** Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand.*

Policy 9.58 ***Share space and resources.** Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.*

Land Use Designations and Zoning

Goal 10.A: Land use designations and zoning
Effectively and efficiently carry out the goals and policies of the Comprehensive Plan through the land use designations, Zoning Map, and the Zoning Code

Policy 10.1 Land use designations. *Apply a land use designation to all land and water within the City's Urban Services Boundary. Apply the designation that best advances the Comprehensive Plan goals and policies. The land use designations are shown on the adopted Land Use Map and on official Zoning Maps.*

> ***13. Mixed Use — Dispersed.*** *This designation allows mixed use, multi-dwelling, or commercial development that is small in scale, has little impact, and provides services for the nearby residential areas. Development will be similar in scale to nearby residential development to promote compatibility with the surrounding area. This designation is intended for areas where urban public services are available or planned. Areas within this designation are generally small nodes rather than large areas or corridors. The corresponding zones are Commercial Mixed Use 1 (CM1) and Commercial Employment (CE).*
>
> ***14. Mixed Use — Neighborhood.*** *This designation promotes mixed-use development in neighborhood centers and along neighborhood corridors to preserve or cultivate locally serving commercial areas with a storefront character. This designation is intended for areas where urban public services, generally including complete local street networks and access to frequent transit, are available or planned, and development constraints do not exist. Areas within this designation are generally pedestrian-oriented and are predominantly built at low- to mid-rise scale, often with buildings close to and oriented towards the sidewalk. The corresponding zones are Commercial Mixed Use 1 (CM1), Commercial Mixed Use 2 (CM2), and Commercial Employment (CE).*
>
> ***15. Mixed Use — Civic Corridor.*** *This designation allows for transit-supportive densities of commercial, residential, and employment uses, including a full range of housing, retail, and service businesses with a local or regional market. This designation is intended for areas along major corridors where urban public services are available or planned including access to high-capacity transit, frequent bus service, or streetcar service. The Civic Corridor designation is applied along some of the City's busiest, widest, and most prominent streets. As the city grows, these corridors also need to become places that can succeed as attractive locations for more intense, mixed-use development. They need to become places that are attractive and safe for pedestrians while continuing to play a major role in the City's transportation system. Civic Corridors, as redevelopment occurs, are also expected to achieve a high level of environmental performance and design. The corresponding zones are Commercial Mixed Use 1 (CM1), Commercial Mixed Use 2 (CM2), Commercial Mixed Use 3 (CM3), Commercial Employment (CE).*
>
> ***16. Mixed Use — Urban Center.*** *This designation is intended for areas that are close to the Central City and within Town Centers where urban public services are available or planned including access to high-capacity transit, very frequent bus service, or streetcar service. The designation allows a broad range of commercial and employment uses, public services, and a wide range of housing options. Areas within this designation are generally mixed-use and very urban in character. Development will be pedestrian-oriented with a strong emphasis on design*

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and street level activity, and will range from low- to mid-rise in scale. The range of zones and development scale associated with this designation are intended to allow for more intense development in core areas of centers and corridors and near transit stations, while providing transitions to adjacent residential areas. The corresponding zones are Commercial Mixed Use 1 (CM1), Commercial Mixed Use 2 (CM2), Commercial Mixed Use 3 (CM3), and Commercial Employment (CE).

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Section III: Public Involvement

The Mixed Use Zones Project conducted public involvement specific to the project beginning in early 2014, but also built on outreach efforts begun as early as VisionPDX. Early public involvement was furthered during policy development in the Portland Plan and later in conjunction with the Centers and Corridors Policy Expert Group undertaken during the Comprehensive Plan Update process.

VisionPDX

The VisionPDX process engaged thousands of Portlanders in a process to determine Portlanders' priorities for the future. The foundational ideas for building healthy and complete neighborhoods around key hubs of activity, for incorporating diverse viewpoints and priorities, and for advancing resiliency and equity issues arose from this effort.

Portland Plan

The Portland Plan is the result of more than two years of research, dozens of workshops and fairs, hundreds of meetings with community groups, and 20,000 comments from residents, businesses and nonprofits. The plan's three integrated strategies and framework for advancing equity were designed to help realize the vision of a prosperous, educated, healthy and equitable Portland.

The Healthy Connected City integrated strategy is another foundational element of the Comprehensive Plan and Mixed Use Zones Project. The strategy contains a goal to:

"Improve human health and environmental health by creating safe and complete neighborhood centers linked by a network of city greenways that connect Portlanders with each other. Encourage active transportation, integrate nature into neighborhoods, enhance watershed health and provide access to services and destinations, locally and across the city."

The Portland Plan established a number of Guiding Policies and a 5-Year Action Plan around the topic of "Vibrant Neighborhood Centers" to help achieve the goals. Selected Guiding Policies and Action Items are called out below.

> ***Guiding policy H-7:*** *Preserve the distinctive characteristics and history of Portland's neighborhoods and districts when making decisions regarding growth, urban design and the design of improvements.*
>
> ***Guiding policy H-9:*** *Use investments, incentives and other policy tools to minimize or mitigate involuntary displacement resulting from new development and economic change in established communities.*
>
> ***Guiding policy H-16:*** *Encourage development of high-quality, well designed housing in and around neighborhood centers and near transit – at a variety of sizes and cost ranges.*
>
> ***Guiding policy H-19:*** *Integrate parks, plazas or other gathering places into neighborhood centers to provide places for community activity and social connections.*

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Guiding Policy H-23: *Invest in underserved areas with disadvantaged populations, incorporating tools to reduce displacement.*

Action 106: Quality Affordable Housing: *Complete the citywide housing strategy and use it as a basis for regulations, location policies, incentives and public-private partnerships that help locate new well-designed, energy efficient, affordable housing in service-rich, transit accessible locations in and around neighborhood hubs.*

Comprehensive Plan Update

As part of its Comprehensive Plan Update, the City assembled a Neighborhood Centers Policy Expert Group (PEG) that met from June 2012 through September 2013 to advise on policy and possible Comprehensive Plan map changes relevant to the Equity Framework and Centers and Corridors development strategies of the Portland Plan. Issues related to development in neighborhood and town centers and development along Portland's neighborhood and civic corridors were the primary focus of this group. Interest in the Urban Form, Design and Development, and Housing policy areas has remained strong throughout the Comprehensive Plan process, and the city has received thousands of comments on these issues.

In July 2015 the Portland Planning and Sustainability Commission finalized deliberations on the Comprehensive Plan and sent its Recommended Comprehensive Plan to Portland City Council for consideration in late 2015. Portland City Council took public testimony, and is amending the plan for adoption.

Mixed Use Zoning Project

BPS initiated the Mixed Use Zones Project in late 2013 to develop zoning amendments designed to address Comprehensive Plan goals and policies, as well as to respond to other community stakeholder concerns. The project is partially funded by a Metro Construction Excise Tax grant.

Project Advisory Committee

A Project Advisory Committee (PAC) comprised of professionals and neighborhood stakeholders with expertise and interest in Portland's mixed use and commercial development issues was formed. Twenty-eight members representing a broad array of perspective were initially invited to serve on the committee from a pool of over 100 applicants. The PAC began meeting in February 2014 and has continued to meet at key points through release of the Proposed Draft. The group provided feedback and advice on key development issues throughout the process and brought a variety of perspectives to the table. The group was not formed as a decision-making body, and while there was agreement on some issues among members, consensus among members was not sought for development of the final proposal. Agendas, meeting notes and materials from these meetings are available on the project webpage at: http://www.portlandoregon.gov/bps/63621.

Public Outreach and Feedback

The Mixed Use Zones Project conducted significant public outreach in the development of zoning code concepts. This included regular meetings with a Project Advisory Committee (PAC); public walks and roundtables during the assessment phase; and public workshops, information sessions and other group presentations during the concept development phase.

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In the assessment phase of the project, the project team conducted seven community walks and several roundtable conversations with developers, designers, affordable housing specialists and local businesspeople. Those comments are documented thoroughly in the *Mixed Use Zones Project Assessment Report*, and summarized below.

Assessment Phase

Seven community walkabouts were conducted in spring 2014 to gather information and feedback from the community on mixed use and development issues through a local lens. About 170 folks participated in these events. A full report is under separate cover. A summary of the key issues heard on the Community Walk follows.

1. Address building scale/articulation: height and mass/length

- Scale/height was especially important in locations adjacent to lower-density residential areas, with larger buildings more acceptable in other locations.
- Variation, especially building in height, helps add character, and avoids the "canyon" feeling some neighbors are concerned about.
- Higher density around transit stops may be appropriate.

2. Provide scale transition to low density residential zoned areas

- Step downs and setbacks are key tools in helping transition to residential neighborhoods, and should be employed more frequently.
- Generally, attempting to focus growth and density along corridors is a good strategy, rather than pushing this development by default back into neighborhoods.

3. Encourage continuity of retail in centers and corridors

- Activate streets and ground floors; storefronts close to sidewalks can help with continuity and cohesion of commercial areas; Small businesses tend to do better together in nodes.
- Don't try and force outcomes/retail that the market won't support.



Participants discuss new development in Hollywood on the April 26, 2014 walk.

4. Preserve or protect significant buildings and key places

- Make concerted effort to keep and support what's already working; preserve key shops/services that serve local residents and places that serve as hubs for communities.

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- Find ways to keep beautiful and older structures - this provides benefits such as lower rent rates and variation along the street.

5. Provide incentives for open space/plazas that are open to the public

- Consider development allowances such as a height allowance for a courtyard or open space.
- Spaces need to remain truly public, not just be outdoor extensions of private businesses.

6. Improve the design of buildings and sites; use quality materials

- Pedestrian-friendly design is important at ground level.
- Incorporate desirable characteristics of other streets, like setbacks and irregularity.
- Design review and/or standards are critical for neighborhoods experiencing rapid growth.
- Features to improve buildings: façade articulation; varied roof lines; open spaces.
- Features to avoid: Inexpensive-looking materials; dark/ non-transparent windows; Ill-defined front entrances; small balconies; large blank walls.

7. Encourage housing for a range of household types and incomes

- Accommodating families, seniors, and others is very different than singles/couples – consider broader needs of community.

8. Promote affordability – for housing and commercial space

- Affordability is a goal – explore FAR/ height bonuses, other incentives in exchange for provision of affordable housing units.
- Consider whether an area will continue to be affordable for long-standing residents. Allow people to be able to "age in place".
- Concern over increasing rents for long-standing small businesses along many corridors, which have been providing critical neighborhood services.

9. Address parking issues: on-site; shared; management

- Parking is an ongoing challenge for some neighborhoods, commercial area parking and traffic can spill back into residential neighborhoods.
- Consider creative parking solutions, including: mid-level, rooftop, and underground parking; car sharing services; metered parking; permits; shared parking.
- Prioritize transit and access to closer employment opportunities; transit service/access can affect how well density in centers and corridors works.

10. Consider allowing more intensity on large opportunity sites

- Potentially allow more intensity/height on key opportunity sites, but carefully consider transitions to the surrounding neighborhood.
- Concentrate higher scale in the center so that the edges can step down in scale.

Roundtables were held with groups of developers, architects and designers, affordable housing developers/providers, and representatives of the neighborhood business community. About 70 folks participated in these sessions. A full report is under separate cover. A summary of the key issues heard during the Roundtables follows.

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Developers

- Strive for certainty, flexibility, and code simplicity.
- Public goods such as affordability, open area/plaza, etc. should be encouraged with additional height or floor area, fee waivers, or reduced permit times.
- Code should be sensitive towards size of lots.
- Requiring only retail/commercial uses at ground floor is problematic; prefer "active use" which allows flexibility throughout life of building.
- Design system does not work well now, and needs to be more predictable.
- City requirements sometimes conflict with zoning standards - need for better alignment.

Architects/Designers

- Be clear about what is allowed vs what is negotiable.
- Issues such as material choices and on-site open areas should be left to market.
- Provide more flexibility to allow taller building heights - strict height limits result in blocky buildings and make it difficult to create good ground-floor spaces.
- FAR and height can work together to help sculpt buildings.
- Consider "setback budget" or a flexible build-to line that allows for articulation, recesses and areas for people to pause or gather.
- Design system needs overhaul; community design standards are not appropriate/workable.

Affordable Housing Developers

- Strive for certainty, flexibility, and code simplicity.
- Program determined by funding – does not respond to incentives same as private for-profit.
- Bonuses and incentives such as additional height or FAR may work for private developers to provide affordable housing.
- Concerned about costs of expanding design review and requiring outdoor spaces – use incentives and simple, flexible regulations to achieve desired outcomes.
- Requiring ground floor commercial uses add costs - BOLI wage regulations apply for commercial development.

Neighborhood Businesses

- Parking concerns; adding households is good, but people often frequent business by car.
- Explore shared, public or other community parking resource.
- Design and context is important to many districts – some support regulations that encourage compatibility, including design review.
- Not every place is a pedestrian/mixed-use district – some places will/should remain flexible for auto-oriented uses.
- Concerned about loss of affordable commercial space.
- Desire for commercial/active ground floor uses in key places.

Concept Phase

During the concept development phase, additional public outreach was conducted, and monthly meetings were held with the Mixed Use Zones Project Advisory Committee. This led to development of a revised zoning concept.

The Preliminary Zoning Concept was released in November 2014 and coincided with two citywide public meetings on November 5, 2014 and November 6, 2014. In summary, attendees supported many of the proposed mixed use concept features, with an emphasis on the following issues:

- Pedestrian-friendly street frontages
- Building articulation and massing
- Accommodate ground-floor active use and roofline variety
- Relate building height to street width
- Height transitions and buffering
- Bonus for community benefits

During fall 2014 the MUZ project team worked with the project consultants to refine draft code parameters for development, as well as a structure for performance bonus incentives. This entailed the development and analysis of prototype models for "base" and "bonus" levels of development in each of the proposed zones. This work is detailed in the *Mixed Use Building Form Prototypes and Financial Analysis* report. Initial prototype models and financial feasibility information was shared with the PAC in December 2014. Additional prototypes were developed and refinements were made; these were presented to the PAC in January. Initial PAC feedback on the prototypes was mixed, with questions and concerns expressed about:

- the relative small scale of development under base allowances in CM1 and CM2 zones;
- the development costs as a result of form-shaping requirements (step downs; open area);
- the capacity trade-offs for step downs to corridors and residential areas;
- the bonus structure, particularly the financial viability of the affordable housing bonus;
- the ability to accommodate growth forecast under scenarios that limit floor area ratios;
- the impact of bonus-scale development on community livability in different contexts.

Based on PAC feedback, the project team conducted further exploration of approaches to form-shaping development standards and development floor area allowances. The team also worked with Johnson Economics on further analysis of base and bonus floor area ratio relationships to better understand the implications on residual land values/development feasibility and to establish base and bonus floor area limits that would enhance the feasibility of bonus utilization, particularly in scenarios providing affordable housing. Based on PAC comments and further analysis, revisions were made to the concept.

Public outreach was conducted between February and April 2015 to share information and gather feedback on the Revised Zoning Concept. Public Information sessions were held on February 25 and 26, 2015 with about 80 people attending. A public open house was also held on March 10, 2015. Surveys were distributed to attendees and available online. The results of that survey showed general support for most of the revised concepts.

Additionally, the project team presented the revised concept to a number of community and stakeholder groups, including the following:

- Venture Portland
- Northeast Coalition of Neighborhoods
- Central Northeast Neighbors
- Southeast Uplift
- Multnomah Neighborhood Association
- Southwest Neighbors, Inc.

- Northwest District Association
- Neighbors West/Northwest
- North/Northeast Business Association
- Hollywood Boosters
- Division Design Initiative
- Hollywood Neighborhood Association
- Richmond Neighborhood Association
- 82nd Avenue Improvement Coalition
- Beaumont Business Association
- Representatives from: Coalition for a Livable Future; Upstream Public Health; 1000 Friends of Oregon; Living Cully; Audubon Society of Portland

Resident and shopper surveys were also conducted in April 2015 to better understand how mixed use areas are working. The Bureau of Planning and Sustainability contracted with Angelo Planning and DHM Research to conduct surveys of shoppers and residential tenants in five mixed use study areas – SE Division, NE 28th, Hollywood, N. Mississippi, and St. Johns. Shoppers were reached through an intercept survey, and asked questions their purpose in the district, travel mode, and parking. Apartment and condominium residents were surveyed through an online survey mechanism, and asked questions about car ownership, commuting, building amenities, shopping patterns, and design preferences. Follow-up informational meetings were held to get qualitative feedback from people who have direct experience living in buildings developed under the City's commercial/mixed use zoning codes. The results of this work are found in the *Mixed-Use Center and Corridors Livability and Parking Analysis Final Report*.

City Bureaus

Portland's development and service bureaus support development code options that achieve policy goals and are straightforward to administer. Members of bureaus have been involved as Technical Advisors on the zoning project and have commented on drafts of the proposal. A summary of ongoing bureau work and feedback follows.

Portland Bureau of Transportation: The Portland Bureau of Transportation (PBOT) is interested in better managing transportation system impacts and addressing the need for parking on-site and on public streets. PBOT has conducted a Centers and Corridors Parking Strategy to determine appropriate ways to address and manage on-street parking demand. In addition, PBOT is proposing that many types of new development, including residential development in mixed use zones, be required to develop Transportation Demand Management plans to address vehicle trips and parking issue. More information on these topics is in Section V.

Bureau of Environmental Services: The Portland Bureau of Environmental Services (BES) oversees environmental issues, specifically sanitary and stormwater management. The BES supports solutions and approaches to stormwater management that generally uses natural materials and approaches rather than highly engineered solutions. Feedback from BES supported features to reduce stormwater impacts, including lot coverage standards that address building coverage, and innovative solutions such as eco-roofs, green walls, and other features to better manage on-site stormwater.

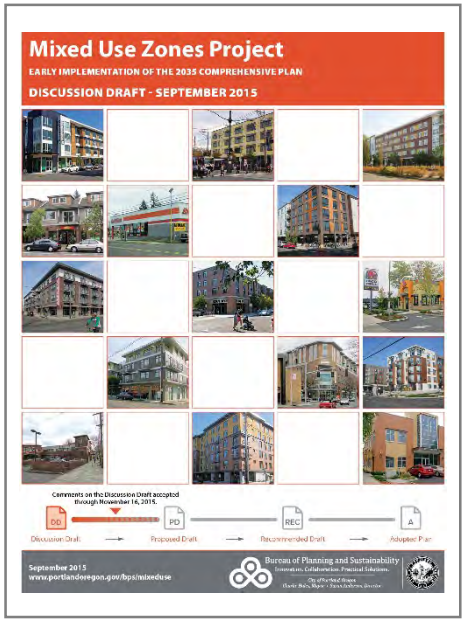
Portland Development Commission: The Portland Development Commission (PDC) is interested in supporting economic and small business development in Portland. They provided feedback on the bonus structure and will engage with BPS in further exploration of the bonus for affordable commercial space.

Bureau of Development Services: The Portland Bureau of Development Services (BDS) is the agency that permits development in Portland and administers the Zoning Code. Code clarity and consistent application of code are of key importance to BPS. The bureau provided extensive commentary on the codification of the concept and amendments to current code. BDS also staffs the Portland Design Commission and Portland Historic Landmarks Commission. BDS staff, the Portland Design Commission, and the Portland Landmarks Commission all provided feedback on the project.

Portland Housing Bureau: The Portland Housing Bureau (PHB) is engaged in the housing needs of the city, and specifically addresses programs that work to provide affordable housing for Portlanders. The PHB has been extensively involved in the development of the bonus for affordable housing both in the Mixed Use Zones project and in a parallel effort for the Central City.

Discussion Draft

The Mixed Use Zones Project *Discussion Draft* was released in September 2015. Public feedback on the draft was submitted to project staff through November 2015. Written comments were received from over 60 individuals and organizations, some of which represented dozens of individual stakeholders, as well as from city commissions and partner agencies. A copy of the written comments is compiled in a document: Comments on the September 2015 Discussion Draft. In addition, several outreach events were held in fall 2015 to coincide with release of the *Discussion Draft* to provide information and take community and stakeholder input. A summary document captures highlights of the events: http://www.portlandoregon.gov/bps/article/555495. Public and stakeholder comments on the Discussion Draft, and subsequent economic modeling and testing of the bonus incentive program, led to several changes in the Proposed Draft. The major changes are summarized in Section IV.



Section IV: Concept and Proposal

The Mixed Use Zones Project establishes a new framework of Commercial Mixed Use Zones designed to help implement the varied goals and policies of the Portland Comprehensive Plan. Roughly 50 percent of Portland's future household growth is expected to occur in commercial mixed use zones located outside of the Central City. Recent development trends show that this is already happening in some of the areas currently zoned for commercial use. The current commercial zones have been successful in accommodating development. However they can be improved to better realize the goals and policies of the new Comprehensive Plan. These include goals for affordability, context sensitive design, and the desire for creating community services in key locations.

As part of the Mixed Use Zones Project, BPS staff is proposing a new Commercial Mixed Use zoning framework coupled with changes to development and design standards to address Comprehensive Plan objectives identified in Section III.

Key elements of the proposed changes are described below along with a brief analysis where appropriate. The relevant zoning code sections found in Section VI of this report are listed.

A. New Zoning Framework *(33.130.010 – 33.130.210)*

The Mixed Use Zones Project would change the basic framework for commercial zones:

- The array of Commercial Mixed Use zones applied outside the Central City would be reduced from nine to five.
- Four new mixed use zones would be added - three Commercial/Mixed Use zones that vary by the scale of development allowed (CM1, CM2, CM3) and one medium-scale Commercial Employment (CE) zone focused primarily on commercial and employment uses located outside of centers.
- New and revised development and design standards would be added.
- The maximum amount of housing and mixed use development on a site would be regulated differently.

This change in the framework creates a simpler array of Commercial Mixed Use base zones and results in zones that better implement the Comprehensive Plan's *Urban Design Framework* and *Mixed Use Designations.* Each new Comprehensive Plan mixed use *designation* allows more than one zone, which allows for future zone changes if appropriate. The new zones feature statements about the characteristics of the zones and their appropriate contextual application to provide guidance for legislative projects and quasi-judicial zone change land use review situations.

A significant change with the proposed zoning approach is the way the size of housing and mixed use development is measured. Today, in commercial zones, the amount of *commercial* development possible on a site is limited by a maximum floor area ratio (FAR). However, the amount of *residential* development is currently limited only by the height and bulk limits allowed by

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the zone. Hence, development with residential units may exceed the stated floor areas of the existing commercial zones.

Under the proposed mixed use code, the amount of development for all uses – commercial and residential - will be controlled by the maximum floor area (FAR) allowed on site. The size and form of the building will also be shaped by the maximum height limit and other base zone development standards. The inclusion of floor area for residential uses in the allowed FAR provides greater control and certainty about development intensity. It also allows for use of a FAR bonus system that allows projects that provide public benefits focused on affordability to gain greater floor area and height.

The proposed floor area ratios are the result of significant feedback from the mixed use zones project advisory committee, the public, and the results of economic modeling and architectural analysis. Details of this approach are included in Section VI and information on analyses can be found in the Appendix documents.



The Mixed Use Zones Project proposes developments standards such as building "step-downs" to help the transition to lower-density zones.

B. Development Bonuses - Incentives to provide public benefits *(33.130.212)*

A goal of the Comprehensive Plan is to achieve community objectives through public and private investments, including through the development process. To support this, the new mixed use zones include opportunities for bonuses that provide additional amounts of development above zoning entitlements when the developments include key public and community benefits, focusing on affordability in housing and commercial spaces. The bonuses allow additional floor area, and in some cases additional height, in return for meeting affordability performance standards. Bonuses are proposed for provision of affordable housing and affordable commercial space. In addition, additional floor area may be gained through a transfer of floor area from historic resources in commercial mixed use zones. The amount of bonus varies by the type and priority of public benefit provided. Affordable housing is given the highest priority.

For each Commercial Mixed Use zone, there is an allowed maximum floor area ratio (FAR) and height limit without using the bonus. Projects using bonuses may earn up to the maximum allowed FAR and height limit with bonus. Affordable housing is eligible to earn 100% of the maximum bonus FAR allowed. Other bonuses are allowed to earn up to 50% of the maximum FAR each, but bonuses

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can be combined up to the maximum as shown in Table IV-1: Summary of Commercial/Mixed Use Development Standards. The proposed bonus parameters are:

- Affordable Housing: Earn up to 100% of bonus floor area when 25% of floor area in excess of base floor area allowance is housing affordable to households earning less than 80% of the area Median Family Income (MFI).

- Affordable Commercial Space: Earn up to 50% of bonus floor area when commercial space is provided at below-market rents. Two square feet is earned for each square foot provided.

- Transfer of Floor. Allow up to 50% of bonus floor area when floor area is transferred from historic resources.

Table IV-1: Summary of Key Commercial/Mixed Use Development Standards

	CM1	CM2	CM3	CE
Base Height Limit (stories)	35' (3)	45' (4)	65' (6)	45' (4)
Base FAR	1.5:1	2.5:1	3:1	2.5:1
Maximum Height Limit with Bonus (stories)	35' (3)	55' (5)*	75' (7)	45' (4)
Maximum FAR with Bonus	2.5:1	4:1	5:1	3:1
Maximum Building Coverage % Inner/East/West Pattern Area	85/75/75	100/85/85	100/85/85	85/75/75
Required Landscaping** % Inner/East/West Pattern Area	15/15/15	15/15/15	15/15/15	15/15/15

* The 55' height limit is allowed only in areas with a Mixed Use – Urban Center Comprehensive Plan designation and in areas with the Mixed Use – Civic Corridor Comprehensive Plan designation where the Design overlay zone is applied.

** In "Inner Neighborhood" pattern areas, required landscaping may be met by choosing among options.

The development bonus structure will be administered by the Bureau of Development Services (BDS), with significant participation from partner agencies potentially including the Portland Housing Bureau (affordable housing) and Portland Development Commission (affordable commercial). The complete details of the parameters of the bonus program standards and administration are currently under development but will be finalized prior to the effective date of the regulations.

More information on the bonus proposal is included in Section V.

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C. Planned Development Bonus with public benefits *(33.130.212; 33.270; 33.855)*



The Proposed Draft includes an additional height and floor area bonus available only on large sites (over 2 acres) when approved through a planned development review - see proposed zoning code in Section VI. Development projects in CM2, CM3, and CE zones on sites over two acres in size may seek this bonus. The bonus allows significant increases in height and increases in floor area for projects that meet a set of prescribed public benefit requirements and are approved through a Type III land use review process. The planned development review would include a site design and transitions review component be conducted by the Portland Design Commission.

The allowable FAR and height are shown in Table IV-2 below.

Table IV-2: Planned Development Bonus

	CM2	CM3	CE
Base Height Limit (stories)	45’ (4)	65’ (6)	45’ (4)
Base FAR	2.5:1	3:1	2.5:1
Maximum Height Limit with Planned Development Bonus (stories)	75’ (7)	120’ (10-12)	75’ (7)
Maximum FAR with Planned Development Bonus	4:1	5:1	4:1

A project seeking this bonus must meet the following public benefit requirements:

1) Meet the affordable housing bonus target (25% of bonus floor area at 80% MFI);
2) Provide 15 percent of site area as a publicly accessible plaza or park; and
3) Meet a Low-Carbon/LEED Gold building standard.

In addition to the site plan design review and meeting the bonus requirements above, subsequent to the review, all buildings on-site would be subject to the design overlay zone.

Development prototype modeling revealed that it may be difficult to achieve allowed or bonus floor area ratios on large sites due to parking requirements, circulation, and other features inherent in larger scale development. Additional height is needed to achieve the allowed floor areas. During neighborhood walks, community members expressed possible acceptance of larger buildings on large opportunity sites, provided 1) that the developments provide some benefit to the public and community, 2) the impacts of added height can mitigated through thoughtful site design and transitions, and 3) that any additional impacts (transportation, infrastructure, etc.) of the development can be addressed. The Planned Development Bonus with public benefits addresses these issues by allowing additional height and floor area when the development includes a prescribed set of public benefits, and is approved through a quasi-judicial land use review with a public hearing.

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D. Development Design Standards

New development and design standard are proposed to address Comprehensive Plan goals and policies and address issues raised by community stakeholders. Detailed information about the concepts is available in the *Mixed Use Zones Project - Code Concepts Report*. Specific information about proposed development standards is found in the Code and Commentary of Section VI of this report. The following is a list of the key features being addressed.

1. Relate Building Height to Street Scale/Transit Function *(33.130.210)*



Establish the allowed heights for the front street wall of buildings based on street width. Generally, taller building street walls are most appropriate along wider streets. Where CM3 zoning is applied along narrower streets, such as in central locations and close to high-capacity transit stations, reduce maximum allowed street wall heights to five-stories along the corridor frontages.

2. Allow limited height increases to encourage architectural variety in rooflines *(33.130.210)*

In addition to height exceptions for building projections (flag poles, chimneys, vents, etc.), allow up to 42-inches of additional building height to allow for parapets and roof railings to provide for architectural variety in rooflines.

3. Building Articulation/Massing *(33.130.222)*



Create standards that promote building form and massing that better fits into and enhances the character of centers and corridors. This includes requirements for façade articulation, and limits on overall building length.

4. Height Transitions and Buffering *(33.130.210)*



Apply setbacks, height transitions and buffering for mixed use zones adjacent to lower density residential zones to foster more gradual transitions. This would require buildings in the commercial/mixed-use zones to "step down" to the allowed heights of adjacent lower-scale residential zones and provide building setbacks.

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5. Full-Block Zoning Transitions *(33.130.210; 33.130.215)*
Apply building height transitions and landscaping standards to mixed-use areas that are located off of corridors and have street frontage adjacent to residential zones. The standards encourage residential development as part of this interface.

6. Ground Floor Windows *(33.130.230; 33.415)*



Strengthen design-related standards that address the relationship of buildings to public street frontages by requiring more ground floor window coverage, especially in the core commercial areas of centers. Window coverage requirements on key streets are 40% of ground floor area generally; 60% of ground floor area in areas with the new Centers Main Street overlay zone.

7. Ground Floor Residential Development *(33.130.230)*



Provide setback and design options for residential uses, while supporting cohesive commercial areas, ensuring appropriate urban density, and addressing the interface between ground-level residences and public streets. Allow landscaped setbacks or raised ground floors as alternatives to the required 40% ground-floor window coverage outside of the centers main street overlay zone area.

8. Main Entrances *(33.130.242; 33.415)*
Strengthen design-related standards that address the relationship of buildings to public street frontages by establishing requirements for a minimum frequency of front entrances.

9. Street Setbacks and Parking Location *(33.130.215; 33.415)*
Simplify maximum setback regulations and offer more flexibility for providing outdoor spaces and landscaping. In most cases, relax requirements that require 100 percent of street-facing façades to be located within required maximum setbacks. Except for large-scale retail uses over 60,000 square feet, generally prevent parking areas from being located between buildings and streets to foster a pedestrian-friendly sidewalk environment.

10. Outdoor Space *(33.130.228)*



Require 48 square feet per unit of private or shared outdoor space for residents to be provided in conjunction with mixed use or residential development.

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11. Residential Window Setbacks *(33.130.215)*
Ensure that residential windows have separation from interior property lines, providing access to light and air.

12. Pattern Area Standards *(33.130.215; 33.130.220; 33.130.225; 33.415)*
Create design-related standards specific to the three major neighborhood pattern areas (Inner, Eastern and Western neighborhoods), such as variations on building lot coverage, setbacks, landscaping, and required development intensity.

13. Neighborhood Contact Requirements *(33.130.050)*
Expand requirements for neighborhood notification of new development in mixed use zones and encourage dialogue between developers and the community.

14. Exterior Display *(33.130.245)*
Allow more flexibility for exterior display of merchandise.

15. Shared Parking *(33.130.100.B.9)*
Provide more flexibility for commercial and shared parking to manage parking demand.

16. Green Options. *(33.130.225)*



Landscaping has not traditionally been a required element of development in Portland's most urban commercial zones, because the zones allow high degrees of lot coverage. The mixed use zones proposal responds to the Comprehensive Plan call for integrating green elements into the urban environment by requiring landscaping but allowing a flexible array of landscape options in the urban CM2 and CM3 zones while continuing to allow a high degree of lot coverage.

The proposed development and design standards are intended to better address contextual compatibility of development while achieving multiple Comprehensive Plan goals. The height limits which decrease adjacent to residential zones will create better transitions to these areas; height limitations in CM3 zones on narrow streets address street width proportions; setback standards allow for flexibility to create public/private spaces along key corridors; outdoor area requirements provide more amenity for residents in residential and mixed use building; building coverage and landscaping standards address the differences within Portland's development pattern areas; and features such as neighborhood contact will help to inform the community about development and encourage dialog. See commentary in Section VI for more detailed analysis and rationale related to specific code amendments.

E. Other Tools to Enhance Places and Address Issues

Centers Main Street Overlay Zone *(33.415)*
A new overlay zone has been developed to enhance key places within centers. The overlay zone calls for active land uses, a more continuous commercial main street, minimum amounts of

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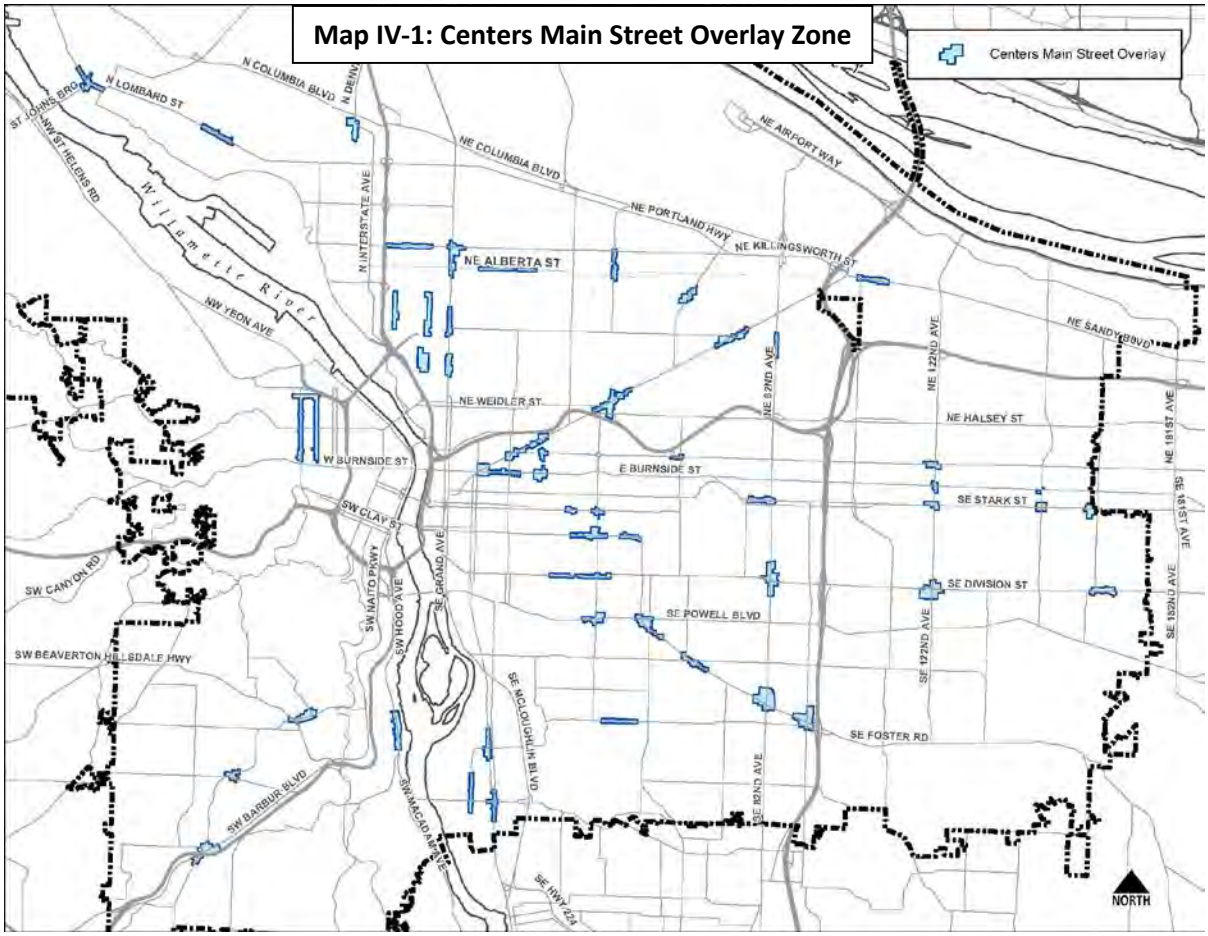
development, and limitations on auto-oriented development to help reinforce and support creation of these key places. Uses and development are regulated to create an urban pedestrian-oriented environment, support hubs of community activity, and foster development intensities that are supportive of transit. The overlay zone would be mapped along key main streets within neighborhood centers and town centers designated in the Comprehensive Plan.

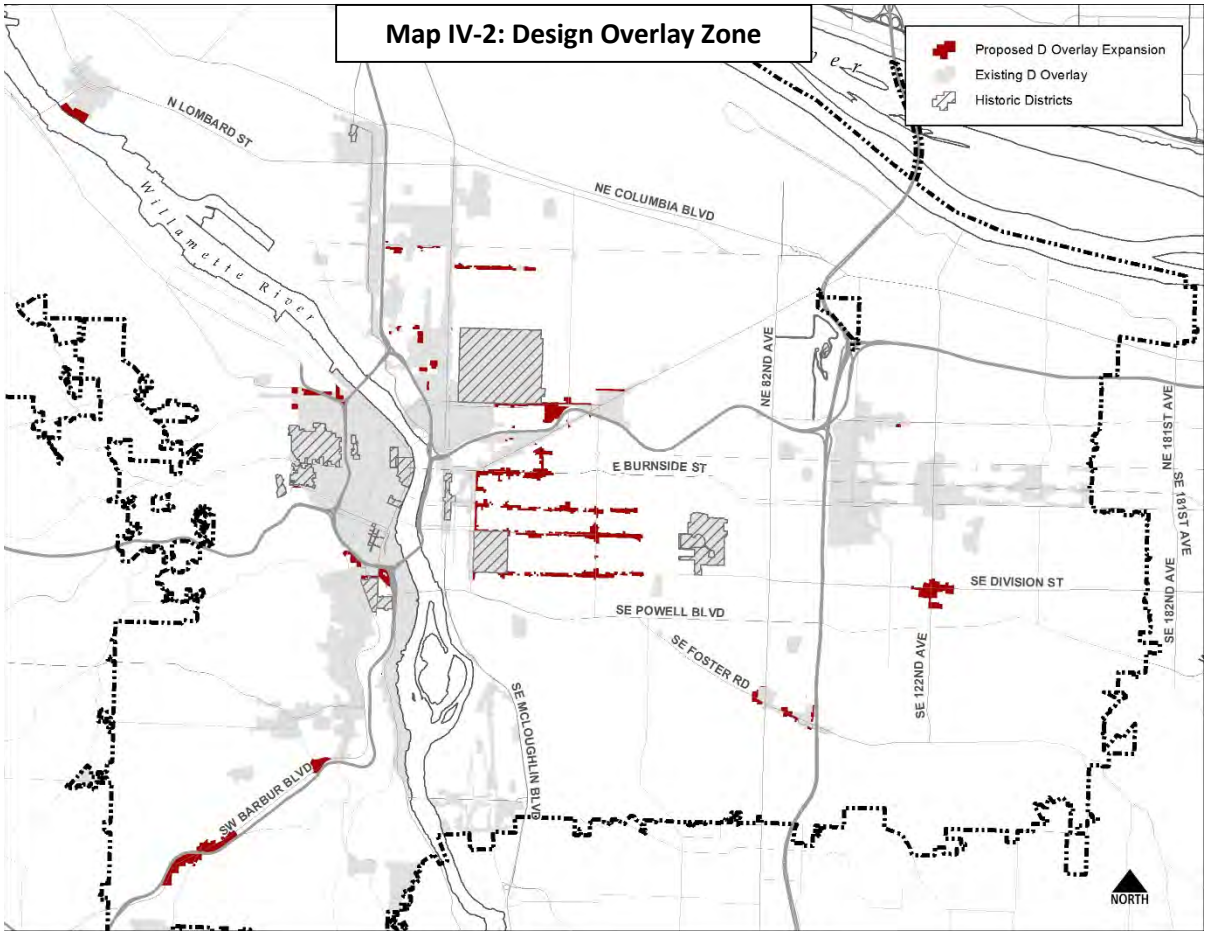
Map IV-1: Centers Main Street Overlay Zone, shows application of the overlay citywide. Additional code details are in Section VI and map details are in Section VII. This overlay zone is applied to areas that currently have a built-up commercial main street character, or where such a character is desired. Active ground floor uses are required in order to encourage a high degree of activity in these places, helping to meet Comprehensive Plan policies for centers.



Design Overlay Zone expansion *(map change only - no changes to zoning code)*
In Portland, design review has traditionally been required for areas where a special design character is specified and for zones which allow intense or large scale development. The Mixed Use Zones proposal continues this approach by extending the design overlay zone to areas designated as "Mixed Use – Urban Center" on the Comprehensive Plan map. This designation includes Town Centers and the most urban Neighborhood Centers and Corridors surrounding the Central City.

These areas are expected to see the greatest amount of development and change, and warrant additional design oversight.

The Design Overlay Zone is currently applied to most of the area designated as Mixed Use - Urban Center. The zone will be retained where it is currently applied, and will be extended to areas where is currently not applied, including areas in inner Southeast Portland and other locations. Areas where the design overlay zone will be added are shown on Map IV-2: Design Overlay Zone. In addition, in keeping with current practice of applying the design overlay to zones that allow large scale or tall buildings, the design overlay zone will be applied to all sites zoned CM3, which replaces the CXd and EXd zones outside of central Portland.



Transfer of Floor Area for Historic Resources *(33.130.205)*

The new approach to regulation of floor area described in the zoning framework provides an opportunity for transfer of floor area from historic resources as well as floor area bonuses for public benefits. This tool has been available in commercial zones to date, but because of the current approach to regulation of residential floor area, there is little incentive to use the transfer. Recalibration of the allowed FAR combined with allowances for a bonus floor area will allow better utilization of this existing tool.

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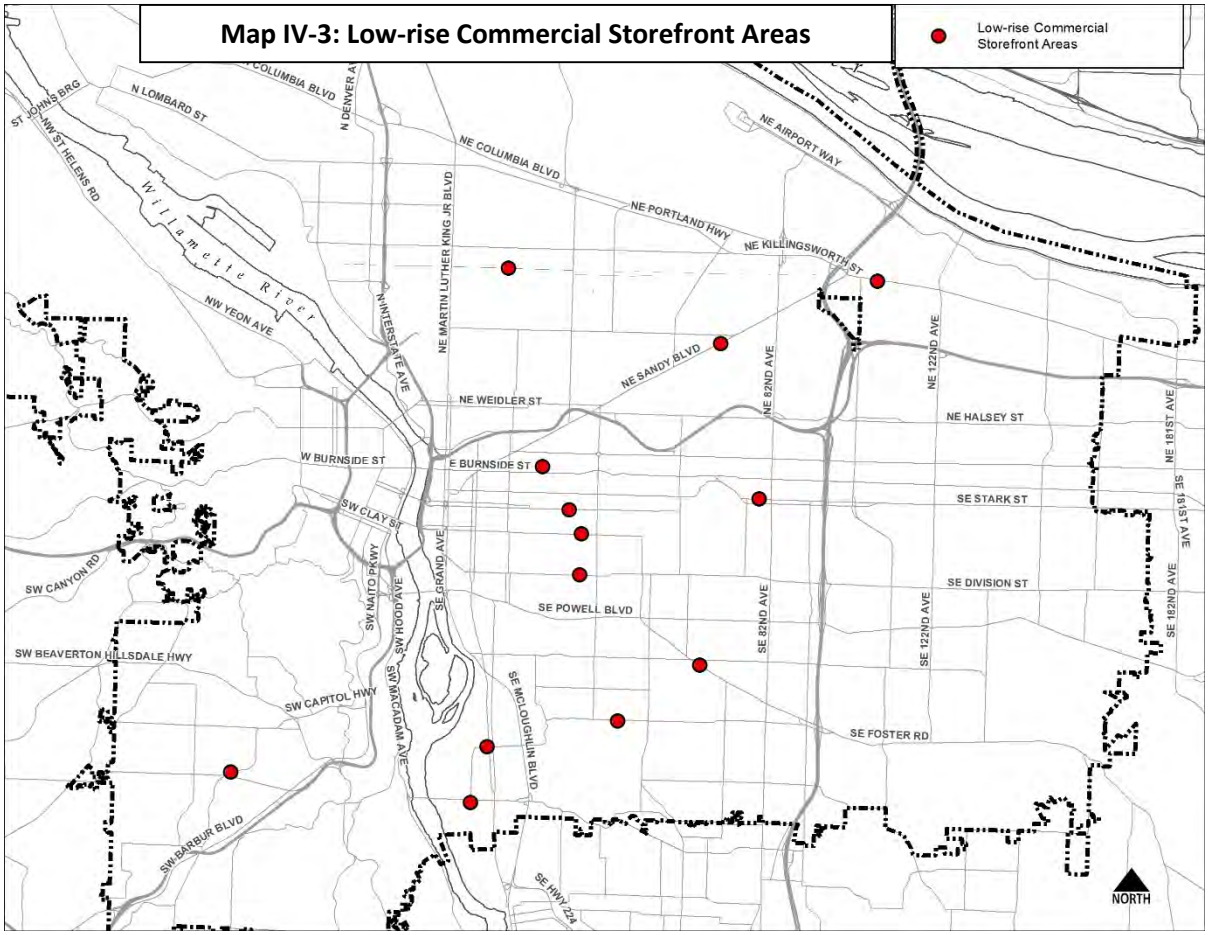
Low-rise Commercial Storefront Areas *(33.415 and Zoning Map)*

The proposed draft includes new mapping and Zoning Code regulations intended to continue the scale and characteristics of older main street areas where low-rise (1 to 2 story) Streetcar Era storefront buildings are predominant. This responds to community interest in preserving the character of these areas, which are often the historic commercial cores of centers, while being applied strategically to retain ample capacity for growth in the majority of mixed use areas. Areas mapped for the new low-rise commercial storefront zoning approach are locations with contiguous concentrations of low-rise Streetcar Era storefront buildings extending for at least a 2-block or 400' length of corridor, and are located in neighborhoods centers, which are intended to have less of an emphasis on growth than larger centers. The approximate locations are shown on Map IV-3: Low-rise Commercial Storefront Areas. They are located on portions of the following streets: NE Alberta; NE Sandy; NE 28th; SE Stark; SE Belmont; SE Hawthorne; SE Division; SE Foster; SE Woodstock; SE Milwaukie; SE 13th; and SW Capitol. The exact parcel locations are shown in the Centers Main Street overlay zone maps in section VII and on the map app.

Staff proposes to zone these areas to CM1 (limiting building height to 35-38''), with Centers Main Street overlay regulations that continue these areas' characteristics through allowances for 2 to 1 FAR, full lot coverage and no landscaping, and greater allowances for retail and commercial uses than usually allowed in the CM1 zone to reflect their roles as core commercial areas that are anchors to complete communities.



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Transportation Demand Management *(33.266.430)*
The management of travel demand and parking is an issue of growing importance throughout the City as growth and development brings increased density to mixed use centers and corridors and increases trips and the demand for existing on-street parking. Transportation demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand.

As part of the Mixed Use Zones Project, the Portland Bureau of Transportation is proposing to expand and standardize requirements for a performance-based TDM Plan for new development over certain impact thresholds. The proposal, currently under development, will include clear and objective performance-based TDM measures for larger multi-dwelling and residential mixed use buildings in the Commercial Mixed Use zones. See Amendments to Zoning Code Chapter 33.266 in Section VI; for additional information about TDM proposals see Section V.

F. Significant Changes from the Discussion Draft

The *Proposed Draft* of the Mixed Use Zones project has changed significantly from the *Discussion Draft* based on Project Advisory Committee feedback, public comments, feedback from the Portland Design Commission, Portland Historic Landmarks Commission, technical advisors from City of Portland bureaus and partner agencies, and internal Bureau of Planning and Sustainability review of the proposal. Major changes in the proposal are generally in response to 1) bonus and development incentive issues; 2) building scale issues; and 3) auto-accommodating development issues.

***Bonus and Development Incentive Issues*.** Comments were submitted requesting a greater emphasis on affordable housing goals in the bonus/incentive program, and the need for additional modeling and testing of the program to optimize outcomes. Additional economic analysis was conducted on the bonuses by EcoNW, a consulting firm, to optimize for a result that prioritized the incentive for affordable housing and includes an incentive for affordable commercial space. Initial results from the modeling indicated that utilization of the bonus is most feasible in areas with higher than average rents where additional floor area would be an incentive for providing a public benefit. Given current development market conditions (rent, construction cost, etc.), take up of bonuses may be limited, but this will vary over time. Furthermore, the bonus for plazas was identified as a greater incentive than other bonuses, yet may not provide clear public benefits. Floor area in exchange for green buildings was not seen as an incentive. The bonus program has been modified to optimize on the public benefit of affordability.

Building Scale Issues. Comments were submitted regarding the scale (height, bulk) of allowed development in commercial mixed use areas. The proposal seeks to balance community concerns about scale with growth management and community development goals, and the realities of building construction and finance. In some cases the proposed zones reduce the allowed scale of development compared to the existing zones through inclusion of residential uses in floor area calculations, limits on overall floor area, and through setback and height standards that shape building envelopes to a greater degree than current zones. Additional density and increased building scale can be achieved only by using bonus floor area and bonus height by providing public

benefits which focus on affordability issues in this proposal. In response to comments, in some areas, such as the Low-rise Commercial Storefront areas, staff proposes to reduce overall scale by applying zones with lower height limits than proposed in the Discussion Draft.

Auto-Accommodation Issues. Comments were submitted regarding the need to better accommodate autos and traditional auto-oriented developments in the Portland landscape. Specifically, comments addressed problems of large-scale retailers, including grocery stores, with proposed pedestrian- and transit-oriented building setback standards. Comments stated the need to allow flexibility for deep building setbacks to provide convenient and accessible parking areas, and flexibility for drive through developments, for this type of retail. In general, the proposal seeks to balance goals for pedestrian- and transit-orientation and urban design, with the need to accommodate large and auto-accommodating uses. Changes to better address these concerns include allowing more flexibility to rebuild drive through uses and reducing the square footage threshold for alternative setbacks for large retail uses.

A summary of major concept/code changes follows.

Bonuses and Development Incentives. The proposal emphasizes bonuses that address affordability goals. Additional economic analysis showed that the bonus for publicly accessible plazas was likely to compete with the affordability provisions, and less affordable housing would be produced. Landscaping and green element requirements are now proposed for all zones in response to comments on the *Discussion Draft*. Given this, the high-performance green features bonus was modified to include only green buildings, dropping the landscape elements. Economic modeling of the bonus program found no incentive for green buildings. Also, for both plazas and green buildings, the benefits may be both private and public. For these reasons, the provisions for plazas and green buildings were dropped from the proposal.

Parking Exception for Affordable Bonus Units. Modeling revealed that additional required parking may limit utilization of the affordable housing bonus due to the high cost of providing structured or underground parking. To help address this issue, affordable housing units allowed in bonus floor area would not be counted in required parking calculations. In addition, modeling showed that the technology of "stacked" or mechanized parking may also be a cost effective and feasible solution to address required parking in some situations.

Planned Development Bonus with Public Benefits. The Large Site Master Plan Bonus has been recast as a Planned Development Bonus and new code sections are proposed to implement the review. The bonus still provides for increases in allowed height and floor area on sites over two acres in size when public benefits of affordable housing, a public plaza/open space and green building features are provided. Because of the scale of development proposed to be allowed (up to 75 feet in CM2 and CE; up to 120 feet in CM3), a Type III land use review with public comments is warranted. The design and layout of the site and location of buildings is critical to make transitions to adjoining lower-scale neighborhood areas; a public review of the planned development by the Portland Design Commission is proposed as the most appropriate body to review this type of quasi-judicial land use request. This is a change from the Discussion Draft in which a review by the Hearings Officer was proposed.

Bonuses and Floor Area Transfers in Historic Districts. The proposal would restrict the use of bonuses and floor area transfers in Historic and Conservation districts. This limits the potential conflicts posed between existing historic character and larger buildings allowed through bonuses and transfers.

CM1 Zone in Low-rise Commercial Areas. Comments were submitted regarding the scale of allowed development in commercial mixed use areas, specifically about potential development in areas of special character, which often include many intact, low-rise streetcar-era commercial buildings. To address this issues, staff analyzed locations where low-rise (1 to 2 story) Streetcar Era storefront buildings are predominant, and proposes to apply the CM1 zone with a 35' height limit in a selected set of these older main street areas within the Centers Main Street overlay zone. See Low-rise Commercial Storefront Areas discussion on page 40.

Green Options Landscaping in Inner Pattern Area. In the *Discussion Draft*, 100% lot coverage was allowed and no landscaping was required in the CM2 and CM3 zones in the Inner Neighborhoods pattern areas (continuing the existing approach in the CS, EX and CX zones). Based on new *Comprehensive Plan* policies on integrating green elements into the urban environment and community feedback about the need for greening of urban spaces in inner pattern areas, staff is proposing a landscape requirement in all mixed use zones outside the Central City and Gateway. The proposal continues to allow lot coverage up to 100% in the Inner Neighborhood CM2 and CM3 zones. Given this, staff proposes that the landscape requirement be met though flexible options that include 1) traditional in-ground landscape features; 2) an eco-roof; 3) reduced landscape percentage for planting large trees; 4) use of raised landscape areas; and 5) substitution of pervious pavers for a percentage of the required landscape area.

Building Length and Façade Articulation. Feedback from design professionals prompted further review of the Discussion Draft proposal on building length and façade articulation. The maximum building length standards in the Proposed Draft are changed to work in conjunction with façade articulation to prevent large facades without articulation, and to limit building length. The maximum building length in the Discussion Draft was 110 feet, which responded to some situations, but also created issues for other developments that require larger floor plates. The maximum length was increased to 200 feet, in keeping with Portland's traditional block sizes.

Setbacks for Large Retailers. Feedback from retail and shopping center representatives highlighted difficulties in meeting transit-oriented setback standards and parking location requirements for larger-scale retail uses, including large-format grocery-stores. To address this issue, the size threshold for triggering alternative setback standards for large retail uses is reduced from 100,000 square feet to 60,000 square feet to better accommodate a variety of large-scale retail uses.

Parking Location Flexibility on Large Sites. Parking location standards in 33.266 have been changed to provide greater flexibility in parking arrangements and locations on large sites in the CM zones. For large sites (over two acres), the standards of the CE zone will apply, providing greater flexibility to provide parking locations between a building and a street, and better address situations with multiple building on a site, typical with larger sites.

Drive-Through Facilities. Drive-through facilities will be allowed in the CE zone. New drive through facilities will be prohibited in the CM1, CM2 and CM3 zones. In addition to changes allowed through the Non-Conforming Situations code (33.258), the proposal allows additional flexibility to rebuild

existing drive through facilities in the CM2 and CM3 zones to accommodate needs for modernization and upgrades. In the CM3 zone, the rebuilt drive through must be part of a development with a minimum floor area ration of 1:1.

Minimum Floor Area in Centers. Sites in the Centers Main Street overlay zone were proposed to have a minimum floor area ratio of 0.5:1. This minimum is retained for overlay zone areas in the Inner pattern area where development is more urban. The minimum is reduced to 0.25:1 in Eastern and Western pattern areas in recognition of existing lower-density development patterns and the anticipated desire for more parking in these areas.

Vehicle Areas in Centers. Sites in the Centers Main Street overlay zone were limited to no more than 50% the street frontage of a site dedicated to vehicle and exterior display areas. This standard is retained in Eastern and Western pattern areas, but the vehicle area is reduced to 30% of frontage in inner pattern areas in recognition of the more urban setting desired in this pattern area.

Transportation Demand Management Thresholds. In conjunction with the Portland Bureau of Transportation, further review and analysis of Transportation Demand Management goals and objectives led to a lower threshold for triggering the TDM program for mixed use developments. The threshold is reduced from 20 units to 10 units.

Section V. Implementation Tools

The primary tools to implement the Mixed Use Zones Project are amendments to the Portland Zoning Code and Zoning Map. Amendments to the Portland Zoning Code (Title 33) are detailed in Section VI. Amendments to the Zoning Map are detailed in Section VII.

Additional tools for implementation of the project, anticipated subsequent amendment to the Zoning Code, and expected amendments to other city Titles are described in this section.

Development Incentives/Bonuses

A key goal of the Comprehensive Plan is to achieve many community objectives through public and private investments, including through the development process. To aid in realizing these goals, the new mixed use zones include opportunities for performance bonuses: additional amounts of development above basic zoning entitlements, when the developments include key public benefits. These bonuses allow additional floor area, and in some cases additional height, in return for meeting design and other performance standards. Bonuses are proposed for provision of affordable housing and affordable commercial space. In addition, floor area transfers from historic resources can be added to receiving sites, up to a portion of the bonus floor area allowed. The amount (or weight) of the bonus varies by the type and priority of public benefit provided. Affordable housing is given the highest priority.

Additional Details of the Bonuses - Administration

Proposals using the bonuses would be reviewed and approved by the Bureau of Development services, with significant administrative participation from bureau partner agencies including the Portland Housing Bureau (affordable housing) and the Portland Development Commission (affordable commercial). The partner agencies will, prior to the effective date of the zoning regulations, create affordability bonus programs with administrative procedures to review projects seeking to gain additional development through bonus use.

Implications of the New Inclusionary Zoning Legislation – Senate Bill 1533

Oregon legislators recently passed legislation allowing jurisdictions to require affordability in new multifamily structures of over 20 units. The legislation allows for the affordable housing requirement, but also calls for jurisdictions to provide development incentives for affordable housing. Given recent passage of the law, staff has not had an opportunity to fully reconcile the provisions of SB 1533 with development incentives and allowances proposed in the Mixed Use Zones Project. Additional analysis will be forthcoming that may result in changes to the mixed use incentive/bonus proposal.

Conceptually, an applicant seeking a bonus would contact the appropriate partner agency to learn about program parameters, enroll in the affordability program, submit plans and other documents to indicate how they meet the performance targets of the bonus, and execute needed covenants, restrictions or other program documents to ensure that the project conforms with program requirements. Upon completion of these components, the agency will issue a certificate of compliance indicating that the development meets the requirements of the incentive program, and certification of the amount of additional floor area to which the development is entitled. The certification documentation would be submitted to Bureau of Development Services by the applicant along with building plans for review and approval.

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The details of the exact parameters of the bonus program standards and administration are being further developed. BPS expects to continue work on the bonuses with partner agencies to develop the administrative procedures during the code review process over the next several months.

In most cases there will be a need for ongoing administration to monitor projects that use bonuses, to ensure ongoing compliance. The details of the administration will also be worked out over the coming months as the code continues through the legislative process.

The next steps and timeframes for further work are:

- Develop administrative process: summer/fall 2016
- Finalize administrative rules: early 2017

A more detailed description of bonuses and a list of items needing further work follows.

Affordable Housing Bonus

Description/Intent: Housing affordability is an increasing concern in Portland. Much of Portland's new housing to accommodate growth is expected in centers and corridors. However, new housing is often not affordable to a large segment of Portlanders. This bonus works toward addressing that issue through a market incentive to construct and set-aside a portion of units at affordable levels. Inclusionary zoning was recently approved in Oregon, but has not yet been implemented. Voluntary incentives like this have been used in other situations. With recent passage of inclusionary zoning legislation, the administrative and other aspects of this incentive program could be modified, and potentially applied to a broader program.

This bonus will allow additional floor area and in some cases additional height for developments when a proposal includes a required amount of floor area for residential units that are targeted to be affordable.

What is Required and Allowed: A development proposal seeking this bonus could earn up to 100% of the total bonus. To earn bonus area, projects are required to construct 25 percent of all floor area in excess of base zone regulations as housing that is affordable to households at an income target established by Portland Housing Bureau and set forth in an administrative rule. The affordability target is 80% of median family income (MFI), however this target is subject to change based on development of the administrative rule. The term of affordability is expected to be 60 years.

Proposed Partner Agency: Portland Housing Bureau (PHB)

Administration: PHB will establish a program to evaluate projects, issue a certificate of compliance to an applicant that has enrolled in the program, record a use agreement, and track units to ensure affordability.

Next Steps:
Coordinate with Central City plan team and Portland Housing Bureau to develop affordable housing incentive program administration details including intake system, approval thresholds and ongoing monitoring requirements.

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- Explore the Portland response and approach to SB 1533 – make adjustments to the mixed use zones proposal as appropriate to adapt to the new legislation.
- Determine in-lieu fee and set threshold/parameters for use of in-lieu fee (number of units).
- Establish requirements for program approval including required documentation.
- Develop parameters for projects that utilize other affordable housing development incentives such as the MULTE tax abatement program.
- Establish parameters for unit count and proportionality requirements in buildings that are consistent with the floor area bonus parameters.
- Develop details of a program that would apply to ownership units as well as rental units.
- Determine PHB role in creating a database of prospective qualifying tenants.

Affordable Commercial Bonus

Description/Intent: As new development occurs, the opportunity for small businesses to locate in older buildings with more affordable rents could decrease. Because of the costs associated with new mixed use construction and the opportunity to attract tenants, rents levels in newer building are often higher than in existing buildings within those markets. This makes the spaces unaffordable to business startups, and existing local businesses. Because residential rents are often a more certain source of income for developers than commercial space, a bonus of additional floor area for residential use may be more valuable than commercial space in mixed use building. This bonus is intended to address this by offering a floor area bonus when a project builds commercial space that will be leased at affordable, below market rates.

What is Required and Allowed: A development proposal seeking this bonus could earn up to 50% of the total bonus floor area. Projects would earn two square feet of additional/bonus floor area for each square foot of commercial space that is made available at "affordable" rates. Commercial space priced at a rate of 25% below market is being targeted. However, specific rates, affordability targets, and qualifying business types will be further studied and described in an administrative rule to be administered by a partner agency or entity. The term of affordability is expected to be 20 years.

Proposed Partner Agency: Portland Development Commission (PDC)

Administration: The Portland Development Commission, or other appointed agency, would establish a program to evaluate development projects, issue a certificate of compliance to an applicant that has enrolled in the program, determine business eligibility for the enrolled space, and institute a mechanism to track and ensure affordability over time.

Next Steps:
Coordinate with the Portland Development Commission to develop affordable commercial space incentive program administration details including intake system, approval thresholds and ongoing monitoring requirements.

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- Develop criteria for eligible users of the bonus space.
- Develop program details including: types of qualifying businesses; income or other qualifying requirements of applicants.
- Determine whether and in-lieu fee directed at an affordable commercial space fund is a practical approach.
- Establish documentation requirements for program approval.
- Develop parameters for projects that utilize other financial resources.
- Determine PDC role in creating a database of prospective qualifying tenants.
- Determine rules to address the situations when businesses become successful in rent-discounted locations.

Related City Codes for Subsequent Amendments

Because of base zone changes, subsequent amendments to the Zoning Code will be necessary to address varied code references and other situations that require policy decisions. These amendments are not included in this report but will be presented in a subsequent code amendment package after review and approval of the initial changes proposed to the Planning and Sustainability Commission.

The proposed base zones will operate within a larger regulatory zoning structure that will continue to influence how development occurs. Minor references to Commercial Zones as well as code references with more significant policy and planning implications driven by base zone changes are located throughout the zoning code and will require minor amendments. However, more substantive issues requiring reconciliation are in *Plan Districts*, *Overlay Zones* and *Additional Use and Development Regulations*. In most cases, allowances for height and uses provided in these plan districts and overlay zones are expected to be maintained as prescribed in the current code. However, some plan districts and overlay zones will require additional policy discussion to determine how provisions of the plan district can be reconciled with the new base zone FAR and bonus structure and other development standards. These policy decisions are expected to occur after there is greater certainty about the base zone regulatory framework.

A preliminary list of the potentially affected code sections is listed below. See Appendix for additional details.

Table VII-1: Title 33 Code Chapters Requiring Future Amendments

Chapter	Title	Issues to Address
33.10	Organization of Title 33	Minor amendments: • reconcile text with new zones
33.110	Single-Dwelling Zones	Minor amendments: • reconcile text with new zones
33.120	Multi-Dwelling Zones	Minor amendments: • reconcile text with new zones
33.140	Employment and Industrial Zones	Minor amendments: • reconcile text with new zones

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33.218	Community Design Standards	Major amendments: • DOZA project to assess/revise Community Design Standards
33.224	Drive Through Facilities	Minor amendments: • reconcile text with new zones
33.229	Elderly and Disabled	Minor amendments: • reconcile text with new zones
33.237	Food Production and Distribution	Minor amendments: • reconcile text with new zones
33.239	Group Living	Minor amendments: • reconcile text with new zones
33.243	Helicopter and Landing Facilities	Minor amendments: • reconcile text with new zones
33.251	Manufactured Homes & Dwelling Parks	Minor amendments: • reconcile text with new zones
33.254	Mining & Waste-Related Uses	Minor amendments: • reconcile text with new zones
33.258	Nonconforming Situations	Minor amendments: • reconcile text with new zones
33.262	Off-Site Impacts	Minor amendments: • reconcile text with new zones
33.266	Parking and Loading	Major amendments: • proposal included with mixed use zones package
33.274	Radio Frequency Transmission Facilities	Minor amendments: • reconcile text with new zones
33.278	Permit-Ready Houses	Minor amendments: • reconcile text with new zones
33.281	Schools and School Sites	Minor amendments: • reconcile text with new zones
33.284	Self-Service Storage	Minor amendments: • reconcile text with new zones
33.285	Short Term Housing and Mass Shelters	Minor amendments: • reconcile text with new zones
33.293	Superblocks	Minor amendments: • reconcile text with new zones
33.296	Temporary Activities	Minor amendments: • reconcile text with new zones
33.299	Wind Turbines	Minor amendments: • reconcile text with new zones
33.400	Aircraft Landing Zone	Minor amendments: • reconcile text with new zones
33.405	Alternative Design Density Overlay Zone	Minor amendments: • reconcile text with new zones
33.410	Buffer Zone	Major amendments: • Proposal to remove in mixed use zones amendments
33.420	Design Overlay Zone	Major amendments: • DOZA project to assess/revise Design Overlay

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33.430	Environmental Zones	Minor amendments: • reconcile text with new zones
33.440	Greenway Overlay Zones	Minor amendments: • reconcile text with new zones
33.445	Historic Resource Overlay Zone	Minor amendments: • reconcile text with new zones
33.450	Light Rail Transit Station Zone	Minor amendments: • reconcile text with new zones
33.455	Main Street Node Overlay Zone	Major amendments: • Proposal to remove in mixed use zones amendments
33.460	Main Street Corridor Overlay Zone	Major amendments: • Proposal to remove in mixed use zones amendments
33.470	Portland Int'l Airport Noise Impact Zone	Minor amendments: • reconcile text with new zones
33.480	Scenic Resource Zone	Minor amendments: • reconcile text with new zones
33.521	East Corridor	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure
33.526	Gateway	Minor amendments: • reconcile text with new zones
33.532	Hayden Island	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure
33.534	Hillsdale	Major amendments: • reconcile text with new zones
33.536	Hollywood	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure • reconcile PD bonus options with new bonus structure
33.537	Johnson Creek	Minor amendments: • reconcile text with new zones
33.538	Kenton	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure
33.550	Macadam	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure
33.555	Marquam Hill	Minor amendments: reconcile text with new zones
33.561	North Interstate	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure • reconcile with development design standards
33.562	Northwest	Major amendments: • reconcile text with new zones

		• reconcile PD FAR with new bonus structure • reconcile PD bonus options with new bonus structure
33.583	St Johns	Major amendments: • reconcile text with new zones • reconcile PD FAR with new bonus structure • reconcile PD bonus options with new bonus structure
33.613	Commercial Zones	Minor amendments: reconcile text with new zones
33.630	Tree Preservation	Minor amendments: reconcile text with new zones
33.631	Flood Hazard Areas	Minor amendments: reconcile text with new zones
33.638	Planned Development	Minor amendments: reconcile text with new zones
33.654	Rights of Way	Minor amendments: reconcile text with new zones
33.662	Land Divisions in C, E and I Zones	Minor amendments: reconcile text with new zones
33.665	Planned Development Review	Minor amendments: reconcile text with new zones
33.700	Administration and Enforcement	Minor amendments: reconcile text with new zones
33.850	Statewide Planning Goal Exceptions	Minor amendments: Renumber to 33.870
33.851	South Waterfront Greenway Review	Minor amendments: Renumber to 33.872
33.853	Tree Review	Minor amendments: Renumber to 33.855
33.855	Zoning Map Amendments	Minor amendments: Renumber to 33.890

Other City Titles for Amendment

Other city codes may require technical or more substantive amendments to align them with new zones and standards of the Mixed Use Zones Project. These include but are not limited to:

- Title 11, Trees: Edits to clarify or establish which commercial/mixed use zones in the new framework must meet tree preservation requirements.
- Title 17, Public Improvements: Edits to clarify or establish when development in the commercial/mixed use zones must conform to adopted street plans or meet street or pedestrian/bicycle connectivity standards.
- Title 18, Noise Control: Edits to reconcile text with new zones.
- Title 32, Signs and Related Regulations: Edits to reconcile text with new zones.

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Expanded Transportation Demand Management (TDM) Requirements

TDM encompasses a variety of strategies to encourage more efficient use of the existing transportation system and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand.

As part of the Mixed Use Zones Project, PBOT will consider expanding and standardizing requirements for an approved, performance-based TDM Plan, for new development over certain impact thresholds. Several specific changes may occur:

- New requirements for clear and objective performance-based TDM measures for larger mixed use apartment buildings and, perhaps, office buildings;
- Better integration of TDM and parking management; and
- Revitalized TDM program monitoring.

Implementation of these concepts will involve changes to the Zoning Code (in Chapter 33.266), and to Title 17. In Chapter 33.266, the staff proposal includes renaming that chapter to Parking and Transportation Demand Management, in recognition of this shift. Title 17 changes will address minimum requirements for TDM plans, fees, and enforcement. Title 17 may also authorize PBOT to publish administrative rules that will contain the specific prescriptive measures available to meet these requirements, as well as providing more specific forms and monitoring requirements. These rules would be finalized in 2016 or early 2017.

The intent of administrative rules would be to create a menu of approaches that can be selected by the permit applicant, and assembled into a TDM plan. Approval of the TDM plan would be an administrative action involving non-discretionary standards, handled during a building permit, and not a land use review. Non-standard TDM plans could be requested through a land use review (Proposed Zoning Code Chapter 33.852, which was also included with the Institutional Campus Zoning Project).

On Street Parking Management – Centers and Corridors Parking Project

The management of parking is an issue of growing importance throughout the City as growth and development brings increased density to mixed use centers and corridors and increases the demand for existing on-street parking. The Portland Bureau of Transportation (PBOT) has developed new on-street parking management tools for high-growth centers and corridors outside of the Central City. This parking management "tool kit" describes the suite of policies and programs available to manage on-street parking.

To inform this work, in 2015 PBOT studied parking demand in five case study areas that best represent the type and intensity of development Portland is seeing and can expect in the future. The findings, toolkit, and other information are available online:
http://www.portlandoregon.gov/transportation/63980

Goals of the PBOT parking toolkit project are:

- More efficient use of parking and management of curbside space.
- Greater ease in implementation and operation of parking management tools as areas change.
- Meet growth management and economic development goals.
- Meet goals of the City's Comprehensive Plan, including encouraging walking, cycling, transit and carpool trips over drive-alone trips.

Residential Permit Parking Areas

Working with the project Stakeholder Advisory Committee, PBOT staff developed recommendations for a new residential parking permit program. The new program would enable neighborhoods to elect to create a residential parking permit area in residentially-zoned areas surrounding high density mixed use corridors. This is different than the current permit program, which focuses specifically on commuter parking near the Central City. The concept is intended to reduce the parking impact on residential neighborhoods generated from new development in nearby mixed-use areas, encourage better utilization of existing off-street parking, encourage managers of low-parking buildings to market to car-free tenants, encourage developers to build an amount of parking consistent with the demand created by new development.

Key aspects of this program would include:

- New permit districts would be created by a local vote.
- The number of permits issued would be tied to the actual supply of on-street parking, eliminating the oversubscription problems seen in NW Portland and the Central Eastside.
- Residents of permit areas will have priority access to permits. Employees and residents of nearby mixed use areas would also have access to permits.
- Short-term parking for visitors to nearby commercial areas would be allowed, but permit holders would be able to park beyond the posted time limits (e.g., 2 hour *except by permit*)
- The permit fee structure will include Transportation Demand Management measures intended to reduce the overall demand for on-street parking.

The project Stakeholder Advisory Committee endorsed the permit concept at their December 2015 meeting. PBOT staff will bring the proposal to City Council in spring 2016.

Transportation System Improvements

The Transportation System Plan identifies more than $1 billion dollars in transportation infrastructure projects on streets or in areas with mixed use zoning. As the City and region secures funding for transportation improvements, that money is spent on projects identified in the TSP. Funding is not guaranteed for these identified projects. Fees collected from development helps pay for some of these improvements. A small sample of these projects are listed below. For a full list of recommended transportation investments, see the TSP:
http://www.portlandoregon.gov/transportation/63710

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Table VII-3: Sample TSP Projects

Street or Area	Project	Description	Cost
Barbur Blvd	SW Corridor High Capacity Transit	Capital construction of High Capacity Transit project between Portland and Tualatin via Tigard.	$1b+
Powell-Division	Powell-Division High Capacity Transit	Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Gresham.	$75m
Gateway	99th Ave Streetscape improvements	Construct streetscape improvements including wider sidewalks, lighting, street trees, center turn lane, bike lanes and new signals.	$26m
Capital Highway	Capital Hwy Corridor improvements	Improve SW Capital Hwy from Multnomah Blvd. to SW Taylors Ferry Rd to include sidewalks, crossings, and bicycle access.	$12m
Lents	Lents Town center Improvements	Implement Lents Town Center Business District transportation Plan.	$11.5m
NE Broadway	NE Broadway Corridor Improvements, Phase 1	Design and implement a protected bikeway and improve pedestrian/bicycle crossings.	$8.9m
West Portland Town Center	West Portland Town Center Pedestrian Improvements	Improve sidewalks, lighting, crossings, bus shelters and benches on Barbur, Capital Hwy, and surrounding neighborhood streets.	$7m
122nd Ave	122nd Ave Corridor improvements	Design and Implement multimodal improvements to sidewalks to sidewalks, crossings, transit stops, striping and signals to enhance ped/bike safety, access to transit, and transit operations.	$8m
82nd Ave	82nd Ave Corridor improvements	Design and Implement multimodal improvements to sidewalks to sidewalks, crossings, transit stops, striping and signals to enhance ped/bike safety, access to transit, and transit operations.	$5m

Transit Service - TriMet Letter of Intent

The Region 2040 Growth Concept calls for housing and employment growth to be focused into more active, mixed use, pedestrian-friendly activity centers that are connected by high-frequency or high-capacity transit corridors. One of the key ingredients to success for these activity centers is providing a multi-modal transportation system that ensures transportation choices and the continued mobility of people and goods throughout the region.

Under Oregon law, there are legal mechanisms to ensure that Transportation System Plans and Land Use Plans are coordinated. Transportation System Plans, however, traditionally focus on capital investment plans, *not ongoing transit operations*. The City and TriMet are seeking an additional mechanism to more clearly express and acknowledge that land use, capital investments, and ongoing operations are bound together. For purposes of the Mixed Use Zoning Project, this helps build confidence that transit operations will continue and will improve over time and reduces the need to own and use a personal vehicle. This will build on current TriMet Service Enhancement planning already underway (see http://future.trimet.org for more information).

The City of Portland and TriMet have signed a letter of intent to work in partnership to identify the transit service and supporting land use, community development and transportation policies, programs and projects needed to support planned growth, consistent with the region's 2040 adopted vision and plans.

More specifically, through this letter of intent, the City and TriMet are committing to a joint work plan. This work plan will inform the development and adoption of a service agreement or Memorandum of Understanding (MOU) showing how the City and TriMet will continue to coordinate on transit service in the City. The Parties intend to complete this by the end of 2016 to coincide with the City's completion of the new Comprehensive Plan.

This agreement would strengthen coordination of three mutually-reinforcing responsibilities:

- Adoption of transit-supportive land use plans (City, Bureau of Planning and Sustainability)
- Investments that provide transit-supportive infrastructure, such as sidewalks and safe crossings, and programs, such as transit signal priority, and transportation and parking demand management (City, Bureau of Transportation, Portland Development Commission)
- Transit operations, vehicles and infrastructure (TriMet)

A copy of the initial letter of agreement is included in the appendix.

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VI. Amendments to the Zoning Code

The primary implementing mechanism for the Mixed Use Zones Project concepts and proposals described in this report is revision of the Portland Zoning Code (Title 33). Amendments to the Zoning Code needed to implement the concept proposal are included in this Section of the report.

The following chapters of the Zoning Code regulate development in the Commercial Mixed Use zones citywide, and also address specific elements of development and situations.

33.130 Commercial Mixed Use Zones
33.270 Planned Development
33.266 Parking and Loading and Transportation Demand Management
33.415 Centers Main Street Overlay Zone
33.855 Planned Development Review

Many of the changes to Chapter 33.130 and 33.415 replicate or render redundant other sections of the Zoning Code, primarily found in Plan Districts and Overlay Zones. As a result, revisions are needed to several chapters of the code, including the following.

33.455 Main Street Node overlay zone – repeal chapter, not included herein
33.460 Main Street Corridor overlay zone – repeal chapter, not included herein
33.520 Division Street Plan District
33.545 Lombard Street Plan District
33.575 Sandy Boulevard Plan District

In addition, other Chapters require amendments because they contain substantive changes to either the standards or the procedural requirements of the code. Proposed amendments to the following chapters are the result of these types of changes:

33.505 Cascade Station/PIC Plan District
33.730 Quasi Judicial Procedures
33.852 Transportation Impact Review
33.910 Definitions

Amendments to the Chapters are presented in this section of the report in their numerical order.

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33.130 Commercial/Mixed Use Zones

Commentary on draft Chapter 33.130 code amendments is in summary form. For more detail on the concepts and research related to the draft code amendments, see the *Mixed Use Zones Project Code Concepts Report* and its appendices.

Note: This is a substantial rewrite of an existing code chapter. For readability, ~~strikethrough~~ and underline is not used. The use of shading indicates blocks of code text with no substantive changes.

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Commentary

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33.130 Commercial/Mixed Use Zones

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Sections:

General

33.130.010 Purpose
33.130.020 List of the Commercial/Mixed Use Zones
33.130.030 Characteristics of the Zones
33.130.040 Other Zoning Regulations
33.130.050 Neighborhood Contact

Use Regulations

33.130.100 Primary Uses
33.130.110 Accessory Uses
33.130.130 Nuisance-Related Impacts

Development Standards

33.130.200 Lot Size
33.130.205 Floor Area Ratio
33.130.210 Height
33.130.212 Floor Area and Height Bonus Options
33.130.215 Setbacks
33.130.220 Building Coverage
33.130.222 Building Length and Façade Articulation
33.130.225 Landscaped Areas
33.130.227 Trees
33.130.228 Required Outdoor Areas
33.130.230 Ground Floor Windows
33.130.235 Screening
33.130.240 Pedestrian Standards
33.130.242 Transit Street Main Entrance
33.130.245 Exterior Display, Storage, and Work Activities
33.130.250 General Requirements for Residential and Mixed-Use Developments
33.130.255 Trucks and Equipment
33.130.260 Drive-Through Facilities
33.130.265 Detached Accessory Structures
33.130.270 Fences
33.130.275 Demolitions
33.130.285 Nonconforming Development
33.130.290 Parking, Loading, and Transportation Demand Management
33.130.292 Street and Pedestrian Connections
33.130.295 Signs
33.130.305 Superblock Requirements
33.130.310 Recycling Areas

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Commentary

33.130.010 Purpose

The purpose statement for the Commercial/Mixed Use Zones is recast to capture their role in meeting Comprehensive Plan goals and policies, which include allowing commercial and mixed use development as key components of complete neighborhoods, as well as related goals for place making and creating innovative, high quality development.

33.130.020 List of the Commercial/Mixed Use Zones

The number of zones is reduced from eight to five: CM1, CM2, CM3, CE, and CX. The CM1 is small scale (35'), replacing CN1/2 and CO1; the CM2 is medium scale (45'), replacing CS, CM, CO2, and in some locations CG; the CM3 is large scale (65'), replacing CX and EX as applied outside of the Central City and Gateway; the CE is medium scale (45'), with more auto-oriented and employment allowances.

33.130.030 Characteristics of the Zones

The new Comprehensive Plan changes the Comprehensive Plan designation-to-zoning relationship from a nearly one-to-one relationship to a one-to-many relationship. Several new mixed use Comprehensive Plan Map designations will be associated with more than one zone (see table below), so more guidance is needed for when it is appropriate to apply one zone versus another. This is particularly true for quasi-judicial zone changes in conformance with the Comprehensive Plan Map designation. To help inform decisions regarding the appropriate mapping of zones, the Characteristics of the Zones paragraphs now include more detail about the types of places and situations in which they are appropriate to be used. These paragraphs will be used in conjunction with the approval criteria for base zone changes.

New Comprehensive Plan Designation	Corresponding Allowed Zones
Mixed-Use Dispersed	CM1, CE
Mixed-Use Neighborhood	CM1, CM2, CE
Mixed-Use Civic Corridor	CM1, CM2, CM3, CE
Mixed-Use Urban Center	CM1, CM2, CM3
Central Commercial	CX

General

33.130.010 Purpose

The commercial/mixed use zones are intended for commercial and mixed use areas of the City as designated on the Comprehensive Plan map. These zones implement the vision, guiding principles, and goals and policies of the Comprehensive Plan, and encourage economic prosperity, human health, environmental health, equity, and resilience. These zones are primarily distinguished by the uses allowed and the intensity of development allowed. The zones allow a mix of commercial activities, housing, and employment uses that reflect the different types of centers and corridors described in the Urban Design chapter of the Comprehensive Plan.

The commercial/mixed use zones are intended to serve local neighborhood areas, larger districts, as well as broader citywide or regional markets. The regulations promote uses and development that support healthy complete neighborhoods—places where people of all ages and abilities have safe and convenient access to the goods and services they need in their daily life, and where people have the opportunity to live active lifestyles. The zones encourage quality and innovative design, and facilitate creation of great places and great streets.

The development standards are designed to allow development flexibility, within parameters, that supports the intent of the specific zone. In addition, the regulations provide guidance to property owners, developers, and neighbors about the limits of what is allowed.

33.130.020 List of the Commercial/Mixed Use Zones

The full and short names of the commercial/mixed use zones and their map symbols are listed below. When this Title refers to the commercial/mixed use zones, it is referring to the zones listed here.

Full Name	Short Name / Map Symbol
Commercial/Mixed Use 1	CM1
Commercial/Mixed Use 2	CM2
Commercial/Mixed Use 3	CM3
Commercial Employment	CE
Central Commercial	CX

33.130.030 Characteristics of the Zones

A. Commercial/Mixed Use 1 zone. The Commercial/Mixed Use 1 (CM1) zone is a small-scale zone intended for sites in dispersed mixed use nodes within lower density residential areas, as well as on neighborhood corridors and at the edges of neighborhood centers, town centers and regional centers. The zone is also appropriate in core commercial areas of centers in locations where older commercial storefront buildings of 1 to 2 stories are predominant. This zone allows a mix of commercial and residential uses. The size of commercial uses and hours of operation are limited in some locations to minimize impacts on adjacent residential uses. Buildings in this zone will generally be up to three stories tall. Development is intended to be pedestrian-oriented, generally compatible with the scale of adjacent residentially zoned areas or low-rise commercial areas, and include landscaping that integrates with the characteristics of residential areas.

Commentary

33.130.030 Characteristics of the Zones (continued)

See previous commentary.

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B. Commercial/Mixed Use 2 zone. The Commercial/Mixed Use 2 (CM2) zone is a medium-scale zone intended for sites in a variety of centers, along corridors, and in other mixed use areas that have frequent transit service. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zones will generally be up to four stories tall unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, provide a strong relationship between buildings and sidewalks, and complement the scale of surrounding residentially zoned areas.

C. Commercial/Mixed Use 3 zone. The Commercial/Mixed Use 3 (CM3) zone is a large-scale zone intended for sites in high-capacity transit station areas, in town centers, along streetcar alignments, along civic corridors, and in locations close to the Central City. It is intended to be an intensely urban zone and is not appropriate for sites where adjacent properties have single-dwelling residential zoning. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zone will generally be up to six stories tall unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, with buildings that contribute to an urban environment with a strong street edge of buildings. The scale of development is intended to be larger than what is allowed in lower intensity commercial/mixed use and residential zones. Design review is typically required in this zone.

D. Commercial Employment zone. The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors with a Neighborhood Collector or higher traffic classification, especially along civic corridors that are also Major Truck Streets or Priority Truck Streets. This zone is generally not appropriate in designated centers, except on a site that is currently developed in an auto-oriented manner and urban scale development is not economically feasible. The zone allows a mix of commercial uses, as well as some light manufacturing and distribution uses that have few off-site impacts. The zone allows drive-through uses and is appropriate for sites of sufficient size to provide transitions to areas with residential zoning. The emphasis of this zone is on commercial and employment uses, but residential uses are also allowed. Buildings in this zone will generally be up to four stories tall. Development is intended to be pedestrian-oriented, as well as auto-accommodating, and complement the scale of surrounding areas.

E. Central Commercial zone. The Central Commercial (CX) zone is intended to provide for commercial and mixed use development within Portland's most urban and intense areas, specifically the Central City and Gateway Regional Center areas. A broad range of uses are allowed to reflect Portland's role as a commercial, cultural, residential, and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

33.130.040 Other Zoning Regulations
No change.

33.130.050 Neighborhood Contact
A significant amount of new housing, commercial and other development is anticipated in the mixed use zones. Because of the allowed scale and magnitude of many new developments, community members have raised concerns about the need for better notification of new development in the C/MU zones and the desirability of providing opportunities for dialogue between developers and the community. Many plan districts and most multi-dwelling zone residential developments require neighborhood contact, but this is lacking in C/MU zones. This provision adds the requirement to larger development projects in this zone. BPS staff have received comments relating to concerns about the effectiveness of the existing contact requirement process (33.700.025) from internal and external stakeholders. BPS may pursue an update of this provision as part of implementation of the Comprehensive Plan Update.

Draft code language is similar to existing language in Chapter 33.120. It utilizes the same dwelling unit threshold (5 units) as applies in the multi-dwelling zones, but also includes a 10,000 square foot threshold (new net building area) to include larger non-residential projects.

33.130.040 Other Zoning Regulations

The regulations in this chapter state the allowed uses and the development standards for the base zones. Sites with overlay zones, plan districts, or designated historical landmarks are subject to additional regulations. The Official Zoning Maps indicate which sites are subject to the additional regulations. Specific uses or development types may also be subject to regulations in the 200s series of chapters.

33.130.050 Neighborhood Contact

A. Purpose. Neighborhood contact is required for larger projects in the commercial/mixed use zones because of the impacts that large projects can have on the surrounding community. The neighborhood contact requirement provides an opportunity for community input on the design of these projects by providing a setting for the applicant and neighborhood residents to discuss a proposal in an informal manner. By sharing information and concerns early, all involved have the opportunity to identify ways to improve a proposal and to resolve conflicts.

B. Neighborhood contact requirement. Proposals meeting the following conditions are subject to the neighborhood contact requirement as specified in Section 33.700.025, Neighborhood Contact. All of the steps in 33.700.025 must be completed before a building permit is requested:

1. The proposed development has not been subject to a land use review; and

2. The proposed development will add at least 10,000 square feet of net building area on the site, or will create five or more new dwelling units. Dwelling units are created:

   a. As part of new development;

   b. By adding net building area to existing development that increases the number of dwelling units; or

   c. By conversion of existing net building area from non-residential to residential uses.

Commentary

33.130.100.A. Allowed uses

The approach with the new zones is, to the extent possible, to retain and match the use allowances of the zones being replaced. There are some notable exceptions, for instance quick vehicle servicing – allowed in some CN2 situations - is not allowed in CM1, and the CM1 zone allows a broad array of uses beyond office in places where it replaces CO1.

33.130.100.B. Limited uses

Similar to allowed uses, the approach with the new zones was, to the extent possible, to retain and match the use limitations of the zones being replaced. Adjustments were made in some cases to respond to zones that had differing limitations, but which are now being combined into new zones (such as CN1 and CN2, to be combined into CM1).

Commercial size limitations in the CM1 zone correspond in part to current limitation in the CN1 zone (such as the 5,000 square foot Retail Sales and Service limit), but provide allowances for larger sites on major streets (Neighborhood Collector streets or higher classification). These allowances for somewhat larger Commercial uses accommodate the fact that the CN2 zone (which did not have size limits) is being folded into the new CM1 zone. Overall, the CM1 Commercial size limitations are intended to allow some Commercial uses in the dispersed locations where this zone is typically located, while encouraging larger uses to be located in centers and corridors where polices call for focusing commercial services.

Small sites in the CM1 zone that are surrounded by single-dwelling residential zoning have limitations on hours of operation to limit conflicts. This also responds to community concerns related to the rezoning of non-conforming commercial uses on some dispersed sites to CM1 zoning, which had sometimes operated under limitations on hours of operation as part of mitigation requirements related to their nonconforming status within residential zones.

Use Regulations

33.130.100 Primary Uses

A. Allowed uses. Uses allowed in the commercial/mixed use zones are listed in Table 130-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed development will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters.

B. Limited uses. Uses allowed that are subject to limitations are listed in Table 130-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 130-1.

1. Group Living. This regulation applies to all parts of Table 130-1 that have a [1].

   a. General regulations. All Group Living uses, except for alternative or post incarceration facilities, are allowed by right subject to the regulations of Chapter 33.239, Group Living.

   b. Alternative or post incarceration facilities. Group Living uses that consist of alternative or post incarceration facilities are conditional uses. They are also subject to the regulations of Chapter 33.239, Group Living.

2. Commercial limitation. This regulation applies to all parts of Table 130-1 that have a [2].

   a. Generally:

      (1) Each individual Retail Sales and Service use is limited to 5,000 square feet of net building area, and

      (2) Each individual Office use is limited to 5,000 square feet of net building area.

   b. On sites over 40,000 square feet in size located on a Neighborhood Collector or higher classification traffic street, each individual Retail Sales and Service or Office use is limited to 40,000 square feet of net building area.

   c. On sites 7,500 square feet or less in size where all abutting properties are in single-dwelling zoning, the hours of operation for Retail Sales and Service uses are limited to 6:00 AM to 11:00 PM.

33.130.100.B. Limited uses (continued)

The industrial size limitations include some expanded allowances for smaller industrial uses in CM2, CM3 and CE zones, responding in part to Portland's need for employment land. In the case of current EX zoned properties, which outside the Central City will become CM3, industrial uses will be more limited in size than what is currently allowed; although the CM3 zone will allow larger industrial uses [up to 1 to 1 FAR] than the other commercial/mixed use zones.

No changes to the other limitations on this page.

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3. Industrial size limitation. This regulation applies to all parts of Table 130-1 that have a [3]. Utility Scale Energy Production is a conditional use. Uses that have an "L" are allowed by right up to the limits below, and uses beyond the limits are prohibited. Uses that have a "CU" are conditional uses and are subject to the limits below.

   a. In the CM1 zone, each individual Industrial use is limited to 5,000 square feet of net building area;

   b. In the CM2 zone, each individual Industrial use is limited to 15,000 square feet of net building area;

   c. In the CM3 zone, Industrial uses are limited to a total FAR of 1 to 1 per site; and

   d. In the CE zone, each individual Industrial use is limited to 40,000 square feet of net building area.

4. Self-Service Storage limitation. This regulation applies to all parts of Table 130-1 that have a [4]. The limitations are stated with the special regulations for these uses in Chapter 33.284, Self-Service Storage.

5. Exterior development limitation. This regulation applies to all parts of Table 130-1 that have a [5]. Exterior display or storage of industrial equipment, such as tools, equipment, vehicles, products, materials, or other objects that are part of or used for the business operation is prohibited.

6. Community Services. This regulation applies to all parts of Table 130-1 that have a [6]. Most Community Service uses are allowed by right. Short term housing and mass shelters may be allowed by right if they meet certain standards, or may be a conditional use. See Chapter 33.285, Short Term Housing and Mass Shelters.

7. Radio Frequency Transmission Facilities. This regulation applies to all parts of Table 130-1 that have a [7]. Some Radio Frequency Transmission Facilities are allowed by right. See Chapter 33.274.

8. Basic Utilities. This regulation applies to all parts of Table 130-1 that have note [8].

   a. Public safety facilities that include Radio Frequency Transmission Facilities are a conditional use. The approval criteria are in Section 33.815.223. All other Basic Utilities are allowed.

   b. Small Scale Energy Production that provides energy for on-site or off-site use are considered accessory to the primary use on the site. However, it is only considered accessory if they generate energy from biological materials or byproducts from the site itself, or conditions on the site itself; plus not more than 10 tons per week of biological material or byproducts from other sites. Installations that sell power they generate — at retail (net metered) or wholesale — are included.

   c. All other Basic Utilities are allowed.

Commentary

33.130.100.B. Limited uses (continued)
See earlier commentary.

Note 9: This provides limited allowances for Commercial Parking in the CM2 and CM3 zones. Commercial Parking includes "shared parking," such as when the parking area is designated for use by the customers or tenants of multiple nearby business or residential buildings. Shared parking was identified by many community members as a parking approach that should be included in mixed used centers and corridors to help meet parking demand. This regulations generally requires that new Commercial Parking must generally be in parking structures to provide for efficient use of land. This also includes new allowances for parking originally approved as accessory parking to be used as Commercial Parking, when this parking is in excess of minimum parking requirements and within the maximum parking ratios of the associated uses (see Chapter 33.266 for minimum and maximum parking ratios).

33.130.100.C. Conditional uses
No change to text.

33.130.100.D. Prohibited uses
No change to text.

9. Commercial Parking. This regulation applies to all parts of Table 130-1 that have note [9]. Commercial Parking is a conditional use in the CX zone except when superseded by plan district regulations. In the CM2 and CM3 zones, Commercial Parking is allowed as follows:

   a. Commercial Parking is allowed by right in structured parking.

   b. Commercial Parking is allowed by right on a surface parking lot legally constructed on or before [insert date code goes into effect].

   c. Commercial Parking is allowed by right on a surface parking lot legally constructed after [insert effective date] when all of the following are met:

      (1) The surface parking lot was constructed as accessory parking for other primary uses on the site;

      (2) The total number of parking spaces on the site does not exceed the maximum number of parking spaces allowed for the other primary uses on the site; and

      (3) Only non-required parking spaces are used as Commercial Parking.

10. Agriculture in the CM1 zone. This regulation applies to all parts of Table 130-1 that have note [10]. If the use and site do not meet the regulations of Chapter 33.237, Food Production and Distribution, it is prohibited.

11. Agriculture in the CM2, CM3, CX, and CE zones. This regulation applies to all parts of Table 130-1 that have note [11]. Agriculture is a conditional use. Where the use and site meet the regulations of Chapter 33.237, Food Production and Distribution, the applicant may choose whether it is allowed as a Market Garden, which does not require a conditional use.

C. Conditional uses. Uses that are allowed if approved through the conditional use review process are listed in Table 130-1 with a "CU". These uses are allowed provided they comply with the conditional use approval criteria for that use, the development standards, and other regulations of this Title. Uses listed with a "CU" that also have a footnote number in the table are subject to the regulations cited in the footnote. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The conditional use review process and approval criteria are stated in Chapter 33.815, Conditional Uses.

D. Prohibited uses. Uses listed in Table 130-1 with an "N" are prohibited. Existing uses in categories listed as prohibited may be subject to the regulations of Chapter 33.258, Nonconforming Uses and Development.

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Commentary

33.130.110 Accessory Uses

No change.

33.130.130 Nuisance-Related Impacts

No change.

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33.130.110 Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory uses and all development standards.

33.130.130 Nuisance-Related Impacts

A. Off-site impacts. All nonresidential uses including their accessory uses must comply with the standards of Chapter 33.262, Off-Site Impacts.

B. Other nuisances. Other nuisances are regulated by Title 29, Property and Maintenance Regulations.

Table 130-1 (Commercial/Mixed Use Zone Primary Uses)

As noted previously, the approach with the new zones is, to the extent possible, to retain and match the use allowances of the new zones to the respective types of zones being replaced. The following tables provide a comparison between the new zones (shaded) and comparable existing zones regarding the status of some of the use categories.

Comparison of small-scale zones

	CM1	CN1	CN2	CO1
Commercial				
Retail Sales And Service	L	L	Y	N
Office	L	L	Y	Y
Quick Vehicle Servicing	N	N	L	N
Vehicle Repair	N	N	N	N
Commercial Parking	N	N	N	N
Self-Service Storage	N	N	N	N
Residential	Y	Y	Y	Y
Industrial	L	L	L	N

Comparison of medium-scale zones

	CM2	CE	CO2	CM	CS	CG
Commercial						
Retail Sales And Service	Y	Y	L	L	Y	Y
Office	Y	Y	Y	L	Y	Y
Quick Vehicle Servicing	N	Y	N	N	N	Y
Vehicle Repair	Y	Y	N	N	Y	Y
Commercial Parking	L	Y	N	N	Y	CU
Self-Service Storage	N	Y	N	N	N	L
Residential	Y	Y	Y	Y	Y	Y
Industrial	L	L	N	L	L	L

Comparison of large-scale zones

	CM3	EX	CX
Commercial			
Retail Sales And Service	Y	Y	Y
Office	Y	Y	Y
Quick Vehicle Servicing	N	N	L
Vehicle Repair	Y	Y	L
Commercial Parking	L	CU	CU
Self-Service Storage	L	L	L
Residential	Y	Y	Y
Industrial	L	Y	L

Table Notes:

Y = Yes, allowed; N = No, not allowed;
L = Limited; CU = Conditional Use

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Table 130-1 Commercial/Mixed Use Zone Primary Uses					
Use Categories	**CM1**	**CM2**	**CM3**	**CX**	**CE**
Residential Categories					
Household Living	Y	Y	Y	Y	Y
Group Living	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]
Commercial Categories					
Retail Sales And Service	L [2]	Y	Y	Y	Y
Office	L [2]	Y	Y	Y	Y
Quick Vehicle Servicing	N	N	N	N	Y
Vehicle Repair	N	Y	Y	L [5]	Y
Commercial Parking	N	L [9]	L [9]	CU [9]	Y
Self-Service Storage	N	N	L [4]	L [4]	Y
Commercial Outdoor Recreation	N	Y	Y	Y	Y
Major Event Entertainment	N	CU	CU	Y	CU
Industrial Categories					
Manufacturing and Production	L [3,5]	L [3,5]	L [3,5]	L [3,5]	L [3,5]
Warehouse and Freight Movement	N	N	L [3,5]	N	L [3,5]
Wholesale Sales	N	L [3,5]	L [3,5]	L [3,5]	L [3,5]
Industrial Service	N	CU [3,5]	CU [3,5]	CU [3,5]	CU [3,5]
Railroad Yards	N	N	N	N	N
Waste-Related	N	N	N	N	N
Institutional Categories					
Basic Utilities	Y/CU [8]	Y/CU [8]	Y/CU [8]	Y/CU [8]	Y/CU [8]
Community Service	L/CU [6]	L/CU [6]	L/CU [6]	L/CU [6]	L/CU [6]
Parks and Open Areas	Y	Y	Y	Y	Y
Schools	Y	Y	Y	Y	Y
Colleges	Y	Y	Y	Y	Y
Medical Centers	Y	Y	Y	Y	Y
Religious Institutions	Y	Y	Y	Y	Y
Daycare	Y	Y	Y	Y	Y
Other Categories					
Agriculture	L [10]	L/CU [11]	L/CU [11]	L/CU [11]	L/CU [11]
Aviation and Surface Passenger Terminals	N	N	N	CU	CU
Detention Facilities	N	N	CU	CU	CU
Mining	N	N	N	N	N
Radio Frequency Transmission Facilities	L/CU [7]	L/CU [7]	L/CU [7]	L/CU [7]	L/CU [7]
Rail Lines and Utility Corridors	CU	CU	CU	CU	CU

Y = Yes, Allowed
L = Allowed, But Special Limitations
CU = Conditional Use Review Required
N = No, Prohibited

Notes:

- The use categories are described in Chapter 33.920.
- Regulations that correspond to the bracketed numbers [ ] are stated in 33.130.100.B.
- Specific uses and developments may also be subject to regulations in the 200s series of chapters.

Commentary

33.130.200 Lot Size
No change.

33.130.205 Floor Area Ratio
The approach to floor area ratios in the new zones is a significant change from current practice. The new zones set new FAR standards for each zone. All uses, including residential, are counted in floor area, which is a change from current practice which excludes residential from the calculation. The base allowed FARs of the new zones are as follows (see page 30 for a comparison of the allowed FARs of the new and existing zones):

CM1: 1.5:1
CM2: 2.5:1
CM3: 3.0:1
CE: 2.5:1
CX: 4.0:1

The new FAR approach would allow accessory structured parking to not be included in maximum FAR calculations, up to a maximum FAR of 0.5 to 1, to reduce disincentives to accommodating parking in structures versus surface parking (which does not count as floor area) and to facilitate higher-density projects that are required to include parking. Adjustments to the maximum FARs are prohibited in order to prioritize bonuses as the means to increasing FAR. Bonus FAR is available when development includes specified community benefits (described in 33.130.212, Floor Area and Height Bonus Options).

33.130.205.C. Transfer of floor area from Historic Resources.
The new approach of including residential in FAR calculations provides an opportunity to add FAR to development through bonuses (33.130.212) and also provides an opportunity for FAR to be transferred from historic resources to receiving C/MU zoned sites. The latter is possible currently, but is often moot because residential uses are allowed beyond the FAR limits, which limits the attractiveness and need for a transfer. Also, allowances for transfers of FAR from giving sites are being extended beyond the current applicability to individual landmarks to also be applicable to contributing resources in Historic and Conservation districts. The new code's treatment of FAR calculations should increase the utility of density transfers. The maximum distance of the FAR transfer is being reduced from two miles to one mile in order to have both the benefit of preservation and the additional development scale resulting from the transfer take place in the same local area. Each zone has a different maximum density transfer to receiving sites, and has been calibrating in conjunction with the bonuses in section 33.130.212, which provides the greatest additional development allowances to projects that include affordable housing.

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Development Standards

33.130.200 Lot Size

There is no required minimum lot size for development of land in commercial/mixed use zones. Creation of new lots is subject to the regulations of Chapter 33.613, Lots in Commercial/Mixed Use Zones.

33.130.205 Floor Area Ratio

A. Purpose. Floor area ratios (FARs) regulate the amount of use (the intensity) allowed on a site. FARs provide a means to match the potential amount of uses with the desired character of the area and the provision of public services. FARs also work with the height, setback, and building coverage standards to control the overall bulk of development.

B. FAR standard. The maximum floor area ratios are stated in Table 130-2 and apply to all uses and development. Additional floor area may be allowed through bonus options, as described in Section 33.130.212, or transferred from historic resources per Subsection C. Floor area for accessory parking, up to a maximum FAR of 0.5 to 1, is not calculated as part of the FAR for the site. Adjustments to the maximum floor area ratios are prohibited.

C. Transfer of floor area from Historic Resources. Floor area ratios may be transferred from a site that contains a historic resource, as follows:

1. Sending sites. Sites eligible to transfer floor area must contain:
   a. A Historic or Conservation landmark; or
   b. A contributing resource in a Historic District or a Conservation District.
2. Maximum increase in FAR. In the CM1, CM2, CM3, and CE zones, the total FAR on the receiving site may not exceed the maximum FAR with bonuses identified on Table 130-3. This total FAR includes FAR transferred from historic resources, and any additional FAR allowed at the receiving site from bonus options, or from other transfers. In addition, an increase on the receiving site of more than the following due to a historic resource transfer is prohibited:
   a. 0.5 to 1 in the CM1 zone;
   b. 0.75 to 1 in the CM2 zone;
   c. 1 to 1 in the CM3 zone;
   d. 0.5 to 1 in the CE zone.

33.130.205.C. Transfer of floor area from Historic Resources (continued).
The new code limits transfer of floor area to within one mile of the sending site (compared to the current allowance for a two mile distance). This responds to community interest in keeping transfers within the same local area so that both the benefits (preservation) and the perceived burdens (greater building scale) occur in the same general area. The new code also does not allow transfer of floor area into Historic or Conservation districts in order to avoid providing additional building scale that may not be appropriate in the context of the established scale of these districts. These transfer of floor area regulations do not apply within the Central City plan district, which has its own regulatory provisions for transfer of floor area.

33.130.210 Height
The purpose statement has been modified to reflect the new structure of commercial/mixed use zones and to reflect new requirements limiting height adjacent to residential zones and along narrower streets, as well as allowances that provide additional flexibility for building height in certain situations.

3. Maximum increase in FAR in the CX zone. An increase in FAR on the receiving site of more than 3 to 1 is prohibited. The total increased FAR includes FAR transferred from historic resources, and additional FAR allowed at the receiving site from bonus provisions, or from other transfers;

4. Development standards. The building on the receiving site must meet the development standards of the base zone, overlay zone, and plan district except floor area ratio, which is regulated by paragraphs C.2 and C.3 above;

5. Receiving site. The receiving site must be within the same recognized neighborhood as the sending site, or within one mile of the transfer site, and must not be within a Historic or Conservation District.

6. The property owner must execute a covenant with the City that is attached to and recorded with the deed of both the site transferring and the site receiving the density. The covenant must reflect the respective increase and decrease of potential density. The covenant for the receiving site must meet the requirements of Section 33.700.060, Covenants with the City. The covenant for the historic resource transferring the density must meet the requirements of 33.445.610.D, Covenant.

33.130.210 Height

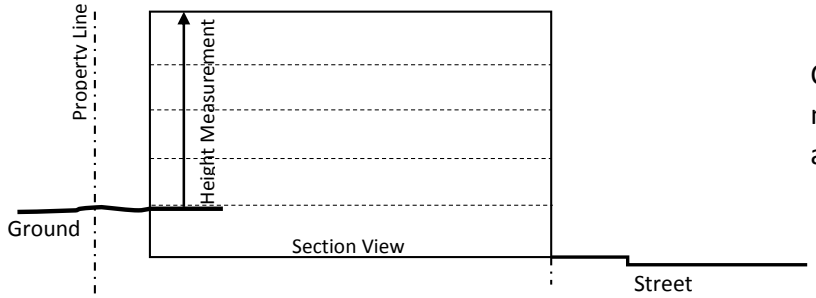
A. Purpose. The height limits are intended to control the overall scale of buildings. The height limits in the CM1 zone allow buildings that are in scale with low rise residential areas. The height limits in the CM2 and CE zones allow for a greater building height at a scale that can accommodate the growth intended for centers and corridors, while relating to the low- to mid-rise scale of neighborhood residential areas. The CM3 zone allows the tallest buildings outside the Central City and Gateway plan districts, consistent with its intended role in accommodating higher-density development in areas well served by transit and other services. The CX zone allows the tallest buildings in the commercial/mixed use zones, consistent with its intended role in accommodating high-density development in the Central City and the Gateway plan districts.

In some situations, step downs in maximum height provide a transition in scale to adjacent lower-scale residential areas. Limited height along narrower streets in the CM3 zone fosters building façade height that relates to the width of street space and manages solar access impacts. Exceptions to height limit standards accommodate minor projections that do not significantly increase the visual scale of buildings, and provide flexibility in the height of parapets and railings to accommodate rooftop outdoor spaces and equipment screening.

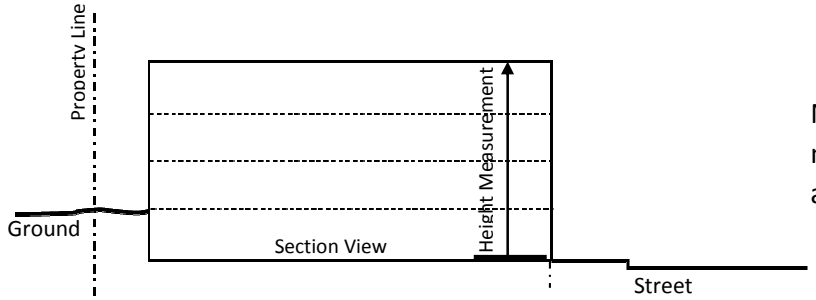
33.130.210.B. Height standards

The height standards are stated in Table 130-2. This section prohibits adjustments to the height standards beyond an increase of 10 percent in order to prioritize bonuses as the means of obtaining additional building height.

Measuring height. The method for measuring height is being amended for development in the commercial/mixed use zones. Using the existing approach to measuring height (Section 33.930.050 Measuring Height), the base point measurement can be taken from the elevation of a raised lot, instead of from sidewalk level. Because of the high level of building coverage allowed in the commercial/mixed use zones (up to 100 percent in some zones), the existing grade is sometimes largely removed as part of redevelopment and the sidewalk level visually becomes the new ground level, especially given regulatory standards that encourage sidewalk-oriented buildings in these zones. Existing regulations have resulted, for example, in five-story buildings in zones where maximum building heights of 45 feet normally result in four-story buildings. The amendments to this section would require that buildings close to street lot lines (within 20 feet) have their base point measurements taken from adjoining sidewalks. Buildings located further away from street lot lines, such as those on larger sites with sloping topography, would continue to have their measurement base points taken from nearby ground surfaces (as allowed for in Section 33.930.050).



Current height measurement approach



New height measurement approach

Step-down height. See next commentary page.

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B. Measuring height. Where any portion of a building is within 20 feet of a street lot line, the base point from which the height of that building is measured is the highest elevation of the sidewalk within 25 feet of the building, when the highest elevation of the sidewalk is not more than 10 feet above the lowest elevation of the sidewalk within this area. When the highest elevation of the sidewalk within 25 feet of the building is more than 10 feet higher than the lowest elevation of the sidewalk in this area, the base point from which the height of the building is measured is a point 10 feet above the lowest elevation of the sidewalk within 25 feet of the building. For all other buildings or if no sidewalk exists or is proposed within 25 feet of the building, height is measured using the base points described in Paragraphs 33.930.050.A.1. and A.2.

C. Height standard.

1. Base height.

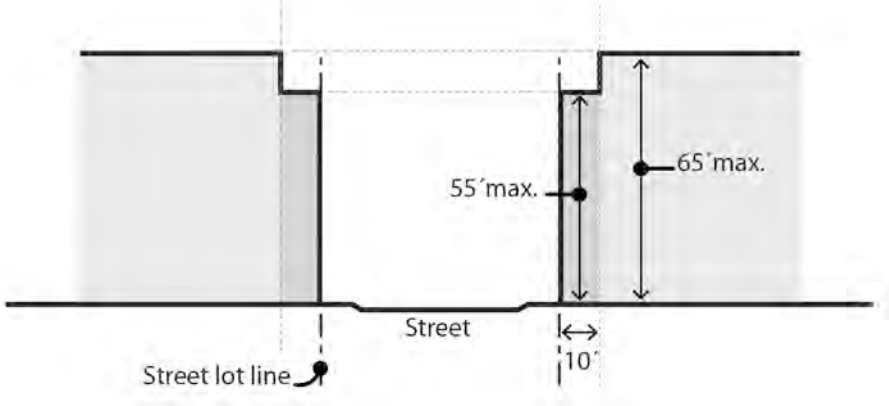
   a. The base height standards for all structures, except detached accessory structures, are stated in Table 130-2. The height standards for detached accessory structures are stated in 33.130.265, Detached Accessory Structures.

   b. Adjustments to the base height standards that would result in an increase in height of more than 10 percent are prohibited.

2. Step-down height. In the following situations, the base height is reduced, or stepped-down:

   a. Step-down adjacent to a narrow street. For the purposes of this standard, a narrow street is a street that is less than 70 feet wide. In the CM3 zone, the step-down height limit is 55 feet within 10 feet of a street lot line that is adjacent to a narrow street. See Figure 130-1. This standard does not apply if the site has any frontage on a street that is 70 feet wide or wider. If the site has two or more street lot lines adjacent to narrow streets, then this standard only applies to the street with the highest transit street classification. If the site is adjacent to multiple narrow streets that also have the same transit classification, then the standard applies to the longest street frontage. If the site is adjacent to multiple narrow streets that have the same transit classification, and the street frontage lengths are equal, the applicant may choose which street frontage to apply the step-down height standard.

Figure 130-1
Step-Down Height Adjacent to a Narrow Street in the CM3 Zone



Commentary

33.130.210.C.2. Height standards – Step-down height

Paragraph "a" (Step-down adjacent to narrow street, previous page) applies in the CM3 zone and implements the concept of relating building scale to street width. Along standard narrower streets (typically 60 feet wide, including sidewalks and other right-of-way components), the 55-foot height limit in the CM3 zone is intended to allow a five-story building street wall height. It is based in part on concepts of a street width-to-building height ratio of 1 to 1 providing an appropriate balance of street space enclosure and views of the sky, and responds to community interest in limiting building scale along narrower streets.

This decreased maximum height only applies within 10-feet of the street lot line on one frontage, allowing the full height allowed in the CM3 and by bonuses for other portions of buildings. When sites have more than one street frontage, the standard applies along the street with the higher transit street classification in order to focus the standard on primary transit corridor frontages. This is intended to prevent the potential of lengthy stretches of overly tall buildings along transit corridors, where most CM zoning is located. The reduced street frontage height is not required along secondary streets to avoid the building costs and design outcomes that would result from upper-level step backs along all street frontages, and because the commercial/mixed use zoning is less continuous along secondary streets. The 70-foot threshold for street width is intended to accommodate the potential for some right-of-way dedication/expansion that may take place in conjunction with new development along streets originally with 60-feet of right-of-way.

Paragraphs "b" and "c". These regulation responds to community interest in providing transitions in scale between higher-density mixed use areas and lower-density residential areas. It uses an approach used in some plan district and Zoning Code overlay areas, which require building height step-downs to the allowed height of lower-scale residential zoning and landscaped buffers. Instead of previous approaches, which link the decreased height to the maximum height of adjacent residential zone, this regulation generalizes the decreased height to 35 feet for all single-dwelling zones, and 45 feet for the R3, R2, and R1 multi-dwelling zones (see also code and commentary for 33.130.215.B.1.b).



Example of a mixed use building stepping down in height to adjacent residential zoning.

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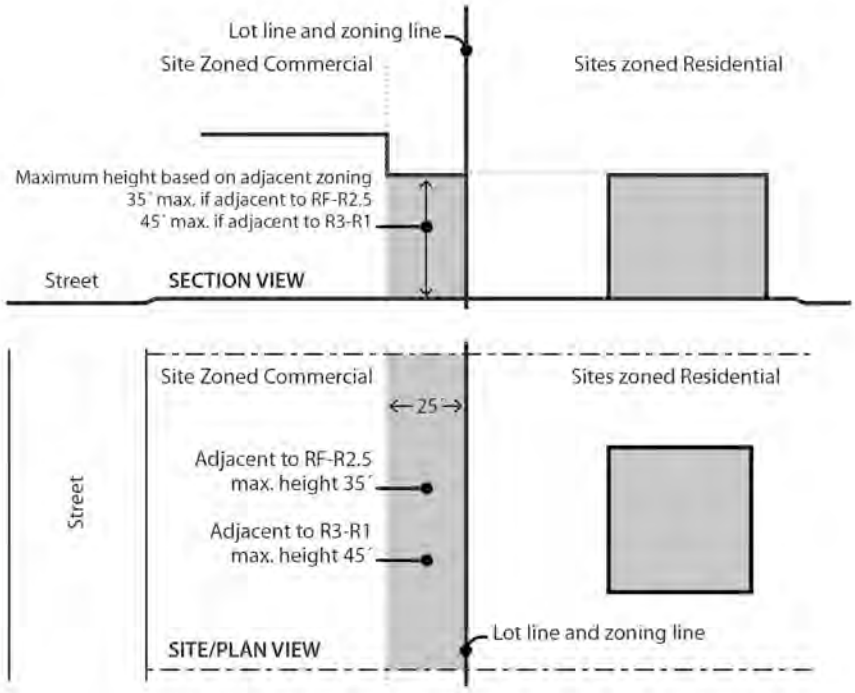
b. Step-down adjacent to residential zones. The following step-down height limits apply within 25 feet of sites zoned residential.

(1) On the portion of a site within 25 feet of a site zoned RF through R2.5, the step-down height limit is 35 feet. See Figure 130-2.

(2) On the portion of a site within 25 feet of a site zoned R3 - R1, the step-down height limit is 45 feet. See Figure 130-2.

Figure 130-2
Step-Down Height Adjacent to Residential Zones



c. Step-down across a local service street from an RF through R1 zone. In the CM2, CM3, CX, and CE zones the following step-down height limits apply. The limits do not apply to portions of buildings within 100 feet of a transit street:

(1) On the portion of the site within 15 feet of a lot line that is across a local service street from a site zoned RF through R2.5, the step-down height limit is 35 feet. See figure 130-3.

(2) On the portion of the site within 15 feet of a lot line that is across a local service street from a size zoned R3 through R1, the step-down height limit is 45 feet. See Figure 130-3.

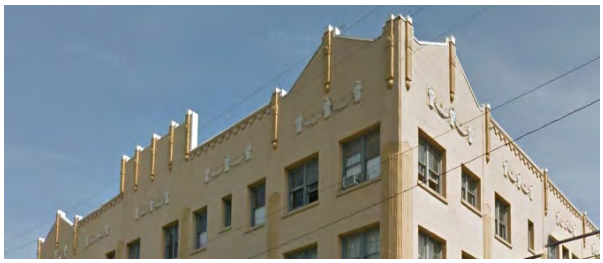
3. Bonus height. The base height limits can be increased through options described in Section 33.130.212. When a bonus option allowed by 33.130.212 is used to increase the base height, the step-down height limits do not increase.

Commentary

33.130.210.D. Exceptions

Most current exceptions to the maximum height standards are continued without substantive change to existing regulations or to amendments proposed as part of the Accessory Structures Zoning Code Update. New exceptions include the following:

Paragraph 2. Allowances for parapets to exceed building height limits responds to community interest (as well as input from designers and developers) in promoting a more varied roofline along mixed-use corridors. The current regulatory approach of including such features within the building height limits, such as the 45' maximum building height allowed in many areas with commercial zoning, results in many projects built up to this maximum height with little variation. The parapet exemption also facilitates the use of parapets to screen rooftop equipment.



Historic example of parapets providing roofline variety.

The exemption for roof top deck railings to exceed maximum heights is intended to facilitate roof top outdoor spaces, including decks adjacent to upper-level building areas fronting onto roof area resulting from height step downs adjacent to residential zones and narrower streets. The 3.5 foot dimension corresponds to building code minimum railing height requirements.

Paragraph 3. Exceptions for privacy walls to exceed maximum heights are intended to facilitate roof top outdoor spaces, especially decks adjacent to upper-level building areas with height step downs adjacent to residential zones and narrower streets. Privacy wall exceeding height limits are not allowed within 4 feet of roof edges in order to limit their visual impact. This regulation has been adapted from Main Street Corridor Overlay standards applicable to SE Division Street.

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D. Exceptions. Exceptions to the base height, step-down height, and bonus height limits are stated below:

1. Projections allowed. Chimneys, vents, flag poles, satellite receiving dishes, and other similar items that are attached to a building and have a width, depth, or diameter of 5 feet or less may extend 10 feet above the height limits, or 5 feet above the highest point of the roof, whichever is greater. If the item is greater than 5 feet in width, depth, or diameter, it is subject to the base, step-down, and bonus height limits.

2. Parapets and railings. In the CM1, CM2, CM3, and CE zones, parapets and rooftop railings may rise 3.5 feet above the height limits.

3. Walls or fences located between individual roof-top decks may extend 6 feet above the height limits if the visual screen is set back at least 4 feet from the edges of the roof.

4. Rooftop mechanical equipment and stairwell enclosures that provide rooftop access may extend above the height limits as follows, provided that the equipment and enclosures are set back at least 15 feet from all roof edges on street facing facades:

   a. Elevator mechanical equipment may extend up to 16 feet above the height limits; and

   b. Other mechanical equipment and stairwell enclosures that cumulatively cover no more than 10 percent of the roof area may extend up to 10 feet above the height limits.

5. Antennas, utility power poles, and public safety facilities are exempt from the height limits.

6. Small wind turbines are subject to the standards of Chapter 33.299.

7. Roof mounted solar panels are not included in height calculations and may exceed the maximum height limits if the following are met:

   a. For flat roofs or the horizontal portion of mansard roofs, they may extend up to 5 feet above the top of the highest point of the roof.

   b. For pitched, shed, hipped, or gambrel roofs, they must be mounted no more than 12 inches from the surface of the roof at any point, and may not extend above the ridgeline of the roof. The 12 inches is measured from the upper side of the solar panel.

Table 130-2 Summary of Development Standards in Commercial/Mixed Use Zones

See commentary for specific development standard sections. The tables below compare the FAR and height limits of the new zones (shaded) with existing comparable zones.

Comparison of small-scale zones

	CM1	CN1	CN2	CO1
Height - Base (feet)	35’	30’	30’	30’
Height - Bonus	35’	n/a	n/a	n/a
FAR – Base	1.5:1	.75:1+	.75:1+	.75:1+
FAR - Bonus	2.5:1	n/a	n/a	n/a

Comparison of medium-scale zones

	CM2	CE	CO2	CM	CS	CG
Height - Base (feet)	45’	45’	45’	45’	45’	45’
Height - Bonus	55’*	45’	n/a	n/a	n/a	n/a
FAR – Base	2.5:1	2.5:1	2:1+	1:1+	3:1+	3:1+
FAR - Bonus	4:1	3:1	n/a	n/a	n/a	n/a

Comparison of large-scale zones

	CM3	EX	CX
Height - Base (feet)	65’	65’	75’
Height - Bonus	75’	n/a	n/a
FAR - Base	3:1	3:1	4:1+
FAR - Bonus	5:1	n/a	n/a

Table Notes:

+ Residential floor area is not regulated by FAR, and is allowed to height and setback limits of the zone.

* 55’ bonus height in CM2 applies to some areas with the design review (d) overlay.

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Table 130-2
Summary of Development Standards in Commercial/Mixed Use Zones

Standards	CM1	CM2	CM3	CX	CE
Maximum FAR (see 33.130.205, and 33.130.212 [bonus FAR])	1.5 to 1	2.5 to 1	3 to 1	4 to 1	2.5 to 1
Base Height (see 33.130.210.B.1)	35 ft.	45 ft.	65 ft.	75 ft.	45 ft.
Step-down Height (see 33.130.210.B.2) - Within 10 ft. of street lot line adjacent to street < 70 ft. wide	NA	NA	55 ft.	NA	NA
- Within 25 ft. of lot line abutting RF - R2.5 Zones	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
- Within 25 ft. of lot line abutting R3, R2, R1 Zones	NA	45 ft.	45 ft.	45 ft.	45 ft.
- Within 15 ft. of lot line across a local service street from RF – R2.5 Zones	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
- Within 15 ft. of lot line across a local service street from R3, R2, R1 Zones	NA	45 ft.	45 ft.	45 ft.	45 ft.
Bonus Height (see 33.130.212)	See Table 130-3	See Table 130-3	See Table 130-3	See Table 130-3	See Table 130-3
Min. Building Setbacks - Street Lot Line - Street Lot Line abutting selected Civic Corridors - Street Lot Line across a local street from an RF - R1 Zone - (see 33.130.215.B)	none 10 ft. none	none 10 ft. 5 or 15 ft.	none 10 ft. 5 or 15 ft.	none 10 ft. 5 or 15 ft.	none 10 ft. 5 or 15 ft.
Min. Building Setbacks - Lot Line Abutting OS, RX, C, E, or I Zoned Lot - Lot Line Abutting RF - RH Zoned Lot (see 33.130.215.B)	none 10 ft.	none 10 ft.	none 10 ft.	none 10 ft.	none 10 ft.
Max. Building Setbacks - Street Lot Line - Street Lot Line Abutting Selected Civic Corridors (see 33.130.215.C)	10 ft. 20 ft.	10 ft. 20 ft.	10 ft. 20 ft.	10 ft. 20 ft.	10 ft. 20 ft.
Max. Building Coverage (% of site area) - Inner Pattern Area - Eastern, Western, and River Pattern Areas (see 33.130.220)	85% 75%	100% 85%	100% 85%	100% 100%	85% 75%
Min. Landscaped Area (% of site area) (see 33.130.225)	15%	15%	15%	none	15%
Landscape Buffer Abutting an RF - RH Zoned Lot (see 33.130.215.B)	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3	10 ft. @ L3
Required Residential Outdoor Area (see 33.130.228)	Yes	Yes	Yes	No	Yes
Ground Floor Window Standards (see 33.130.230)	Yes	Yes	Yes	Yes	Yes

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Commentary

Example Illustration:
Some building form and setback development standards

To help clarify the roles of various key development standards, this provides an illustrative summary of some of the types of development standards that together shape the form and location of development in the commercial/mixed use zones. It is illustrative only and is not intended to indicate specific development allowances.

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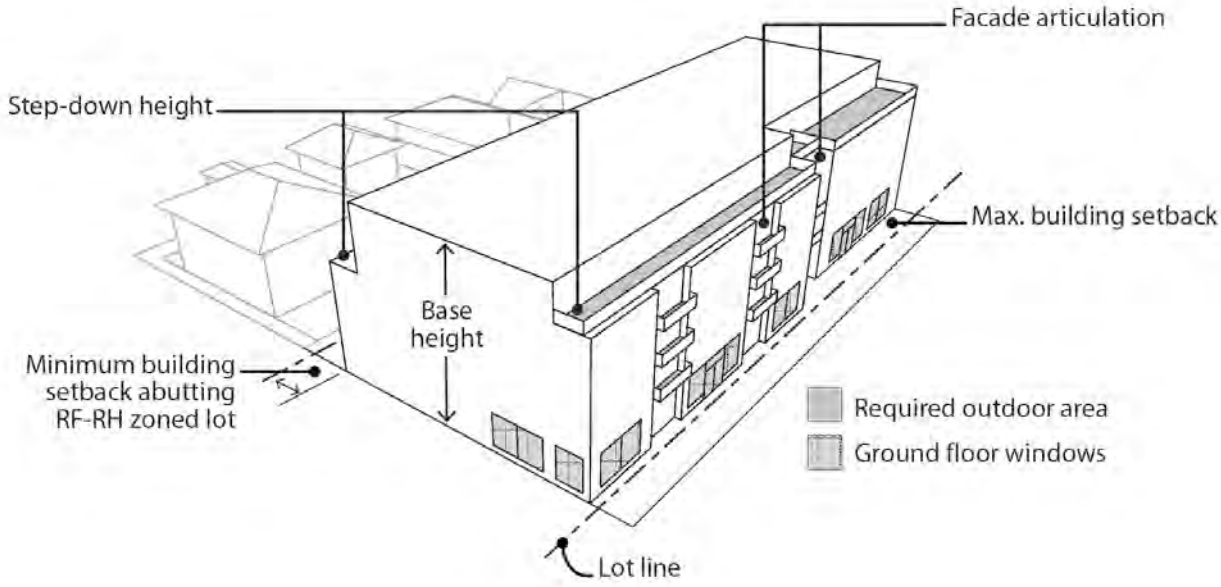
Example Illustration:
Some building form and setback development standards



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Commentary

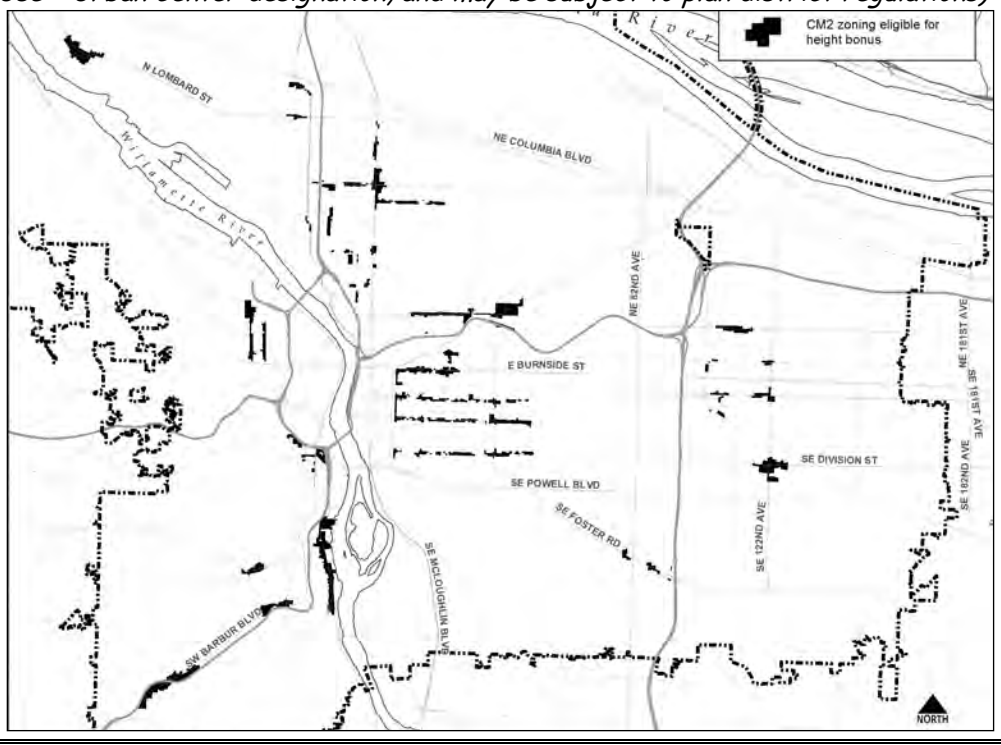
33.130.212.B General floor area and height bonus option regulations

There are two primary bonus-eligible elements: Affordable Housing and Affordable Commercial Space. The affordable housing bonus is given the greater priority and can earn the maximum amount of FAR and additional height. The total amount of bonus, together with any transfer of development rights from historic resources, cannot exceed the overall maximum per zone indicated in Table 130-3. In addition, for large sites over two acres, a Planned Development bonus is available when a project provides a combination of affordable housing, publicly accessible park or plaza, energy efficient buildings, and is approved through a Planned Development Review. The bonuses will not be available within Historic or Conservation districts in order to avoid providing additional building scale that may not be appropriate in the context of the established scale of these districts. See Section VII for more details related to the bonuses, including a summary of administrative issues.

Paragraph 5. Additional height gained from bonus options will be required to be setback from one street frontage to minimize the perception of additional scale.

The additional bonus height in the CM2 zone (up to 55 feet, compared to the usual maximum height of 45 feet) will only be allowed in areas that have the Design Review Overlay and that have Comprehensive Plan Map designations of Mixed Use – Urban Center or Mixed Use – Civic Corridor (these will primarily include properties in designated Town Centers and along corridors close to the Central City).

Map of areas eligible for CM2 height bonus *(assumes expansion of the d-overlay to areas with Mixed Use – Urban Center designation, and may be subject to plan district regulations)*



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33.130.212 Floor Area and Height Bonus Options

A. Purpose. The bonus options allow additional floor area and an increase in height as an incentive for development that provides a public or community benefit. The bonus can be gained in exchange for providing affordable housing or affordable commercial space in conjunction with new development.

B. General floor area and height bonus option regulations.

1. Unless specified below, the bonus options in this section are allowed only in the CM1, CM2, CM3, and CE zones. Sites located within Historic or Conservation districts are not eligible to use bonus options.

2. The bonus options refer to an administrative agency or qualified administrator. The administrative and reporting requirements of each bonus must be met to the satisfaction of the named agency or administrator. The named agencies are authorized to publish administrative rules with clear and objective administrative requirements.

3. More than one bonus option may be used up to the overall maximums stated in Table 130-3. Adjustments to the maximum FAR and height obtainable through bonuses are prohibited.

4. The increment of additional floor area ratio allowed per bonus is stated in Table 130-3 and described in Subsections C though E.

5. The increment of additional height allowed per bonus is stated in Table 130-3, except as follows:

   a. Additional height is not allowed where the step-down height limits of 33.130.210.C.2 apply.

   b. Additional height is not allowed within 10 feet of a street lot line. In the case of sites with two or more street lot lines, this limitation only applies to the street lot line adjacent to the highest transit street classification. If the site is adjacent to multiple streets that have the same highest classification, the limitation applies to the longest street frontage. If multiple adjacent streets have the same transit classification, and the street frontage lengths are equal, the applicant may choose which street frontage to apply this limitation.

   b. In the CM2 zone, increasing maximum height through a bonus is allowed only on sites that:

      (1) Are within the Design Overlay Zone; and
      (2) Have a Comprehensive Plan Map designation of Mixed Use – Urban Center or Mixed Use – Civic Corridor.

33.130.212.C. Affordable housing bonus

Proposals that include affordable housing may increase maximum height and FAR as stated in Table 130-3 if at least 25 percent of the increased floor area is housing affordable to those earning no more than 80 percent of the area median family income.

The affordability target and amount of floor area that must be used for affordable housing reflect analysis undertaken to determine their market feasibility, and has been developed in conjunction with the Central City affordable housing bonus program currently under development, and discussions with the Portland Housing Bureau. Additional detail regarding bonus option requirements will be part of administrative rules, which will include details regarding items such as the term of required affordability, potential allowances for payment into an affordable housing fund in lieu of providing affordable housing on site, administrative and reporting requirements, any tenanting requirements, and enforcement. See Section V (Implementation Tools) for more information on administrative rules for this bonus and next steps that will be necessary before it can be implemented.

The applicability of this and the other bonuses to existing plan districts that have their own systems of floor areas allowances and bonuses, such as the Hollywood and Northwest plan districts, will be subject to future consideration.

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Table 130-3 Summary of Bonus FAR and Height					
		CM1	**CM2**	**CM3**	**CE**
Overall Maximums Per Zone					
Maximum FAR with bonus		2.5 to 1	4 to 1	5 to 1	3 to 1
Maximum height with bonus		35 ft.	55 ft. 75 ft.[1]	75 ft. 120 ft.[1]	45 ft.
Increment of Additional FAR and Height Per Bonus					
Affordable Housing (see 33.130.212.C)	FAR Height	1 to 1 none	1.5 to 1 10 ft.	2 to 1 10 ft.	none none
Affordable Commercial Space (see 33.130.212.D)	FAR Height	0.5 to 1 none	0.75 to 1 10 ft.	1 to 1 10 ft.	0.5 to 1 none
Large Site Master Plan (see 33.130.212.E)	FAR Height	none none	1.5 to 1 up to 30 ft.	2 to 1 up to 55 ft.	1.5 to 1 up to 30 ft.

[1]This larger overall maximum is only allowed through the Planned Development bonus option and required Planned Development Review.

C. Affordable housing bonus. Proposals that include affordable housing may increase maximum height and FAR as stated in Table 130-3 if all of the following are met:

1. Proposals using this bonus must include at least 25 percent of the increased floor area as housing affordable to those earning no more than 80 percent of the area median family income;

2. The applicant must provide a letter from the Portland Housing Bureau certifying that the development will meet the standards of this subsection and any administrative requirements have been met;

3. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that dwelling units created using this bonus will remain affordable to households meeting the income restrictions and meet the reporting requirements of the Portland Housing Bureau or qualified administrator.

33.130.212.D. Affordable commercial space bonus

Affordable commercial space was identified in the new Comprehensive Plan as an important part of centers and corridors, responding to community interest in minimizing commercial displacement and providing opportunities for a variety of neighborhood businesses and services. The details of the implementation of this bonus will be subject to further discussions with the Portland Development Commission and others. Additional detail on bonus option requirements will be included in administrative rules, including requirements for the term of affordability (preliminary concept is that the affordability period will be for a minimum of 15 years), required levels of affordability, any tenanting requirements, and other administrative and enforcement details. See Section V (Implementation Tools) for more information on administrative rules for this bonus and next steps that will be necessary before it can be implemented.

33.130.212.E. Planned Development bonus

The concept for this bonus option responds to community input received during the Comprehensive Plan Update process and during Mixed Use Zones Project events. Many community members were open to allowing development on large sites to be larger in scale than the four-story scale usually allowed in most areas with commercial/mixed use zoning, especially if there is enough space for a transition in scale to lower-density areas and proposals were subject to design review. It also responds to community interest in linking the provision of additional development potential to the provision of public benefits, especially affordable housing. The Planned Development bonus allows for additional FAR and height (in excess of the other bonus provisions) in exchange for the provision affordable housing, public open space, energy efficient buildings, and a public review process that includes Planned Development Review and design review. See Chapter 33.270 and Chapter 33.855 code and commentary for more information.

D. Affordable commercial space bonus. Proposals that provide affordable commercial space may increase maximum height and FAR if all of the following are meet. Floor area may be increased by 2 square feet for each square foot of affordable commercial space provided, up to the maximum stated in Table 130-3:

1. A long term leasing agreement with Portland Development Commission must be executed. The leasing agreement must ensure that the commercial space will be rented for 25 percent less than prevailing market rates;

2. The applicant must submit with the development application a letter from the Portland Development Commission certifying that commercial leasing agreements are in place to meet the standards of this subsection, and that any administrative requirements have been met; and

3. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that floor area built as a result of this bonus will meet the leasing and reporting requirements of the Portland Development Commission or qualified administrator.

E. Planned Development bonus. Proposals that provide a combination of affordable housing, a publicly accessible plaza or park, and energy efficient buildings may increase maximum height and FAR when approved through a Planned Development Review (see Chapter 33.270 and Chapter 33.855). The site must be at least two acres in size to be eligible for this bonus.

Building Setbacks

33.130.215.B.1.a. Required setbacks from a street lot line.

In most situations along transit street frontages, no minimum building setbacks will be required from street lot lines, as is currently the case. A minimum 10 foot setback will be required along Civic Corridors (which are typically wide multi-lane arterial streets) in the Eastern and Western pattern areas (see Map 130-1). These Civic Corridors include streets such as SW Barbur Boulevard, 122nd Avenue, and outer SE Division Street. The intent of this setback is to provide opportunities for landscaping and extensions of the pedestrian space of sidewalks, helping to provide a buffer between buildings and the heavy traffic of these corridors.



Example of a front setback along a wide Civic Corridor, providing additional space for pedestrians and trees.

See next commentary page for notes on subparagraph 33.130.215.B.1.b

33.130.215 Setbacks

A. Purpose. The required building setbacks promote streetscapes that are consistent with the desired character of the different commercial/mixed use zones. The setbacks promote buildings close to the sidewalk to reinforce a pedestrian orientation and built-up streetscape. The setback requirements for areas that abut residential zones promote commercial/mixed use development that will maintain light, air, and the potential for privacy for adjacent residential zones.

The front setback requirements for Civic Corridors in Eastern and Western pattern areas provide opportunities for additional pedestrian space and separation from the vehicle traffic along these major streets to create an environment for building users and pedestrians that is less impacted by close proximity to traffic, and provide opportunities for front landscaping reflective of the vegetated characteristics of these neighborhood pattern areas.

The minimum building setbacks along local service streets adjacent to residential zones work together with requirements for step downs in building height (33.130.210.C.2.c.) to ensure that there is a transition in street frontage characteristics to lower scale residential zones. In these situations, the building setback regulations promote street frontages with landscaping and residential uses to provide a transition and a cohesive street environment with similar street frontage characteristics on both sides of the street, and limit exterior display and storage to minimize impacts to nearby residentially-zoned areas.

B. Minimum building setbacks. Minimum required building setbacks are listed below and summarized in Table 130-2. Unless otherwise specified in this section, the minimum required setbacks apply to all buildings and structures on a site. Setbacks for exterior development are stated in 33.130.245, and setbacks for parking areas are stated in Chapter 33.266, Parking, Loading and Transportation Demand Management.

1. Required setbacks from a street lot line. Unless as specified below, there is no required setback from a street lot line:

   a. The minimum setback required from a street lot line adjacent to a Civic Corridor shown on Map 130-1 is 10 feet.

   b. The following minimum setbacks are required from a street lot line that is across a local service street from an RF through R1 zone. The standards do not apply in the CM1 zone, or within 100 feet of a transit street:

      (1) Buildings that are entirely in a residential use, and portions of buildings with dwelling units on the ground floor, must be setback 5 feet from a street lot line facing an RF through R1 zone. The setback must be landscaped to at least the L2 standard. Vehicle access is not allowed through the setback unless the local service street facing the residential zone is the only frontage for the site. Bicycle and pedestrian access is allowed through the setback. Exterior display and storage is not allowed within the setback.

33.130.215.B.1.b Required setbacks from a street lot line (continued)

In situations in which street lot lines are across a local service street from most residential zones, these standards provide a transition in scale and street frontage characteristics from commercial/mixed use zoning to lower-scale residential zoning, particularly in locations that are not on primary corridor frontages. The concept limits development within 10' of these secondary street frontages to residential uses as a component of this transition. Residential buildings can be as close as 5' to the street lot line, while other types of buildings would need to be setback at least 10'. This standard functions in conjunction with step-down height limits (see 33.130.210.C.2.c) to provide transitions in building heights, setbacks, and uses to residential zones.

This approach is based in part on residential buffer requirements that are part of Community Design Standards (Chapter 33.218) that apply within the Design Overlay zone, and similar requirements that apply in some plan districts. The CM1 zone would be exempted from these requirements due to its small scale and often dispersed locations within residential areas.

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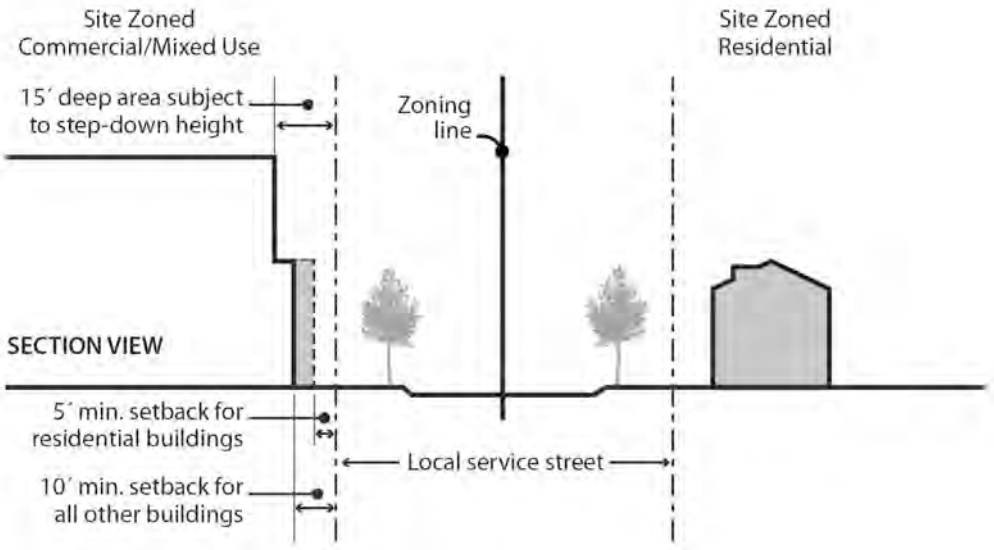
(2) All other buildings must be setback 10 feet from a street lot line facing an RF through R1 zone. The setback must be landscaped to at least the L2 standard. Vehicle access is not allowed through the setback unless the local service street facing the residential zone is the only frontage for the site. Bicycle and pedestrian access is allowed through the setback. Exterior display and storage is not allowed within the setback. See Figure 130-3.

c. See 33.130.250.E for the required garage entrance setback for a garage that are accessory to a house, attached house, manufactured home, or duplex.

d. Structured parking that does not allow exiting in a forward motion must be set back 18 feet from the street lot line. See 33.266.130.C.

Figure 130-3
Building Setbacks and Step-Down Height Across a Local Service Street from Residential Zones



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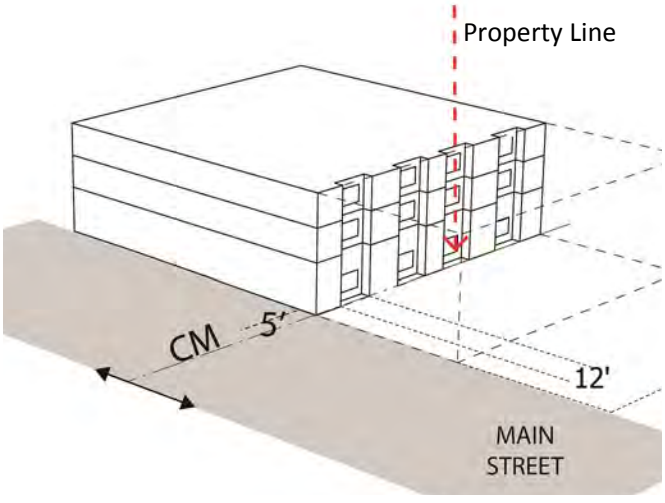
33.130.215.B.2. Required setbacks from a lot line that is not a street lot line

Subparagraph b. A 10-foot setback will generally be required for buildings adjacent to residentially-zoned lots. This setback must include landscape screening and will work in conjunction with building height step downs to provide a transition between more intense development in the commercial/mixed use zones and adjacent residential zoning. The new approach, including the 10-foot setback, replaces the current approach of different setbacks based on the height of the building wall. The new regulations continue an allowance for no building setback in the case of buildings that are 15-feet high or less.

Subparagraph c. This section includes a requirement for residential windows to be set back a minimum of 5 feet from property lines that are not along streets. This requirement responds to the fact that the commercial/mixed use zones allow development to be built up to the property lines of adjoining properties with similar zoning. This is not a problem when buildings are built shoulder-to-shoulder, with windows facing the street or to mid-block open areas. It can be more of a problem for the livability of residential units if their primary windows are located close to interior property lines, up to which future neighboring buildings can be built. The building code allows window openings as close as 3 feet from property lines, which, since future buildings can be built up to these property lines, means that residential units can end up having only a 3 foot gap as their primary access to natural light and air. This concept will require that a minimum 5-foot setback be provided adjacent to interior property lines in order to provide better access to light and air. It will not apply to the walls of corner residential units that have windows along street frontages or that face rear setbacks or other dedicated open space.



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2. Required setbacks from a lot line that is not a street lot line:

   a. There is no minimum setback required from a lot line that abuts an OS, RX, C, E or I zone. And, no setback is required from an internal lot line that is also a zoning line on sites with split zoning.

   b. The required minimum setback from a lot line that abuts an RF through RH zone is 10 feet. The required setback area must be landscaped to the L3 standard. Buildings that are up to 15 feet tall and fully enclosed are exempt from the required setback, however any setback provided must be landscaped to at least the L3 standard for a distance of up to 10 feet.

   c. Windows in the walls of dwelling units must be setback a minimum of 5 feet from a lot line that abuts a C, E, or I zoned lot. Windows of dwelling units that also have other windows facing a street lot line or facing a dedicated open space that is at least 10 feet in depth, such as a required setback or required outdoor area, are exempt from this standard. The setback area must be a minimum width of 12 feet or the width of the residential window, whichever is greater.

33.130.215.B. Minimum building setbacks (continued)

Projections into minimum building setbacks. Substantive changes from existing regulations in this section are:

1. Decks (higher than 2-1/2 feet above ground), uncovered balconies, and bays and bay windows will not be allowed to extend into the required 10-foot setback adjacent to a lot line abutting an RF – RH zoned lot in order to limit privacy impacts. Eliminating these allowances for setback extensions also responds to the fact that the depth of required setbacks abutting residential zones is being reduced in some situations.
2. The un-shaded text in Subparagraph B.3.b.(3), regarding extensions into street setbacks, was deleted in RICAP 7 due to the lack of street setback requirements. It is now being brought back because of code amendments that will require minimum street setbacks in some situations (such as minimum setbacks along Civic Corridors in the Eastern and Western pattern areas).

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3. Extensions into required building setbacks and buffering requirements of Table 130-2.

   a. The following features of a building may extend into a required building setback up to 20 percent of the depth of the setback. However, except for building eaves, they may not extend closer than 5 feet to a lot line abutting an RF – RH zoned lot.

      (1) Eaves, chimneys, fireplace inserts and vents, mechanical equipment, fire escapes, water collection cisterns and stormwater planters;

      (2) Stairways and wheelchair ramps that do not meet the standard of Subparagraph B.3.b below; and

      (3) Bays and bay windows may extend into a street setback, but not a required setback abutting an RF – RH zoned lot, and also must meet the following requirements:

      - Each bay and bay window may be up to 12 feet long, but the total area of all bays and bay windows on a building façade cannot be more than 30 percent of the area of the façade;
      - At least 30 percent of the area of the bay which faces the street lot line requiring the setback must be glazing or glass block;
      - Bays and bay windows must cantilever beyond the foundation of the building; and
      - The bay may not include any doors.

   b. The following minor features of a building are allowed to fully extend into required building setbacks, but may not extend closer than 5 feet to a lot line abutting an RF – RH zoned lot.

      (1) Uncovered decks, stairways, and wheelchair ramps that are no more than 2-1/2 feet above the ground;

      (2) On lots that slope down from the street, vehicular and pedestrian entry bridges that are no more than 2-1/2 feet above the average sidewalk elevation; and

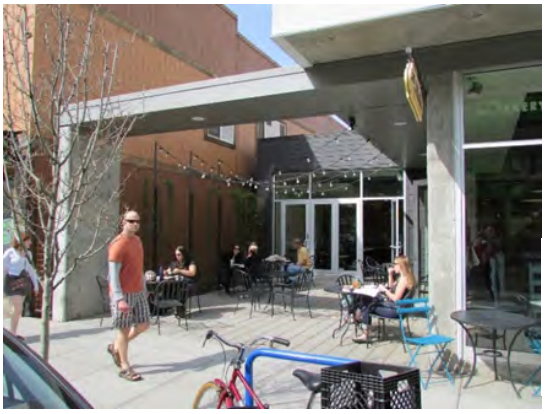
      (3) Canopies, marquees, awnings, and similar features may fully extend into a street setback.

4. Detached accessory structures. For sites entirely in residential use, detached accessory structures are subject to the multi-dwelling zone standards of Section 33.120.280. The setback standards for detached accessory structures are stated in 33.130.265 below. Fences are addressed in 33.130.270 below.

33.130.215.C. Maximum building setbacks

The maximum building setbacks that currently apply in the CS zone and along transit streets for some other zones will be applied to all zones in most situations, except in CE zones that are not located in Pedestrian Districts. The code amendments simplify applicability of the maximum setback standard to conform to the existing CS standard (50 percent of the length of the street-facing facades of buildings).

In some situations in several commercial zones, current regulations require 100 percent of building frontages to be within 10' of a front property line. The code amendments will provide a more flexible approach for maximum building setbacks. The intent is to provide flexibility for a variety of desirable street frontage characteristics, while cultivating a street environment that is inviting to pedestrians. Community members have expressed interest in encouraging buildings with ground-floor windows and entrances close to sidewalks, while also providing opportunities for elements such as plazas, landscaping and other green elements along portions of street frontage.



The maximum setback standards encourage buildings located close to sidewalks, while providing flexibility for portions of street frontage to include features such as pocket plazas or plantings.

This subsection also includes a maximum building setback of 20 feet along certain Civic Corridors in the Eastern and Western pattern areas (see Map 130-1). This greater maximum setback relates to the minimum building setback of 10 feet that will apply along these corridors.

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C. Maximum building setbacks. Except as stated in Subsection E., the maximum building setback standards are stated below.

1. Maximum setback standards. Unless otherwise specified, the maximum a building can be set back from a street lot line is 10 feet, except on Civic Corridors shown on Map 130-1, where the maximum set back is 20 feet. At least 50 percent of the length of the ground level street-facing façade of the building must meet the maximum setback standard.

2. Applying the standard.

   a. Where an existing building is being altered, the standards apply to the ground level, street-facing façade of the entire building. See Figures 130-4 and 130-5.

   b. Where there is more than one building on the site, the standards of this paragraph apply to the combined ground level, street-facing facades of all of the buildings. See Figures 130-6 and 130-7.

   c. In the CM1, CM2, CM3, and CX zones, and in the CE zone within a Pedestrian District, if the site has street lot lines on three or more streets, the maximum setback standard only applies to two of the streets. When this occurs, the standard must be applied to the streets with the highest transit street classifications. If the site is a through lot, the maximum setback standard only applies to the street with the highest transit street classification. If multiple streets have the same highest transit street classification, the applicant may choose which street or streets to apply the standard.

   d. In the CE zone outside of pedestrian districts, the maximum setback standard only applies to transit streets unless the site does not have a street lot line on a transit street. If the site does not have a street lot line on a transit street, then the maximum setback standard applies to one street, and if there is more than one street, the applicant may choose which street to apply the standard. If the site has street lot lines on three or more transit streets, the maximum setback standard applies only to two of the streets. When this occurs, the standard must be applied to the streets with the highest transit classification. If multiple transit streets have the same highest street classification, the applicant may choose which streets to apply the standard.

   e. For buildings where all of the floor area is in residential use, the street-facing façade of an open porch that meets the following standards is included as part of the ground level, street-facing façade of the building:

      (1) For houses, attached houses, manufactured homes and duplexes, the porch must be at least 25 square feet in area. For multi-dwelling structures, the porch must be at least 9 feet wide and 7 feet deep;

      (2) The porch must have at least one entrance facing the street; and

33.130.215.C. Maximum building setbacks (continued)

Regarding the Exception paragraph, no change is proposed to existing regulations or to amendments proposed by the Accessory Structures Zoning Code Update (which is adding primary structures under 500 square feet to this exception, which previously exempted only detached accessory structures).

33.130.215.D. Area between a building and a street lot line.

General standard. This is an existing regulation, but has been moved from the Pedestrian Standards section (33.130.240) to the Setbacks section, as it address requirements for setback areas between a building and a street.

Improvements within transit street maximum building setbacks. This new regulation will require that at least 50 percent of setback areas are improved for pedestrian use along transit streets in order to foster a pedestrian-oriented environment. It responds to community interest that building setbacks, including landscape features, not create significant barriers between buildings and sidewalks, particularly along transit streets. Purely residential buildings are exempt from this requirement to allow for landscape features that can contribute to residential privacy.

Figure 130-4 (former 130-1)
No change.

(3) The porch must have a roof that is no more than 12 feet above the floor of the porch and at least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with a trellis or other open material if no more than 70 percent of the area of the material is open.

3. Exception. The maximum building setbacks do not apply to primary structures under 500 square feet in floor area, or to detached accessory structures. The street-facing facades of detached accessory structures do not count towards meeting maximum setback standards. See Figure 130-6.

D. Improvements in the setback area between a building and a street lot line.

1. General standard. The land between any building and a street lot line must be landscaped to at least the L1 level and/or hard-surfaced for use by pedestrians. This area may be counted towards any minimum landscaped area requirements. Vehicle areas and exterior display, storage, and work activities, if allowed, are exempt from this standard. Bicycle parking may be located in the area between a building and a street lot line when the area is hard surfaced.

2. Improvements within transit street maximum building setbacks. Along transit streets, at least 50 percent of the setback area between the street lot line and the portion of the building that complies with the maximum building setback must be hard surfaced for use by pedestrians. Residential buildings are exempt from this standard.

Figure 130-4
Alteration to Existing Building in Conformance with Maximum Setback Standard

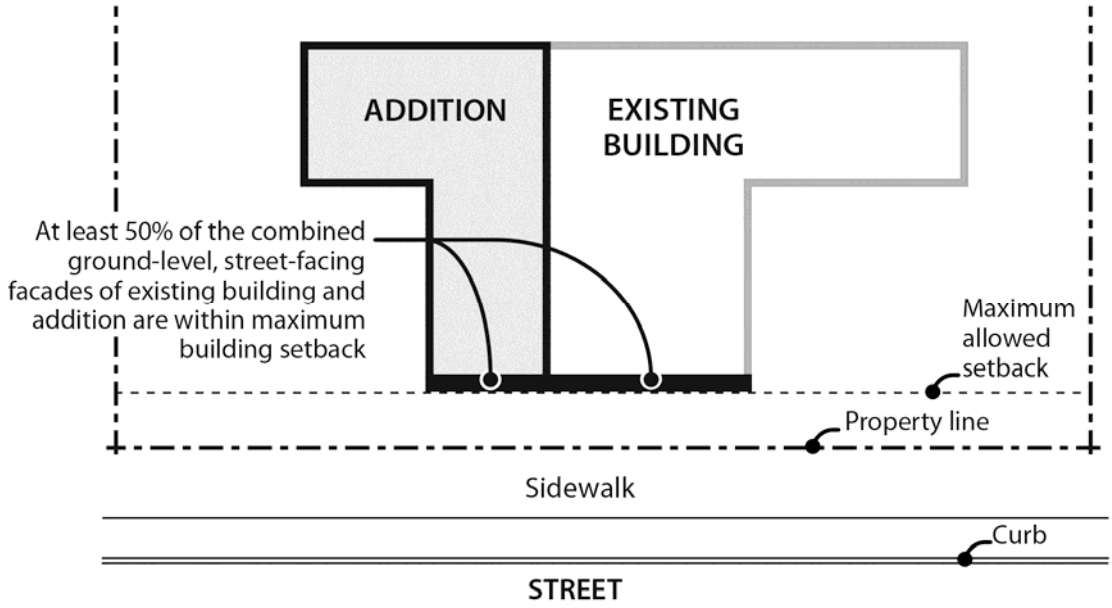

Figure 130-5 (former 130-2)
No change.

Figure 130-6 (former 130-3)
No change.

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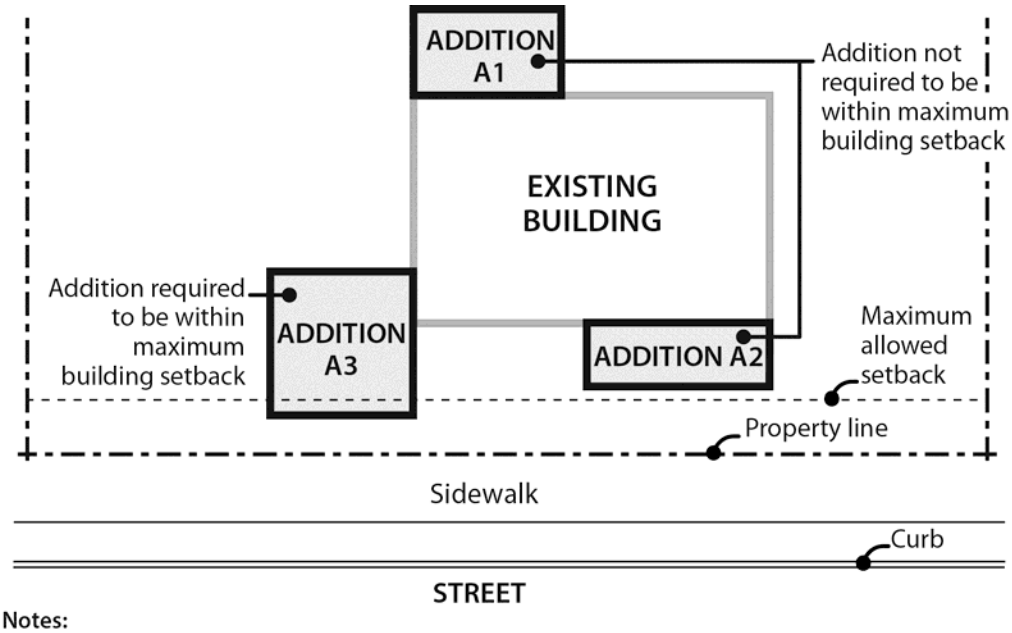
Figure 130-5
Alterations to Existing Building



Notes:

Addition A1. Not subject to maximum setback standard because addition has no street-facing facade.

Addition A2. Brings building closer to conformance with maximum setback standard because it does not increase the length of the street-facing facade, and it brings building closer to maximum building setback line.

Addition A3. Because addition increases length of street facing facade, 100% of addition facade must be within maximum setback until maximum setback standard for entire building is met.

Figure 130-6
Calculating Maximum Building Setback When More Than One Building On Site

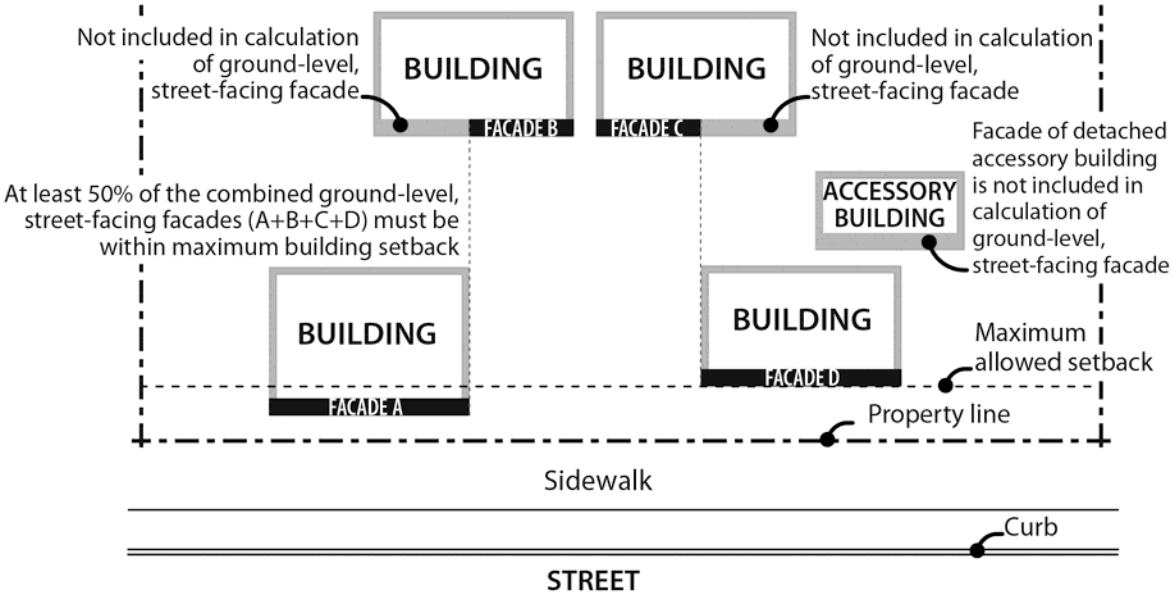


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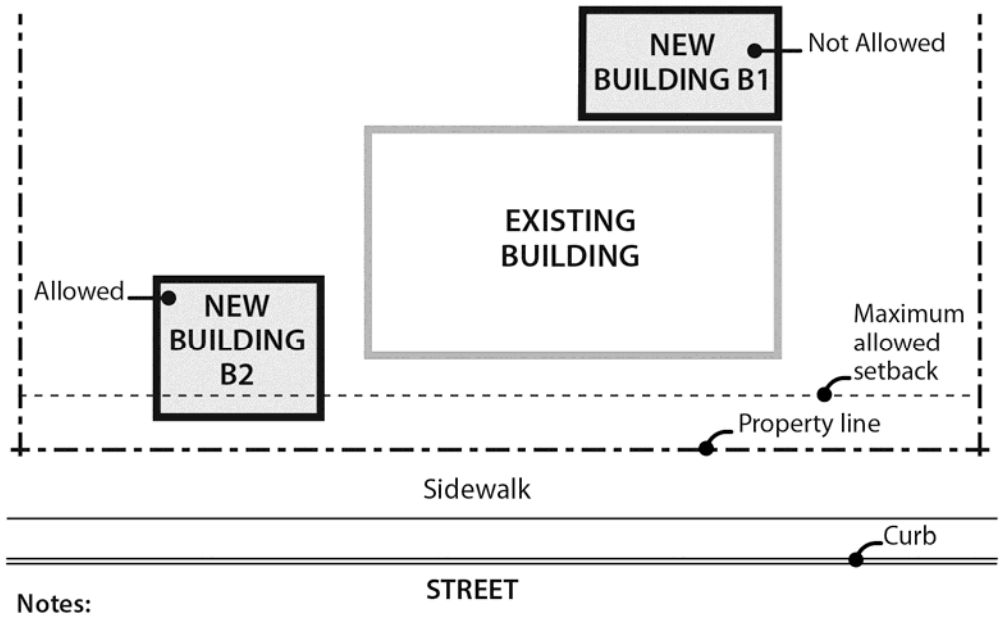
Figure 130-7 (former 130-4)
No change.

33.130.215.F. Alternative maximum building setback for large retailers
The only substantial change to this section is a reduction in the qualifying threshold from a building with 100,000 square feet down to 60,000 square feet. This change is intended to allow this provision to be used by a broader range of development anchored by supermarkets and other similarly-sized retailers, for which site design flexibility on large sites can be important to their feasibility. This flexibility is intended to increase possibilities for retail development in areas such as East Portland, which can benefit from greater local access to commercial services.

Figure 130-7
New Buildings on Sites with Buildings That Do Not Meet the Maximum Building Setback



Notes:
New Building B1. Not allowed because it moves site further out of conformance with maximum setback standard.
New Building B2. Because building increases length of combined street-facing facade on the site, 100% of building facade must be within maximum setback until maximum setback standard for site is met.

E. Alternative maximum building setback for large retailers.

1. Purpose. The intent of the regulations is to allow deeper street setbacks for very large retail stores locating along transit streets or in Pedestrian Districts in exchange for a pedestrian and transit-friendly main street type of development. These large retail sites can still be transit-supportive and pedestrian-friendly by placing smaller buildings close to the street and by creating an internal circulation system that is similar to streets in order to separate the parking area into blocks. The intent is to encourage development that will, over time, form a pedestrian-friendly main street along the perimeter of the parking blocks and provide connectivity within the site and to adjacent streets and uses.

2. Regulation. Sites with a building having at least 60,000 square feet of floor area in Retail Sales and Service use are exempt from the maximum setback requirement of Table 130-2 and the vehicle area frontage limitations of 33.266.130.C.3 if all of the requirements of this paragraph are met. For sites with frontage on more than one transit street or more than one street in a Pedestrian District, this exemption may be used only along one transit street frontage or frontage along a street in a Pedestrian District.

   a. Other buildings on the site have ground level walls within the maximum setback for at least 25 percent of the frontage on a transit street or street in a Pedestrian District. These buildings must be constructed before or at the same time as the large retail store;

33.130.215.F. (continued)
No change to the regulations on this page.

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b. Internal circulation system. An internal circulation system that meets the following standards must be provided:

(1) Internal accessways that are similar to streets must divide the site into parking areas that are no greater than 55,000 square feet;

(2) These accessways must connect to the transit street, or street in a Pedestrian District, at least every 250 feet;

(3) Each internal accessway must have at least one auto travel lane, curbs, and unobstructed sidewalks on both sides and one of the following must be met:

- The sidewalks must be at least 10 feet wide and planted with trees a maximum of 30 feet on center. Trees must be planted in the center of unpaved tree wells at least 18 square feet, with a minimum dimension of 3 feet. The unpaved area may be covered with a tree grate. Tree wells must be adjacent to the curb, and must be located so there is at least 6 feet of unobstructed sidewalk; or
- The sidewalks must be at least 6 feet wide. There must be a planting strip at least 4 feet wide. The planting strip must be between the curb and the sidewalk, and be landscaped to at least the L1 standard, except that trees cannot be grouped.

(4) Along each internal accessway that intersects a transit street, parking must be provided between both sidewalks and the auto travel lanes except for within 75 feet of the transit street intersection, measured from the street lot line, where parking is not allowed;

(5) Curb extensions that are at least the full depth of the parking must be provided, as shown in Figure 130-8, at the intersections of internal accessways that have parking; and

(6) The internal accessways are excluded from the portion of the parking and loading area used to calculate required interior landscaping.

c. Connections between sites. This standard applies to all commercial, office, or institutional development that is adjacent to sites either developed for Commercial or Institutional use, or zoned C, E, or I. The system must connect the buildings on the site to these adjacent sites.

Figure 130-8 (former 130-5)
No change.

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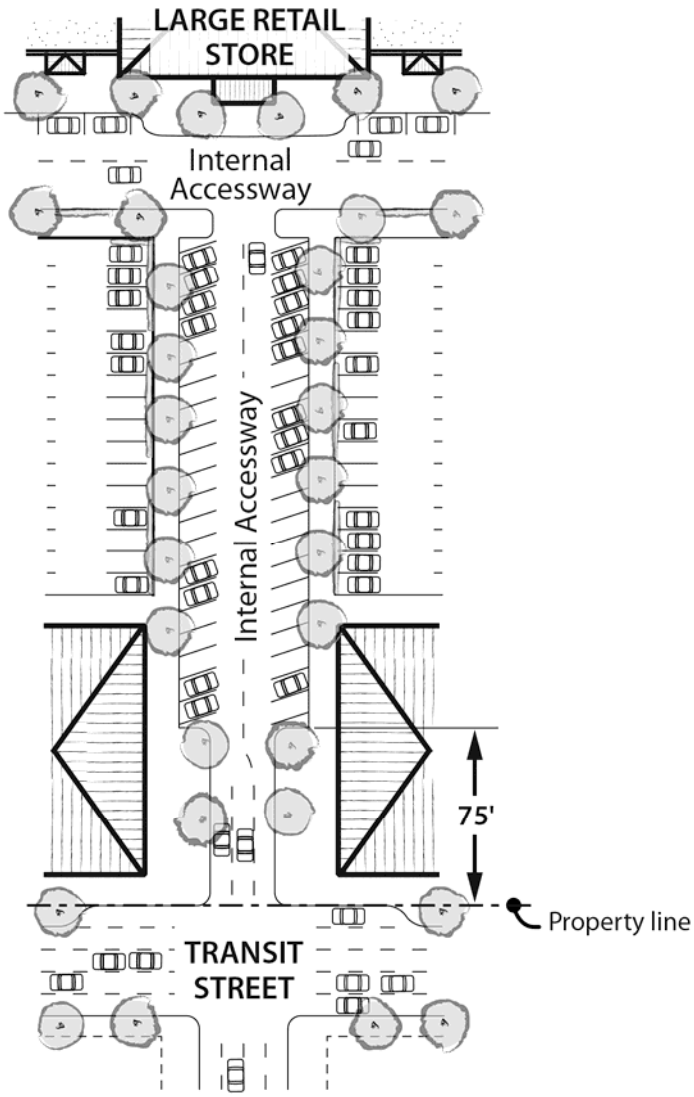
Figure 130-8
Internal Circulation System



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33.130.220 Building Coverage

The building coverage standards provide differing requirements based on zone and pattern area location (see Table 130-2 and Map 130-2). Lower building coverage is allowed in areas outside the Inner pattern area to reflect their less intensely developed and more landscaped characteristics.

33.130.222 Building Length and Façade Articulation

These new standards reflect community concerns about large buildings with monolithic massing that appear out of scale with the fine-grain patterns of many neighborhood commercial areas. The proposed standards are intended to promote buildings that fit better into the scale of neighborhood commercial corridors, but without dictating the architectural approach or style of new buildings. These standards require that the mass of large buildings be divided into smaller components.

B. Maximum building length. This requirement is derived from a standard that applies in some of the multi-dwelling zones. The maximum building length standard of 200 feet corresponds to traditional Portland block patterns. Outside of Portland's core, blocks can be 460 feet or greater in length, which has sometimes resulted in lengthy buildings whose scale has been of concern to community members. This building length limitation only applies within 20 feet of a street lot line, so that building volumes may be attached beyond this distance. This standard requires that the resulting building volumes, when located on the same site, be separated by a minimum of 20 feet in order to create a clear break in the building massing, which is also wide enough to potentially serve as a usable open space.

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33.130.220 Building Coverage

A. Purpose. The building coverage standards limit the footprint of buildings and work with the FAR, height, and setback standards to control the overall scale of development. The standards promote development consistent with the desired character of the zone. The standards allow a high degree of lot coverage in the Inner Neighborhoods pattern area to reflect the urban development patterns and continuous building frontages of the area. The standards for Eastern and Western pattern areas work in conjunction with landscaping requirements to respond to the less intensely developed characteristics of these areas.

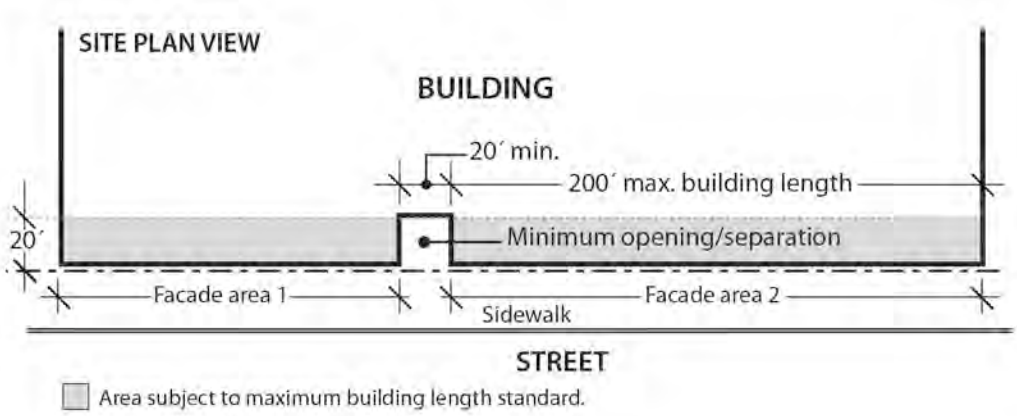
B. Building coverage standards. The maximum building coverage standards are stated in Table 130-2, and the standards apply based on pattern area geography. Map 130-2 identifies the pattern areas. Maximum building coverage applies to all buildings and covered structures.

33.130.222 Building Length and Façade Articulation

A. Purpose. These standards, along with the height and setback standards, limit the bulk of buildings close to the street. These standards help ensure that large buildings will be divided into smaller components that relate to the scale and patterns of Portland's commercial/mixed-use areas and add visual interest and variety to the street environment.

B. Maximum building length. In the CM1, CM2, CM3, and CE zones, the maximum building length for the portion of a building located within 20 feet of a street lot line is 200 feet. The portions of buildings subject to this standard must be separated by a minimum of 20 feet when located on the same site. See Figure 130-9.

Figure 130-9
Maximum Building Length



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33.130.222 Building Length and Façade Articulation (continued)

C. Façade articulation. This standard requires large building wall planes to be divided into smaller components. Projections into street right-of-way, such as projecting window bays, will not count toward meeting this standard, in response to community concerns about building features that can contribute to a perception of overly-constrained street space. Recessed areas of façade that include projecting features such as balconies can count toward meeting this requirement. This approach would allow stepping back the upper levels of facades (such as the fourth story of a building in the CM2 zone) as one option for meeting this standard.

Portions of building façade that are entirely separated from each other, such as by a courtyard, are considered to be separate façade areas for the purpose of determining the size of each façade area.

C. Façade articulation.

1. Where the standard applies. This standard applies in the CM2, CM3 and CE zones as follows:

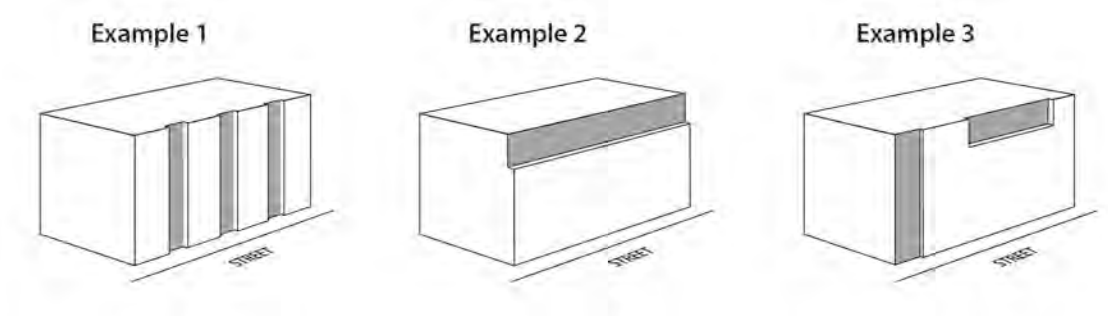
   a. In the CM2 and CE zones, the standard applies to buildings more than 35 feet high that have façade areas of more than 3,500 square feet within 20 feet of a street property line.

   b. In the CM3 zone, the standard applies to buildings more than 45 feet high that have façade areas of more than 4,500 square feet within 20 feet of a street property line.

   c. Portions of building facades that are vertically separated by a gap of 10 feet or more extending at least 20 feet in depth from the street property line are considered to be separate facades areas for the purposes of the façade area measurements. See Figure 130-9.

2. The standard. At least 25 percent of the façade within 20 feet of a street lot line must be divided into façade planes that are off-set by at least 2 feet from the rest of the façade. Façade area used to meet the façade articulation standard may be recessed behind, or project out from, the primary façade plane, but projections into street right-of-way do not count toward meeting this standard. See Figure 130-10.

Figure 130-10
Façade Articulation



33.130.225 Landscaped Areas

The primary departure from existing landscape area regulations is a requirement for landscaping or alternative green options for commercial/mixed use zones that allow high lot coverage and do not currently have landscaping requirements (CM2 and CM3 in the Inner Pattern Area, whose comparable existing zones [CS, CM, CX, and EX] do not generally require landscaping).

This regulation responds to comments received regarding the need for green elements as part of development within centers and corridors in the Inner Pattern Area. Also, draft Comprehensive Plan policies call for integrating green/vegetated elements into the urban environment and reducing urban height island effects.

The proposed regulations apply a 15 percent landscaping requirement (as currently applies in most commercial/mixed use zones) to the CM2 and CM3 zones, but provide alternative options to meeting this requirement that preserve the ability to undertake development with high lot coverage (up to 100 percent). Some of these options are also intended to accommodate improvements to older buildings and the continuation of existing urban development patterns in older commercial districts that have high levels of building coverage.



Example of a range of landscaping approaches integrated into urban development, including ecoroofs, raised landscaped areas, and stormwater planters.

33.130.225 Landscaped Areas

A. Purpose. Landscaping is required in some zones because it is attractive and it helps to soften the effects of built and paved areas. Landscaping also helps cool the air temperature, intercept rainfall and reduce stormwater runoff by providing unpaved permeable surface. Landscaping can also provide food for people and habitat for birds and other wildlife. As an alternative to conventional landscaping, a range of urban green options are provide in the CM2 and CM3 zones in the Inner Neighborhoods pattern area to reflect this area's more urban development patterns and historic storefront commercial characteristics. Landscaping is required for all commercial/mixed use-zoned lands abutting R zoned lands and as screening for parking lots (see Chapter 33.216) to provide buffering and promote livability.

B. Minimum landscaped area. The minimum amount of required landscaped area is stated in Table 130-2. Any required landscaping, such as for required setbacks or parking lots, applies towards meeting the minimum amount of required landscaped area. Sites developed with a house, attached house or duplex are exempt from the required minimum landscaped area standard. The required landscape area must meet one of the following:

1. Unless allowed by Paragraph B.2., required landscaped areas must:

   a. Be at ground level, except when in raised planters that are used to meet minimum Bureau of Environmental Services stormwater management requirements; and

   b. Comply with at least the L1 standard described in Chapter 33.248, Landscaping and Screening, however up to one-third of the required landscaped area may be improved for active or passive recreational use, or for use by pedestrians. Examples of active or passive recreational use include walkways, play areas, plazas, picnic areas, garden plots, and unenclosed recreational facilities.

2. Urban green alternative landscaped area. In the CM2 and CM3 zones in the Inner pattern area shown on Map 130-2, one or more of the following may be used to meet the required landscape area:

   a. Ecoroof. An ecoroof area may apply toward meeting the required landscaped area standard at a ratio of 4 square feet of ecoroof area for every 1 square foot of required landscaped area. The ecoroof area must be approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual.

   b. Large trees. The minimum required landscaped area may be reduced to 10 percent of site area when the site includes an area with minimum dimensions of 30 feet by 30 feet planted with at least one large-canopy tree. An existing large-canopy tree can be used to meet this requirement, subject to the Tree Protection Specifications of Title 11 (Section 11.60.030). Large canopy trees are defined in Section 33.248.030, Plant Materials. At least 50 percent of the ground area within this space must be landscaped to at least the L1 standard and the remainder may be hard-surfaced for use by pedestrians.

33.130.227 Trees

No change.

33.130.228 Required Outdoor Areas

Currently, no outdoor space is required for residential development in the commercial/mixed use zones. These standards would use the same 48 square feet per unit requirement that applies in multi-dwelling residential zones (R3, R2, and R1 zones). This new requirement responds to the fact that residential development has become a predominant type of development in the commercial/mixed use zones and would implement Comprehensive Plan policy direction on fostering housing that promotes healthy, active living and that provides access to outdoor space.

The primary difference between these standards and similar requirements in the multi-dwelling zones is an allowance for indoor common areas (such as community rooms, exercise rooms and other indoor recreation facilities) to be used as an option to meet the residential outdoor space requirements. Required residential outdoor areas can be provided in the form of private outdoor spaces, shared outdoor areas, indoor community or recreation spaces, or combinations of these.



Examples of residential outdoor areas in the form of individual balconies (left) and shared outdoor space (right).

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c. Raised landscaped areas. Landscaped areas raised above ground level may be used to meet the minimum landscaped area standard when landscaped to at least the L1 standard and soil depth is a minimum of 30 inches.

d. Pervious pavement. Up to 50 percent of the required landscaped area may be improved for pedestrian use, such as walkways and plazas, if the area is surfaced with pervious pavement approved by the Bureau of Environmental Services as being in compliance with the Stormwater Management Manual. If this provision is used, no impervious surfaces can be counted toward meeting the minimum landscaped area standard.

33.130.227 Trees

Requirements for street trees and for on-site tree preservation, protection, and overall tree density are specified in Title 11. See Chapter 11.50, Trees in Development Situations.

33.130.228 Required Outdoor Areas

A. Purpose. The required outdoor areas standards ensure opportunities for residents to have on-site access to outdoor space for recreation, relaxation, natural area, or growing food. Required outdoor areas are an important aspect for addressing the livability of a property with residential units by providing residents with opportunities for outdoor living opportunities, some options for outdoor privacy, and a healthy environment. These standards also allow for outdoor area requirements to be met by indoor community facilities that provide opportunities for recreation or gathering.

B. Requirements.

1. Amount required. At least 48 square feet of outdoor area is required for each dwelling unit on the site.

2. Size, location and configuration. Required outdoor area may be provided as individual, private outdoor areas, such as patios or balconies, or as common, shared areas, such as outdoor courtyards and play areas, or indoor recreational facilities or community rooms. There also may be a combination of individual and common areas.

   a. Individual unit areas. Where a separate outdoor area is provided for each individual unit, it must be designed so that a 4-foot by 6-foot dimension will fit entirely within it. The outdoor area must be directly accessible to the unit. Balconies that extend over street right-of-way count towards meeting this standard. Areas used for pedestrian circulation to more than one dwelling unit do not count towards meeting the required outdoor area. . If the area is at ground level it may extend up to 5 feet into a required front setback, and may extend into required side and rear setbacks as long as the area is not closer than 5 feet to a lot line abutting an RF through RH zoned lot.

Commentary

33.130.228 Required Outdoor Areas (continued)

See previous commentary.

Ord. 188177, Vol. 2.5, page 13990

b. Common areas. There are two types of common area:

(1) Outdoor common area. Where outdoor areas are common, shared areas, each area must be designed so that it is at least 500 square feet in area and so that a 20-foot x 20-foot square will fit entirely within it.

(2) Indoor common area. Where an indoor common area is provided, it must be an indoor recreational facility or an indoor tenant community room. Lobbies, hallways, laundry facilities, storage rooms, and vehicle or bicycle facilities cannot be used to meet this requirement.

c. Combination of individual and common areas. Where a combination of individual unit and common areas is provided, each individual area must meet Subparagraph B.2.a and each common area must meet B.2.b above, providing a total of at least 48 square feet of outdoor area for each dwelling unit served by the common area.

3. Surfacing materials. Required outdoor areas must be surfaced with lawn, pavers, decking, or sport court paving which allows the area to be used for active or passive recreational use.

4. User amenities. User amenities, such as tables, benches, trees, shrubs, planter boxes, garden plots, drinking fountains, spas, or pools, may be placed in the outdoor area. Common, shared outdoor areas may also be developed with amenities such as play areas, plazas, roof-top patios, picnic areas, and open recreational facilities.

Commentary

33.130.230 Ground Floor Windows

Significant changes to ground floor window requirements include the following:

- Increase in the window coverage requirement on the primary ground level frontage from the current 25 percent to 40 percent.
- Increase in the secondary frontage window coverage requirement from 12-1/2 percent to 25 percent.
- Change in the window coverage measurement methodology. Current measurement of ground level wall area includes all wall area up to 9 feet above grade. The new measurement is based on wall area from 2 feet to 10 feet above grade.
- Change from the current exemption for parking structures. New regulations would require parking structures to meet ground floor window coverage requirements on at least one frontage.
- The walls of residential units are no longer exempt from ground floor window coverage requirements. Instead, ground floor residential units are provided several options for meeting ground floor window requirements (see subsection D).
- Change to the Exception for Public Art option, limiting the use of this provision to one half of the ground floor window coverage requirements.

Ground floor window requirements have been an important design-related regulatory standard in Portland's commercial zones, continuing traditions of storefront commercial development and contributing to an engaging, pedestrian-oriented street environment. The current minimum ground-floor window coverage requirement of 25 percent, however, sometimes results in sub-optimal window coverage, and includes exemptions for residences and parking garages that can compromise the street environment.

The increased ground-floor window coverage requirements (and related concepts for entrances) respond to interest from a wide-range of community members in focusing on improving the design of the ground-level frontages of buildings. This is where buildings are most directly experienced by pedestrians and can be important for maintaining the continuity of business districts. Regulations for a higher level of ground floor window coverage (60 percent) is applied to the core commercial areas of centers, as part of the proposed Centers Main Street Overlay, to reinforce the roles of these locations as pedestrian-oriented places that are a focus of commercial and community activity (see Chapter 33.415).

33.130.230 Ground Floor Windows

A. Purpose. In the commercial/mixed use zones, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

B. Ground floor window standard.

1. General standard.

   a. Windows must cover at least 40 percent of the ground level wall area of street-facing facades that are 20 feet or closer to a street lot line or a publicly-accessible plaza. For the purposes of this standard, ground level wall areas include all exterior wall areas from 2 feet to 10 feet above the finished grade. See Figure 130-11.

   b. If the lot has more than one street frontage, then the ground floor window standard in Subparagraph B.1.a. applies to the façade that faces the highest transit street classification. All other ground level street-facing facades that are 20 feet or closer to the street lot line must have windows that cover 25 percent of the ground level wall area. If two or more streets have the same highest transit street classification, then the applicant may choose on which of those street to meet the higher standard. Transit street classifications are identified in the Transportation Element of the Comprehensive Plan.

2. Exemptions:

   a. Houses, attached houses, manufactured homes, and duplexes are exempt from this Section;

   b. Ground floor street-facing walls of dwelling units are exempt from Paragraph B.1., but the walls must meet one of the standards in Subsection D.; and

   c. The walls of structured parking that face a secondary street frontage are exempt from the 25 percent standard in Subparagraph B.1.b. if the façade is set back at least 5 feet and landscaped to the L2 standard.

Ord. 188177, Vol. 2.5, page 13993

Commentary

33.130.230 Ground Floor Windows (continued)

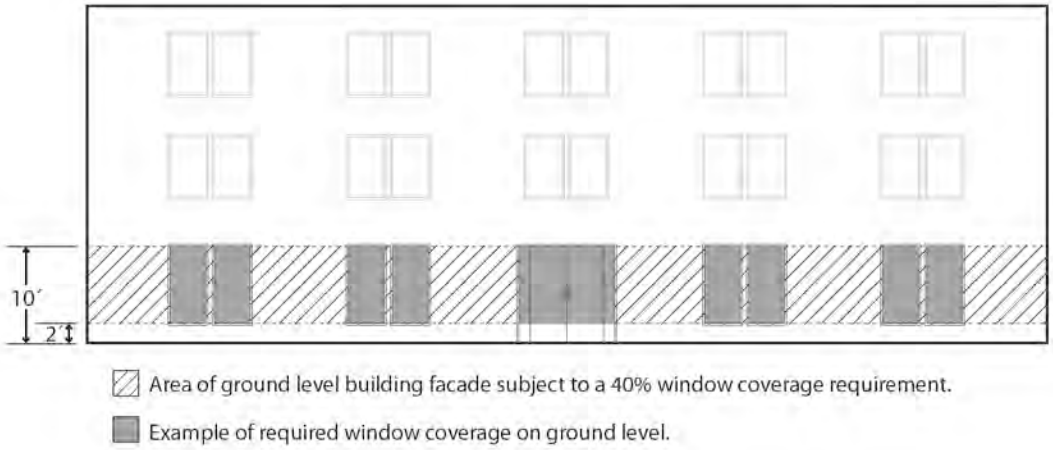
Portions of buildings with ground floor residential units will be required to meet one of three options:

- Design to accommodate future conversion to commercial or other active ground floor uses, with storefront-type windows and barrier-free entrances.
- Ground floor residential units set back from street lot lines.
- Ground floor residential units raised above grade.

This regulatory approach responds to concerns about residential development in centers and corridors when residential units are built at ground level close to sidewalks. Besides loss of commercial opportunities, this creates privacy issues for the residents of ground floor units close to sidewalks. This concept proposes a series of options that projects with ground floor residences could choose to follow, one option of which is for designing the spaces to be adaptable to commercial uses with 40 percent window coverage; and the other two options of which are for more residentially-oriented design, with units either setback from the street or raised above grade. These options will be required for development with ground-floor residential units along any street frontage. Besides ground-floor window coverage requirements, residential development in the commercial/mixed use zones will need to meet requirements (existing) for 15 percent overall window coverage for street-facing facades.

C. Qualifying window features. Required ground floor window areas must be windows that allow views into working areas, lobbies, residential units or residential building common areas; pedestrian entrances; or display windows set into the wall. Windows into storage, parking, garbage and recycling areas, and display cases attached to outside walls, do not qualify.

Figure 130-11
Ground Floor Windows



D. Ground floor window standard for ground floor residential. Ground floor street facing walls of dwelling units that are 20 feet or closer to a street lot line must meet at least one of the following standards:

1. Flexible ground floor design. The ground floor window standard of Subparagraph B.1.a. must be met, and the ground level of the building must be designed and constructed as follows:

   a. The distance from the finished floor to the bottom of the ceiling structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;

   b. The area meeting this standard must be at least 25 feet deep, measured from the street-facing façade; and

   c. Each unit must include a front entrance that is located at the level of the finished grade and can be accessed without steps.

2. Front setback.

   a. The portions of the building with residential dwelling units on the ground-floor must be set back at least 8 feet from the street lot line. The setback must be landscaped to at least the L1 level and/or hard-surfaced for use by pedestrians; and

   b. Windows must cover at least 25 percent of the ground level wall area of the portion of the building with residential dwelling units on the ground-floor.

Commentary

33.130.230 Ground Floor Windows (continued)

See previous commentary on ground floor window requirements for ground floor residential.

E. Exception for Public Art. This existing subsection has been changed to limit the use of this provision to one half of the ground floor window coverage requirements in order to retain the intent of requiring windows to strengthen connections between buildings and sidewalks on a portion of ground floor frontages.

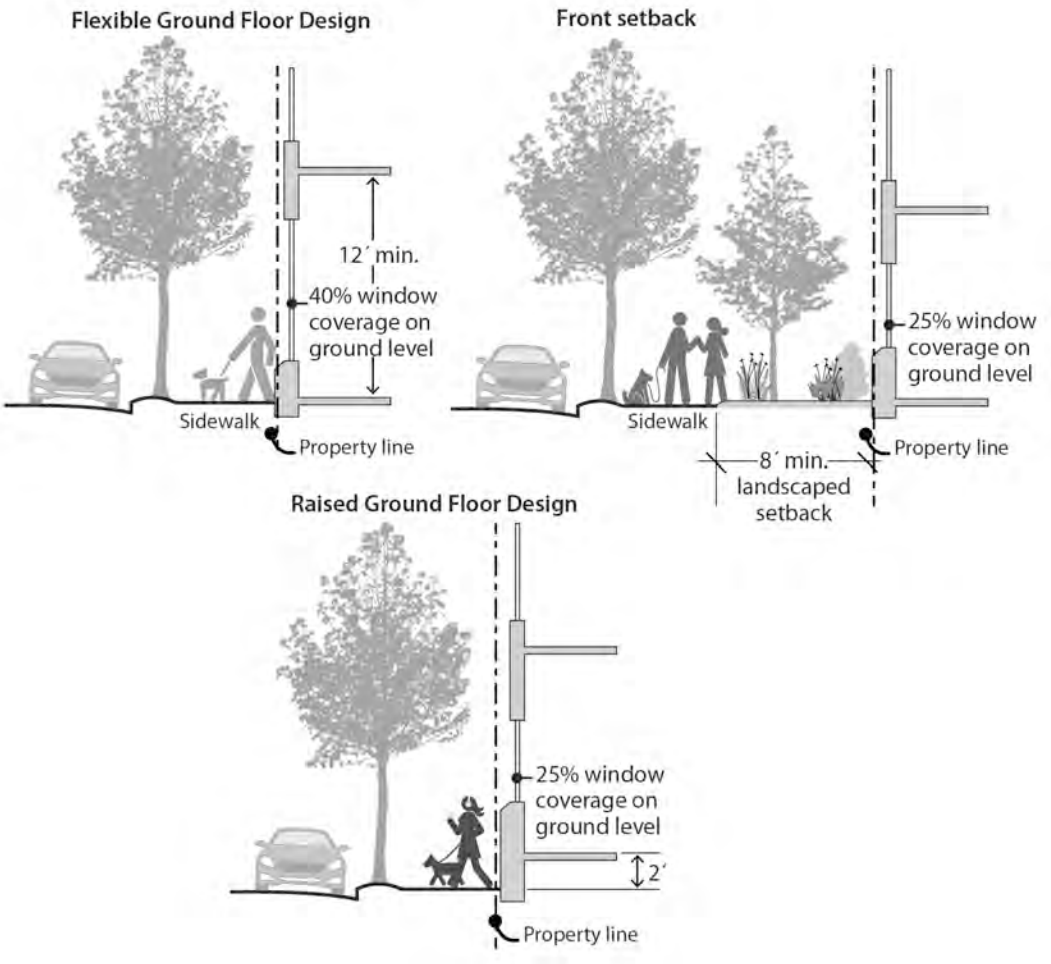
Ord. 188177, Vol. 2.5, page 13996

3. Raised ground floor.

   a. The portion of the building with residential dwelling units on the ground-floor must have the finished floor of each residential unit at least 2 feet above the grade of the closest adjoining sidewalk.

   b. Window must cover at least 25 percent of the ground level wall area of the portion of the building with residential dwelling units on the ground-floor.

Figure 130-12
Ground Floor Window Options for Ground Floor Residential



E. Exception for Public Art. Outside the Central City, public art may be used to meet up to one half of the required window coverage of the ground floor window provision. Covenants for the public art will be required, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the public art. To qualify for this exception, documentation of approval by the Regional Arts and Culture Council must be provided prior to approval of the building permit.

Commentary

33.130.235 Screening

No change.

Ord. 188177, Vol. 2.5, page 13998

33.130.235 Screening

A. Purpose. The screening standards address specific unsightly features which detract from the appearance of commercial/mixed use areas.

B. Garbage and recycling collection areas. All exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt. Screening must comply with at least the L3 or F2 standards of Chapter 33.248, Landscaping and Screening.

C. Mechanical equipment. Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation. Screening must comply with at least the L2 or F2 standards of Chapter 33.248, Landscaping and Screening, and be tall enough to screen the equipment. Mechanical equipment placed on roofs must be screened in one of the following ways, if the equipment is within 50 feet of an R zone:

1. A parapet along facades facing the R zone that is as tall as the tallest part of the equipment;
2. A screen around the equipment that is as tall as the tallest part of the equipment; or
3. The equipment is set back from roof edges facing the R zone 3 feet for each foot of height of the equipment.

D. Other screening requirements. The screening requirements for parking, exterior storage, and exterior display areas are stated with the regulations for those types of development.

Commentary

33.130.240 Pedestrian Standards

No substantive changes to sections on this page.

Ord. 188177, Vol. 2.5, page 14000

33.130.240 Pedestrian Standards

A. Purpose. The pedestrian standards encourage a safe, attractive, and usable pedestrian circulation system in all developments. They ensure a direct pedestrian connection between abutting streets and buildings on the site, and between buildings and other activities within the site. In addition, they provide for connections between adjacent sites, where feasible.

B. The standards. The standards of this Section apply to all development except houses, attached houses, and duplexes. An on-site pedestrian circulation system must be provided. The system must meet all standards of this Subsection.

1. Connections. Pedestrian connections are required as specified below:

a. Connection between streets and entrances.

(1) Sites with one street frontage.

- Generally. There must be a connection between one main entrance of each building on the site and the adjacent street. The connection may not be more than 20 feet longer or 120 percent of the straight line distance, whichever is less.
- Household Living. Sites where all of the floor area is in Household Living uses are only required to provide a connection to one main entrance on the site. The connection may not be more than 20 feet longer or 120 percent of the straight line distance, whichever is less.
- Tree preservation. If a tree that is at least 12 inches in diameter is proposed for preservation, and the location of the tree or its root protection zone would prevent the standard of this paragraph from being met, the connection may be up to 200 percent of the straight line distance.

(2) Sites with more than one street frontage. Where the site has more than one street frontage, the following must be met:

- The standard of Subparagraph B.1.a(1) must be met to connect the main entrance of each building on the site to the closest sidewalk or roadway if there are no sidewalks. Sites where all of the floor area is in Household Living uses are only required to provide a connection meeting the standard of Subparagraph B.1.a(1) to one main entrance on the site;
- An additional connection, which does not have to be a straight line connection, is required between each of the other streets and a pedestrian entrance. However, if at least 50 percent of a street facing façade is within 10 feet of the street, no connection is required to that street.

33.130.240 Pedestrian Standards (continued)

Internal connections. Language has been added to this paragraph to allow public sidewalks to be used to meet requirements for internal connections for sidewalk-oriented buildings. This is intended to accommodate buildings located close to sidewalks, such as townhouse or storefront-type type buildings with main entrances close to public sidewalks and insufficient setbacks to provide pedestrian connections that are separate from public sidewalks.

Large site pedestrian connectivity. This new paragraph calls for pedestrian connections no further apart than 330 feet, in alignment with regional pedestrian connectivity standards.

No changes to other paragraphs.

b. Internal connections. The system must connect all main entrances on the site, and provide connections to other areas of the site used by building occupants, including parking areas, bicycle parking, recreational areas, common outdoor areas, and any pedestrian amenities. Pedestrian connections to public sidewalks may substitute for internal connections for main entrances that are within 10 feet of a public sidewalk.

c. Large site pedestrian connectivity. Sites that are 5 acres or more in size must provide pedestrian connections through the site that are no further apart than 330 feet as measured from the centerline of each connection. Pedestrian connections must provide connectivity to all streets that abut the site. Portions of sites that are in the Environmental Protection overlay zone, the Environmental Conservation overlay zone, have existing large buildings that prevent this standard from being met, or have slopes with an average slope of 20 percent or greater are exempt from this standard.

2. Materials.

a. The circulation system must be hard-surfaced, and be at least 6 feet wide.

b. Where the system crosses driveways, parking areas, and loading areas, the system must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement. Elevation changes and speed bumps must be at least 4 inches high.

c. Where the system is parallel and adjacent to an auto travel lane, the system must be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised path is used it must be at least 4 inches high and the ends of the raised portions must be equipped with curb ramps. Bollard spacing must be no further apart than 5 feet on center.

3. Lighting. The on-site pedestrian circulation system must be lighted to a level where the system can be used at night by the employees, residents, and customers.

Commentary

33.130.242 Transit Street Main Entrance

A significant change to this section is expansion of transit street main entrance requirements to multi-dwelling structures, in addition to its current applicability to non-residential uses. New requirements call for one main entrance to a multi-dwelling structure to meet transit street main entrance requirements. It also provides an additional option for multi-dwelling structures to have the required main entrance front a courtyard and be within 50 feet of the transit street (as an alternative to the current requirement for 25 feet). This courtyard option allows a continuation of a common type of Portland courtyard apartment building that features main entrances accessed from courtyards, instead of fronting directly onto public sidewalks.

D. Distance between entrances. This new standard requires a minimum of one entrance for every 200' of building frontage. While more frequent entrances than this would provide more active street frontages (and is currently required of multi-tenant buildings close to sidewalks), this standard is intended to accommodate the very broad range of development types built in the commercial/mixed-use zones. Some development types which can be important contributions to mixed-use corridors do not lend themselves to multiple entrances. These include supermarkets and other large format retail (which could incorporate smaller retail spaces to meet the standard), as well as office buildings and other employment-related development. The requirement for one entrance per 200' will be more than is currently required and will be particularly impactful along the lengthy blocks common along corridors in Eastern and Western parts of Portland and in some inner neighborhoods.

33.130.242 Transit Street Main Entrance

A. Purpose. Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

B. Applicability.

1. Generally. All sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, or residential use in a multi-dwelling structure, must meet the following standards. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets;

2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of 33.130.250.C, Residential Main Entrance, instead of the requirements of this section.

C. Location. For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor, and one main entrance to a multi-dwelling structure must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent transit street grade. The main entrance must:

1. Be within 25 feet of the transit street;

2. Allow pedestrians to both enter and exit the building; and

3. Meet one of the following:

   a. Face the transit street;

   b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-13; or

   c. If it is an entrance to a multi-dwelling structure:

      (1) Face a courtyard that is adjacent to the transit street and that is landscaped to at least the L1 level, or hard-surfaced for use by pedestrians; and

      (2) Be within 50 feet of the transit street.

D. Distance between entrances. For portions of a building with any nonresidential uses within the maximum building setback, a minimum of one entrance is required for every 200 feet of building length.

33.130.242 Transit Street Main Entrance (continued)

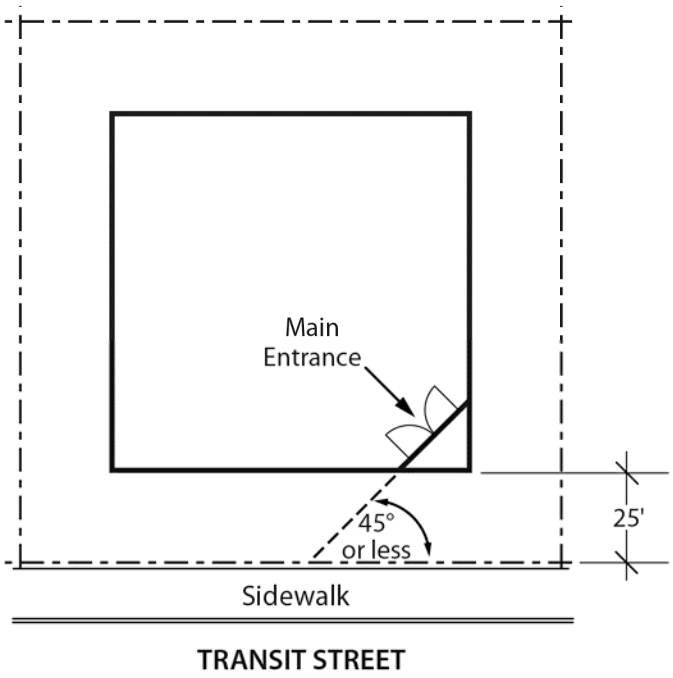
E. Unlocked during regular business hours. Language is added to indicate that this requirement only applies to nonresidential uses.

Figure 130-13 (former 130-6)
No change.

Ord. 188177, Vol. 2.5, page 14006

E. Unlocked during regular business hours. Each main entrance to nonresidential uses that meets the standards of Subsection C and D must be unlocked during regular business hours.

Figure 130-13
Transit Street Main Entrance



Commentary

33.130.245 Exterior Display, Storage, and Work Activities

This section is being changed to expanded allowances for the exterior display of goods in commercial/mixed use zones. Exterior display of goods is currently limited in most commercial/mixed used zones. Most zones allow only display of plants and produce, while the CG allows exterior display of goods only if set behind landscaping. Flexibility for exterior display of merchandise can help contribute to vibrant pedestrian environments and support the vitality of businesses. Exterior merchandising such as vendor stalls and kiosks can also provide low-cost business opportunities, which can be particularly helpful for enabling lower-income people to establish retail businesses (much as food carts have reduced barriers for establishing food-related businesses). This concept primarily concerns exterior display on private property and any exterior display would need to preserve required clear areas on sidewalks for pedestrian passage. Along with expansion of allowances for the exterior display of goods, this section now includes requirements for five-foot deep landscaped screening along lot lines adjacent to residential zones.



Exterior display of merchandise (historic example).

The exterior work activities subsection is being amended to prohibit auto-oriented exterior work activities within 50-feet of lot lines abutting or across a local service street from a residential zone. This is derived from Buffer (b) Overlay provisions that apply in mapped areas adjacent to residentially-zoned areas, but would apply this prohibition whenever commercial/mixed use zoning is adjacent to residential zoning. Staff anticipates that this amendment, together with requirements in this and other Chapter 33-130 sections (such as requirements for screening landscaping and prohibition of drive-through facilities adjacent to residential zoning [see 33.130.260]), will replace the Buffer Overlay where it is mapped in the commercial/mixed use zones.

No substantial changes to other subsections, other than minor text edits in paragraph E (Other exterior activities), for which reference to plant nurseries has been deleted in conjunction with adding "propagation and sale of plants" to paragraph D.

33.130.245 Exterior Display, Storage, and Work Activities

A. Purpose. The standards of this section are intended to assure that exterior display, storage, and work activities:

- Will be consistent with the desired character of the zone;
- Will not be a detriment to the overall appearance of a commercial/mixed use area;
- Will not have adverse impacts on adjacent properties, especially those zoned residential; and
- Will not have an adverse impact on the environment.

B. Exterior display.

1. CM1, CM2, CM3, and CX zones. Exterior display of goods is allowed except for the display of motor vehicles, motor vehicle parts and supplies, building materials, and uses in the Industrial categories.

2. CE zone. Exterior display of goods is allowed except for uses in the Industrial categories. Exterior display areas for motor vehicles and trailers must be set back at least 5 feet from street lot lines and be landscaped to at least the L1 standard.

3. Exterior display landscape screening abutting R zones. Exterior display areas must be set back at least 5 feet from lot lines abutting R zones and be landscaped to at least the L3 standard.

C. Exterior storage.

1. Exterior storage is not allowed in the CM1, CM2, CM3, and CX zones.

2. Exterior storage is allowed in the CE zone if the storage area complies with the standards of this paragraph. Exterior storage is limited to 20 percent of the site area for all uses except lumber yards and other building material stores. All exterior storage areas must be set back 5 feet from nonstreet lot lines and 10 feet from street lot lines, with the setback area landscaped to at least the L3 standard.

D. Exterior work activities. Exterior work activities are prohibited in the commercial/mixed use zones except for the propagation and sale of plants, sales of motor vehicle fuels, and car washes, which are allowed. Exterior work activities related to sales of motor vehicle fuels and car washes are prohibited within 50 feet of a lot line that abuts a residential zone or a lot line that is across a local service street from a residential zone.

E. Other exterior activities. The following exterior activities are allowed in the commercial/mixed use zones: outdoor eating areas, entertainment and recreation activities that are commonly performed outside, and outdoor markets and vendor stalls.

F. Paving. All exterior display and storage areas, except for plant nurseries, must be paved.

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development

No substantive changes to sections on this page, except that the order of the section paragraphs have been changed for clarity.

Ord. 188177, Vol. 2.5, page 14010

33.130.250 General Requirements for Residential and Mixed-Use Developments

A. Generally. Except as specified in this section, all development—residential, mixed-use, and nonresidential—must meet the other development standards for the zone such as height, setbacks, and building coverage.

B. Street-facing facades.

1. Purpose. This standard:

- Together with the main entrance and garage standards, ensures that there is a visual connection between the living area of the residence and the street;
- Enhances public safety by allowing people to survey their neighborhood from inside their residences; and
- Provides a more pleasant pedestrian environment by preventing large expanses of blank facades along streets.

2. Where this standard applies. The standard of this subsection applies to the street-facing facades of buildings in commercial/mixed use zones where any of the floor area is in Residential uses. Where a proposal is for an alteration or addition to existing development, the applicant may choose to apply the standard either to the portion being altered or added, or to the entire street-facing facade. Development on flag lots or on lots that slope up or down from the street with an average slope of 20 percent or more are exempt from this standard.

3. The standard. At least 15 percent of the area of each façade that faces a street lot line must be windows or main entrance doors. Windows used to meet this standard must allow views from the building to the street. Glass block does not meet this standard. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. To count toward meeting this standard a door must be at the main entrance and facing the street lot line.

4. For structures subject to ground floor window requirements, windows used to meet ground floor window requirements may also be used to meet the requirements of this subsection.

C. Residential main entrance.

1. Purpose. These standards:

- Together with the window and garage standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
- Enhance public safety for residents and visitors and provide opportunities for community interaction;
- Ensure that the pedestrian entrance is visible or clearly identifiable from the street by its orientation or articulation; and
- Ensure that pedestrians can easily find the main entrance, and so establish how to enter the residence;

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No substantive changes to sections on this page, except that the order of the section paragraphs have been changed for clarity.

Ord. 188177, Vol. 2.5, page 14012

- Ensure a connection to the public realm for development of lots fronting both private and public streets by making the pedestrian entrance visible or clearly identifiable from the public street.

2. Where these standards apply.

   a. The standards of this subsection apply to houses, attached houses, manufactured homes, and duplexes in the commercial/mixed use zones.

   b. Where a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added.

   c. On sites with frontage on both a private street and a public street, the standards apply to the site frontage on the public street. On all other sites with more than one street lot line, the applicant may choose on which frontage to meet the standards.

   d. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.

3. Location. At least one main entrance for each structure must:

   a. Be within 8 feet of the longest street-facing wall of the structure; and

   b. Either:

      (1) Face the street, See Figure 130-14;

      (2) Be at an angle of up to 45 degrees from the street; or

      (3) Open onto a porch. See Figure 130-15. The porch must:
      - Be at least 25 square feet in area;
      - Have at least one entrance facing the street; and
      - Have a roof that is:
        - No more than 12 feet above the floor of the porch; and
        - At least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with lattice or other open material if no more than 70 percent of the area of the material is open.

4. Duplexes on corner lots. Where a duplex is on a corner lot, the requirements of Paragraph C.3, above, must be met for both dwelling units. Both main entrances may face the same street.

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No changes to figures on this page.

Ord. 188177, Vol. 2.5, page 14014

Figure 130-14
Main Entrance Facing the Street

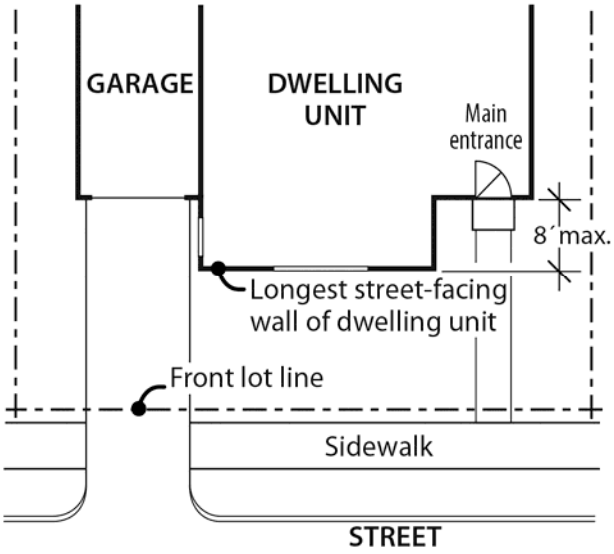
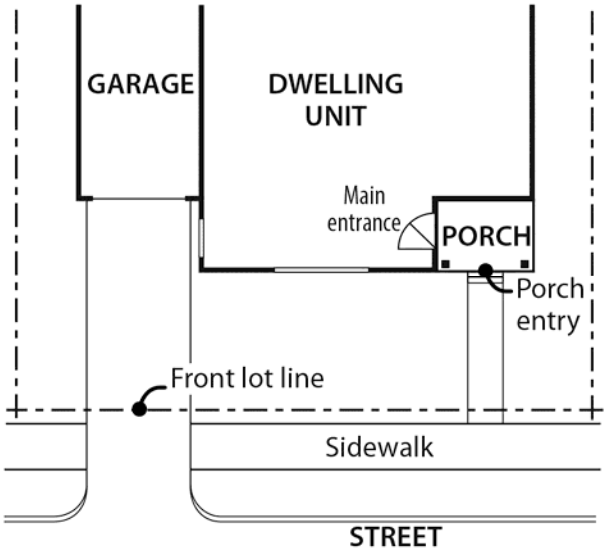


Figure 130-15
Main Entrance Opening Onto a Porch

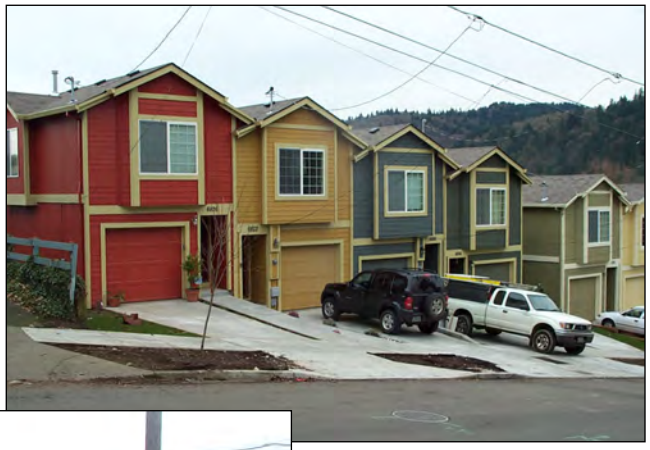


33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

D.3. Length of street-facing garage wall. This subparagraph is being changed to eliminate the exemption that currently allows narrow lots (less than 24 feet wide – such as for rowhouses and narrow-lot detached houses) to have street-facing garages. The new code language is based regulations that currently apply in the single-dwelling zones. The new regulations promote pedestrian-friendly street frontages and fewer front driveways, reflecting policies for fostering a strong pedestrian orientation in areas with commercial/mixed use zoning, such as centers and corridors.

No changes to other subparagraphs on this page.

Code amendments would prevent front garages from being the predominant ground-level features of narrow detached or attached houses (as in example to right) to minimize disruptions to the pedestrian environment. Parking garages can be to the rear (as below), or in front if occupying no more than 50 percent of facades.





D. Garages.

1. Purpose. These standards:

   - Together with the window and main entrance standards, ensure that there is a physical and visual connection between the living area of the residence and the street;
   - Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;
   - Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;
   - Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk;
   - Enhance public safety by preventing garages from blocking views of the street from inside the residence;
   - Prevent cars from overhanging the street or sidewalk; and
   - Provide for adequate visibility for a driver backing out of a garage.

2. Where these standards apply. The requirements of Paragraphs D.3, D.4 and D.5, below, apply to houses, manufactured homes, and duplexes. The requirements of Paragraphs D.4 and D.5, below, also apply to garages that are accessory to attached houses. When a proposal is for an alteration or addition to existing development, the standards of this section apply only to the portion being altered or added. Development on flag lots or on lots which slope up or down from the street with an average slope of 20 percent or more are exempt from these standards.

3. Length of street-facing garage wall.

   a. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. See Figure 130-16. For duplexes, this standard applies to the total length of the street-facing façades. For all other lots and structures, the standards apply to the street-facing façade of each unit.

   b. Where the street-facing façade is less than 22 feet long, an attached garage facing the street is not allowed as part of that façade.

Commentary

33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No changes to this page, except that paragraph F has been moved from near the front of the section.

Ord. 188177, Vol. 2.5, page 14018

4. Street lot line setbacks.

   a. Generally. A garage wall that faces a street may be no closer to the street lot line than the longest street-facing wall of the dwelling unit. See Figure 130-17.

   b. Exception. A street-facing garage wall may be up to 6 feet in front of the longest street-facing wall of the dwelling unit, if:

      (1) The street-facing garage wall is 40 percent or less of the length of the building facade; and

      (2) There is a porch at the main entrance. The garage wall may not be closer to the street lot line than the front of the porch. See Figure 130-18. The porch must meet the following:

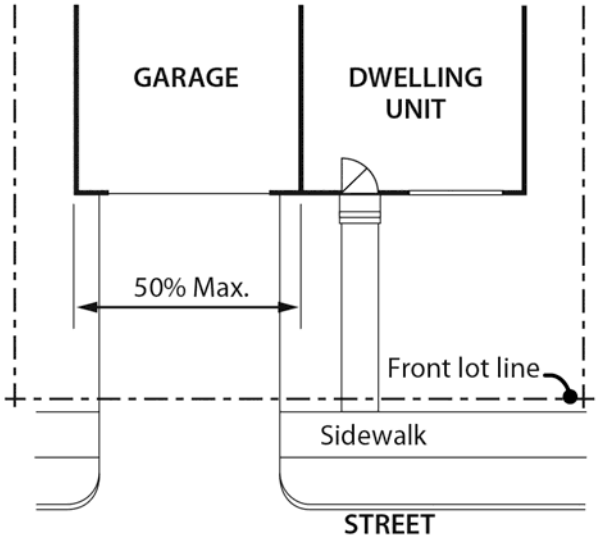
         - The porch must be at least 48 square feet in area and have minimum dimensions of 6 feet by 6 feet;
         - The porch must have a solid roof; and
         - The roof may not be more than 12 feet above the floor of the porch.

   c. Exemption. Where a lot has more than one street lot line, and there is an existing dwelling unit on the lot, this standard must be met only on the street-facing facade on which the main entrance is located.

5. Garage entrance setback. The garage entrance must be either 5 feet or closer to the street property line, or 18 feet or farther from the street property line. If the garage entrance is located within 5 feet of the front property line, it may be no closer to the street lot line than the longest street-facing wall of the dwelling unit.

E. Permit-Ready houses. Chapter 33.278 contains provisions for Permit-Ready houses on narrow lots.

Figure 130-16
Length of Street Facing Garage Wall



33.130.250 General Requirements for Residential and Mixed-Use Development (continued)

No change to the figures on this page.

Ord. 188177, Vol. 2.5, page 14020

Figure 130-17
Street Lot Line Setback

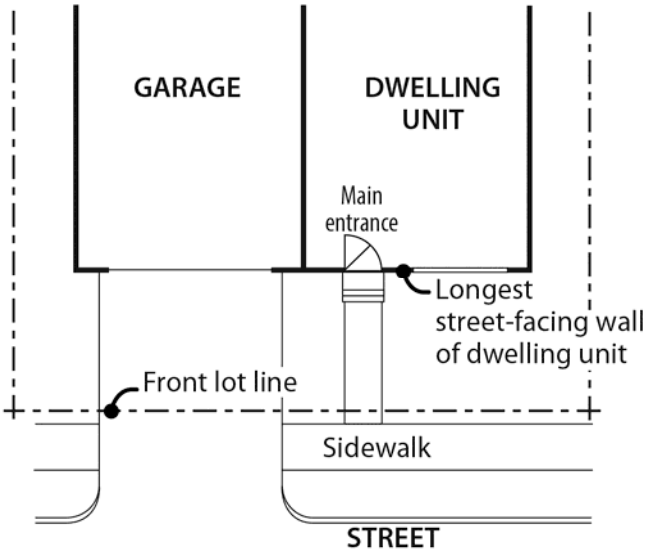
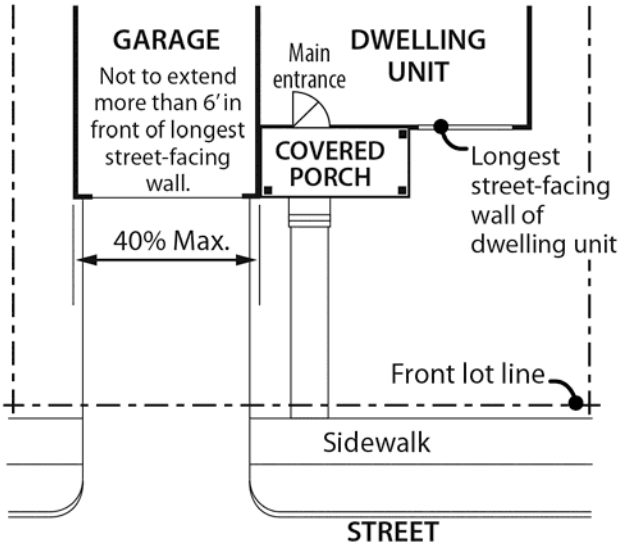


Figure 130-18
Garage Front Setback Exception



Ord. 188177, Vol. 2.5, page 14021

33.130.255 Trucks and Equipment

No change.

Ord. 188177, Vol. 2.5, page 14022

33.130.255 Trucks and Equipment

A. Purpose. The parking and storage of trucks and equipment is regulated to ensure that it will be consistent with the desired character of the commercial/mixed use zones and to limit adverse effects on adjacent residential lands.

B. Truck and equipment parking standards. The standards for truck and equipment parking apply to business vehicles that are parked regularly at a site. The regulations do not apply to pick-up and delivery activities, to the use of vehicles during construction, or to services at the site which occur on an intermittent and short term basis. The truck categories are defined in Chapter 33.910.

1. Light trucks. The parking of passenger vehicles, light trucks, and similar equipment is allowed in all C zone areas that comply with the development standards for parking areas.

2. Medium trucks. The parking of pickup trucks in the medium truck category is allowed in all C zones. The parking of all other medium trucks and similar equipment is allowed only in the CE and CM3 zone. Truck parking areas must comply with the development standards for auto parking areas.

3. Heavy trucks. The parking of heavy trucks and similar equipment is not allowed in any commercial zone.

Commentary

33.130.260 Drive-Through Facilities

This section is being changed to provide allow existing drive through facilities in the CM2 and CM3 zones to be rebuilt when located on major streets. New drive through facilities in the CM2 and CM3 zones, as well as in the CM1 would remain prohibited, as is currently the case in the comparable existing zones (CN1, CO1, CO2, CM, CS, and CX). This allowance for the rebuilding of existing drive through facilities is intended to allow for the improvement of existing development, which would otherwise be regulated as non-conforming development, limiting the ability to rebuild or update facilities with this status. Continuing to prohibit new drive through facilities in these zones supports the intent of these zones in fostering development that contributes to creating pedestrian-oriented places.

In the CM2 and CM3, when drive through facilities are rebuilt, they must meet the standards of Chapter 33.130 and Chapter 33.224. In the CM3 zone, drive-through facilities can only be rebuilt as part of urban-scale development (minimum FAR of 1:1) to respond to the intended urban scale of this zone. Currently, redevelopment would mean the loss of non-conforming drive-through facilities, which can be a disincentive to redevelopment in some situations. This regulatory approach is based on a current regulation in the Hollywood Plan District.

The CE zone will continue existing CG-zone allowances for drive-through facilities, except that such facilities will be prohibited within 50-feet of lot lines abutting or across a local service street from a residential zone. This prohibition would serve together with other Chapter 33.130 regulations as a replacement to Buffer (b) Overlay provisions that apply in some mapped areas adjacent to residentially-zoned areas. These new regulatory approaches will apply consistently whenever commercial/mixed use zoning is adjacent to residential zoning. Other new regulations providing a transition between commercial/mixed use zoning and residential zoning are requirements for:

- Height step downs (33.130.210.C.2),
- Landscaped setbacks (33.130.215.B.2.b),
- Required transition approaches across local service streets (33.130.215.B.1b), and
- Limitations on exterior display and work activities (33.130.245).

In conjunction with these amendments, staff anticipates that the Buffer Overlay will be removed from the commercial/mixed use zones.

33.130.265 Detached Accessory Structures

No change to the existing regulations on this page.

33.130.260 Drive-Through Facilities

Drive-through facilities are allowed in the zones which are intended for auto accommodating development. Existing facilities in other commercial/mixed use zones may be rebuilt when certain conditions are met or when they are part of a redevelopment that includes a significant amount of new floor area. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities.

A. CM1, CM2, CM3, and CX zones. Drive-through facilities are prohibited in the CM1, CM2, CM3, and CX zones. In the CM2 and CM3 zones, a nonconforming drive-through facility can be demolished and rebuilt when all of the following are met:

1. The nonconforming drive-through facility operations have not been interrupted for more than a 2 year period;
2. The site is adjacent to a Major City Traffic Street or District Collector as designated by the Transportation Element of the Comprehensive Plan; and
3. In the CM3 zone, the rebuilt drive-through will be part of a development on the site that has a minimum FAR of 1 to 1.

B. CE zone. Drive-through facilities are allowed in the CE zone, except as follows:

1. Drive-through facilities are prohibited within 50 feet of a lot line that abuts a residential zone; and
2. Drive-through facilities are prohibited within 50 feet of a lot line that is across a local service street from a residential zone.

33.130.265 Detached Accessory Structures

A. Purpose. These standards are intended to maintain separation and privacy to abutting residential zoned lots from nonresidential development.

B. General standards.

1. The regulations of this section apply only to detached accessory structures on sites with non-residential uses. For sites where all of the floor area is in residential use, detached accessory structures are subject to the standards of Section 33.120.280. Detached garages are also subject to the standards of 33.130.250, General Requirements for Residential and Mixed Use Developments.
2. The height and building coverage standards of the base zone apply to detached accessory structures.

Commentary

33.130.265 Detached Accessory Structures (continued)

The primary change to this section is removal of covered decks and recreation structures from the paragraph indicating that covered structures are subject to the setbacks for buildings. This responds to the fact that no setback is required for buildings up to 15 feet tall (see 33.130.215.B.2.b), but this exemption is only allowed for buildings that are fully enclosed. Covered detached decks (or similar unenclosed covered structures) will not be allowed within required setbacks, which in the commercial/mixed use zones apply primarily adjacent to residential zones to provide for landscaped screening as a buffer. This treats covered detached decks the same way as covered decks that are attached to buildings, which are not allowed within required setbacks. Uncovered decks (both attached and detached) are allowed within setbacks because their lesser visual impact, but not within 5 feet of a lot line abutting most residential zones to allow for some landscaped screening.

33.130.270 Fences

No change.

C. Setbacks.

1. Uncovered accessory structures. Uncovered accessory structures such as flag poles, lamp posts, signs, antennas and dishes, mechanical equipment, uncovered decks, play structures, and tennis courts are allowed in a required setback, but can be no closer than 5 feet to a lot line abutting an RF through RH zoned lot.

2. Covered structures.

   a. Covered structures such as storage buildings, greenhouses, and work sheds are subject to the setbacks for buildings.

   b. Water cisterns that are 6 feet or less in height are allowed in side and rear setbacks, including setbacks for abutting a residential zone.

   c. See Section 33.130.250, General Requirements for Residential and Mixed-Use Developments, for additional requirements for garages that are accessory to residential development.

33.130.270 Fences

A. Purpose. The fence regulations promote the positive benefits of fences without negatively impacting the community or endangering public or vehicle safety. Fences near streets are kept low in order to allow visibility into and out of the site and to ensure visibility for motorists. Fences in any required side or rear setback are limited in height so as to not conflict with the purpose for the setback.

B. Types of fences. The standards apply to walls, fences, and screens of all types whether open, solid, wood, metal, wire, masonry, or other material.

C. Location and heights.

1. Fences abutting street lot lines and pedestrian connections. Within 10 feet of a street lot line or lot line that abuts a pedestrian connection, fences that meet the following standards are allowed:

   a. Fences that are more than 50 percent sight-obscuring may be up to 3-1/2 feet high.

   b. Fences that are 50 percent or less sight-obscuring may be up to 8 feet high.

2. Fences abutting other lot lines. Fences up to 8 feet high are allowed in required building setbacks along all other lot lines.

3. Fences in all other locations. The height for fences in locations other than described in Paragraphs C.1 and C.2 is the same as the regular height limits of the zone.

D. Reference to other regulations. Electrified fences are regulated under Title 26, Electrical Regulations. The use of barbed wire is regulated under Title 24, Building Regulations.

Commentary

33.130.275 Demolitions

No change.

33.130.285 Nonconforming Development

No change.

33.130.290 Parking, Loading, and Transportation Demand Management

Changed to include references to the new Transportation Demand Management (TDM) requirements proposed in 33.266. Development in Commercial Mixed Use zones that includes more than 10 residential units will be subject to TDM requirements.

33.130.292 Street and Pedestrian Connections

This new sections provides a reference to Title 17 requirements for street and pedestrian/bicycle connections, which are administered by the Bureau of Transportation. Staff anticipates that a future project will strengthen Title 17 requirements for street connectivity and conformance with adopted street plans, which is of particular concern in centers in areas such as East Portland that lack good street and pedestrian connectivity.

33.130.295 Signs

No change.

33.130.305 Superblock Requirements

No substantive change.

33.130.310 Recycling Areas

No change.

33.130.275 Demolitions

A. Generally. Demolition on a site that requires a demolition permit is subject to the tree preservation and protection requirements of Title 11, Trees. See Chapter 11.50, Trees in Development Situations.

B. **Historic resources.** Demolition of historic resources is regulated by Chapter 33.445, Historic Resource Overlay Zone.

C. CX zone landscaping. In the CX zone, sites must be landscaped within 6 months of the demolition of buildings unless there is an approved development for the site. Approved development means a project approved through design review. The landscaping must meet at least the L1 standard of Chapter 33.248, Landscaping and Screening, except that no shrubs or trees are required.

33.130.285 Nonconforming Development

Existing development that does not conform to the development standards of this chapter may be subject to the regulations of Chapter 33.258, Nonconforming Situations.

33.130.290 Parking, Loading, and Transportation Demand Management

The standards pertaining to the minimum required and maximum allowed number of auto parking spaces, minimum required number of bicycle parking spaces, parking lot placement, parking lot setbacks and landscaping, and requirements for transportation demand management are stated in Chapter 33.266, Parking, Loading, and Transportation Demand Management.

33.130.292 Street and Pedestrian Connections

Requirements for street and pedestrian/bicycle connections are regulated by the Bureau of Transportation. See Section 17.88.040, Through Streets, of the Portland City Code.

33.130.295 Signs

The sign regulations are stated in Title 32, Signs and Related Regulations.

33.130.305 Superblock Requirements

Development in the CM2, CM3, CE, and CX zones which are on land that includes vacated rights-of-way may be subject to the superblock standards of Chapter 33.293, Superblocks.

33.130.310 Recycling Areas

Requirements for recycling areas are regulated by the Bureau of Planning and Sustainability. See Section 17.102.270, Businesses and Multifamily Complexes Required to Recycle, of the Portland City Code.

Map 130-1

This map shows Civic Corridors where adjacent properties have a requirement for minimum 10-foot setbacks from street lot lines (see 33.130.215.B.1). This street setback requirement is applied to Civic Corridors in the Eastern and Western pattern areas (see Map 130-2).

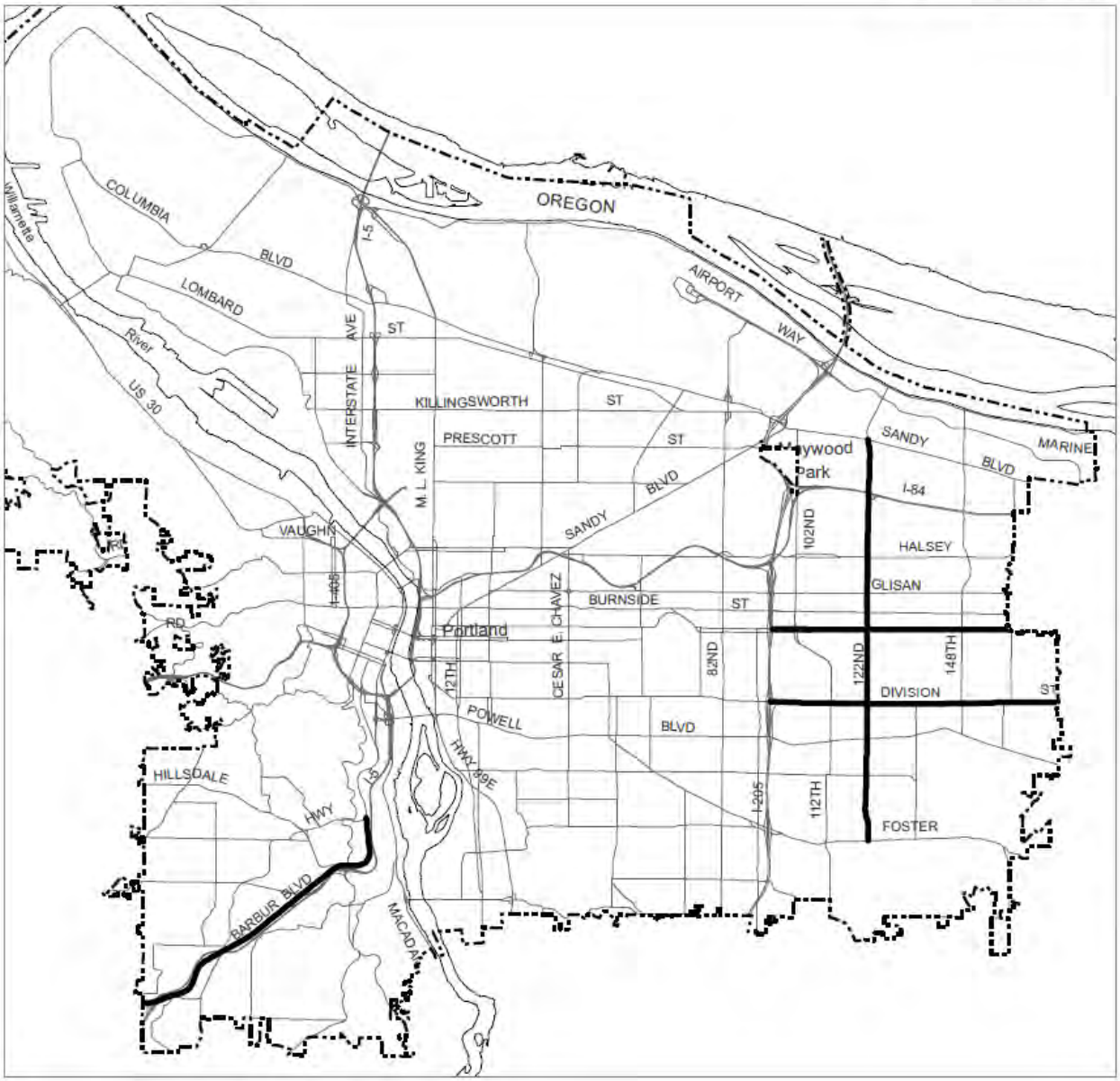
Ord. 188177, Vol. 2.5, page 14030

Civic Corridors with Required Setbacks

DRAFT

Map 130-1

Map Revised Xxxx xx, xxxx



City Boundary

Civic Corridors where minimum 10-foot setbacks are required from street lot lines

NORTH

0 9,000 18,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 14031

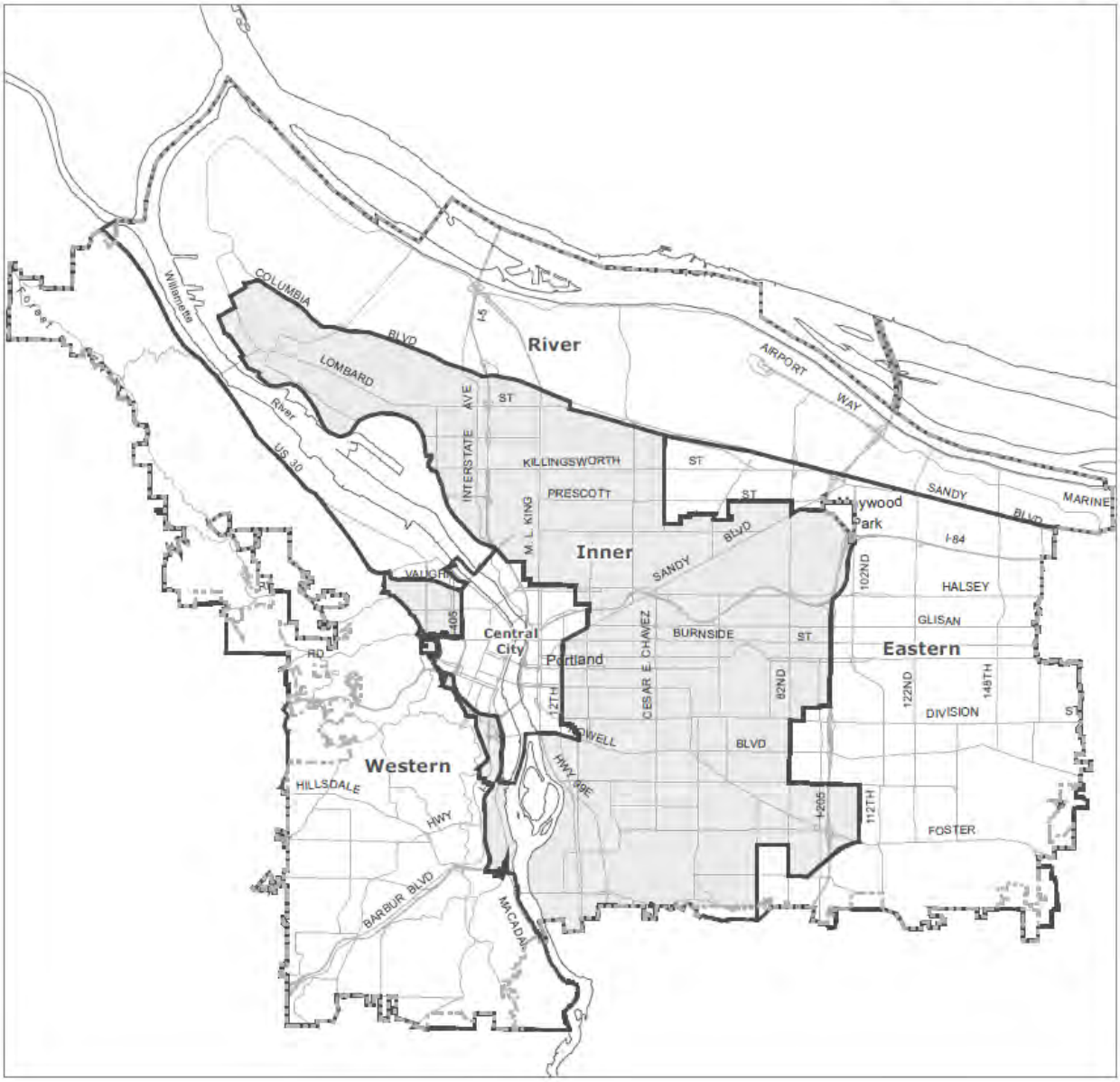
Map 130-2

This map shows the location of the Inner, Eastern, Western, and River pattern areas. Building coverage and landscaped area requirements will vary based on pattern area (see Table 130-2). See the Urban Form Background Report for more on the neighborhood pattern areas, including information and mapping related to the lot and block patterns and other built and natural characteristics that distinguish the pattern areas.

Ord. 188177, Vol. 2.5, page 14032

Pattern Areas DRAFT Map 130-2

Map Revised Xxxx xx, xxxx



City Boundary

Pattern Area Boundaries

NORTH

0 9,000 18,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 14033

Commentary

Ord. 188177, Vol. 2.5, page 14034

33.266 Parking, Loading, and Transportation Demand Management

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Commentary

33.266 PARKING, LOADING, AND TRANSPORTATION DEMAND MANAGEMENT

Chapter 33.266 is amended to reference the new Commercial/Mixed Use zones in the regulations and delete references to most existing Commercial zones. The chapter is further amended to include requirements for Transportation Demand Management.

Sections:
The changes add the new Transportation Demand Management requirements to the list of sections.

33.266.010 Introduction
The changes add text to include the new requirements for Transportation Demand Management plans.

CHAPTER 33.266 PARKING, ~~AND~~ LOADING, AND TRANSPORTATION DEMAND MANAGEMENT

266

Sections:

33.266.010 Introduction

Motor Vehicle Parking

33.266.100 General Regulations
33.266.110 Minimum Required Parking Spaces
33.266.115 Maximum Allowed Parking Spaces
33.266.120 Development Standards for Houses and Duplexes
33.266.130 Development Standards for All Other Development
33.266.140 Stacked Parking Areas
33.266.150 Vehicles in Residential Zones

Bicycle Parking

33.266.200 Purpose
33.266.210 Required Bicycle Parking
33.266.220 Bicycle Parking Standards

Loading

33.266.310 Loading Standards

Transportation and Parking Demand Management

33.266.410 Transportation and Parking Demand Management
33.266.420 Transportation Impact Review in the Campus Institutional Zones

33.266.010 Introduction

This chapter establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, ~~and~~ standards for on-site loading areas, and requirements for transportation and parking demand management. Other titles of the City Code may regulate other aspects of parking and loading.

Commentary

33.266.100 General Regulations

No change.

Ord. 188177, Vol. 2.5, page 14038

Motor Vehicle Parking

33.266.100 General Regulations

A. Where the regulations apply. The regulations of this chapter apply to all parking areas in all zones, whether required by this code or put in for the convenience of property owners or users. Parking areas include those accessory to a use, part of a Commercial Parking use, or for a park and ride facility in the Community Services use category.

B. Occupancy. All required parking areas must be completed and landscaped prior to occupancy of any structure except as provided in Chapter 33.248, Landscaping and Screening.

C. Calculations of amounts of required and allowed parking.

1. The number of parking spaces is computed based on the primary uses on the site except as stated in Paragraph C.3., below. When there are two or more separate primary uses on a site, the required or allowed parking for the site is the sum of the required or allowed parking for the individual primary uses. For joint use parking, see Paragraph 33.266.110.B., below.
2. When more than 20 percent of the net building area on a site is in an accessory use, the required or allowed parking is calculated separately for the accessory use. An example would be a 40,000 square foot building with a 30,000 square foot warehouse and a 10,000 square foot accessory office area. The required or allowed parking would be computed separately for the office and warehouse uses.
3. If the maximum number of spaces allowed is less than or equal to the minimum number required, then the maximum number is automatically increased to one more than the minimum.
4. If the maximum number of spaces allowed is less than one, then the maximum number is automatically increased to one.

D. Use of required parking spaces. Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. See 33.266.110.B. Also, required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

Commentary

33.266.100.E Proximity of parking to use

This change is made to allow additional flexibility for the location of any required parking spaces.

Ord. 188177, Vol. 2.5, page 14040

E. Proximity of parking to use. Required parking spaces ~~for residential uses must be located on the site of the use or within a shared court parking tract owned in common by all the owners of the properties that will use the tract. On-street parking within a private street tract other than a shared court does not count towards this requirement. Required parking spaces for nonresidential uses~~ must be located on the site of the use or in parking areas whose closest point is within 500 feet of the site.

F. Stacked parking. Stacked or valet parking is allowed if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation. The requirements for minimum or maximum spaces and all parking area development standards continue to apply for stacked parking. See also 33.266.140.

G. Bureau of Transportation review. The Bureau of Transportation reviews the layout of parking areas for compliance with the curb cut and access restrictions of Section 17.28.110, Driveways – Permits and Conditions.

Commentary

33.266.110. B Minimum number of required parking spaces.
This section is being rewritten to be clearer about when parking is not required, and under what circumstances parking is required. The section identifies two basic groups of sites: 1) those close to transit, and 2) those far from transit.

33.266.110.B.1 This section addresses sites close to transit. Close to transit is defined as sites located 1500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak-hour service. For these sites parking is not required, except for developments with over 30 residential units. This regulation is the same as the current regulation for sites that are well-served by transit.

33.266.110.B.2 This section addresses sites far from transit. Far from transit is defined as sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak-hour service. For these sites, parking is generally required as stated in Table 266-1 and at levels stated in Table 266-2. This is consistent with the current approach to parking. An exception is made to the parking requirements for development on small sites 7500 square feet or less in size in the CM1, CM2, CM3 and CE zones. These sites would be exempt from parking requirements, except for developments with over 30 residential units. See Table 266-1 and related commentary for additional information on this exception.

These new provisions provide clarity about the locations and types of sites where parking is required or exempted.

33.266.110 Minimum Required Parking Spaces

A. Purpose. The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. Multi-dwelling development that includes a large number of units may require some parking to support existing and future uses in the area and serve residents and guests, especially those with disabilities. Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts as much as possible. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.

B. Minimum number of required parking spaces ~~required~~.

1. Minimum for sites located close to transit. For sites located 1500 feet or less from a transit station, or 500 feet or less than from a transit street with 20-minute peak hour service the following minimum parking requirements apply. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds:

   a. Household Living uses. The minimum number of required parking spaces for sites with Household Living uses is:

      (1) Where there are up to 30 dwelling units on the site, no parking is required;

      (2) Where there are 31 to 40 dwelling units on the site, the minimum number of required parking spaces is 0.20 spaces per dwelling unit;

      (3) Where there are 41 to 50 dwelling units on the site, the minimum number of required parking spaces is 0.25 spaces per dwelling unit; and

      (4) Where there are 51 or more dwelling units on the site, the minimum number of required parking spaces is 0.33 spaces per dwelling unit.

   b. All other uses. No parking is required for all other uses.

2. Minimum for sites located far from transit. For sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak hour service the minimum number of parking spaces required is stated in Table 266-1.

Commentary

33.266.110.B Minimum number of required parking spaces - continued.
Continued

33.266.110.C Required Carpool parking spaces.
Minor edit of this section.

~~1. The minimum number of parking spaces for all zones is stated in Table 266-1. Table 266-2 states the required number of spaces for use categories. The standards of Tables 266-1 and 266-2 apply unless specifically superseded by other portions of the City Code.~~

~~2~~3. Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses and housing types to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required parking spaces is allowed if the following documentation is submitted in writing to BDS as part of a building or zoning permit application or land use review:

a. The names and addresses of the uses and of the owners or tenants that are sharing the parking;

b. The location and number of parking spaces that are being shared;

c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and

d. A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.

C. Required ~~C~~carpool parking spaces. For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:

1. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.

2. The spaces must~~will~~ be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.

3. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.

Commentary

33.266.110.D Minimum for sites well served by transit.
This section is being replaced by the rewrite of this section and the provisions in sections 33.266.110.B.1 and B.2.

33.266.110.E
Renumbered to 266.110.D. No substantive change.

~~**D. Minimum for sites well served by transit.** For sites located less than 1500 feet from a transit station or less than 500 feet from a transit street with 20-minute peak hour service, the minimum parking requirement standards of this subsection apply. Applicants meeting these standards must provide a map identifying the site and TriMet schedules for all transit routes within 500 feet of the site. The minimum number of parking spaces is:~~

~~1. Household Living uses. The minimum number of parking spaces required for sites with Household Living uses is:~~

~~a. Where there are up to 30 units on the site, no parking is required;~~

~~b. Where there are 31 to 40 units on the site, the minimum number of parking spaces required is 0.20 spaces per unit;~~

~~c. Where there are 41 to 50 units on the site, the minimum number of parking spaces required is 0.25 spaces per unit; and~~

~~d. Where there are 51 or more units on the site, the minimum number of parking spaces required is 0.33 spaces per unit.~~

~~2. All other uses. No parking is required for all other uses.~~

D~~E~~. Exceptions to the minimum number of parking spaces.

1. The minimum number of required parking spaces may not be reduced by more than 50 percent through the exceptions of this ~~s~~Subsection. The 50 percent limit applies cumulatively to all exceptions in this subsection.

2. Exceptions for sites where trees are preserved. Minimum parking may be reduced by one parking space for each tree 12 inches in diameter and larger that is preserved. A maximum of 2 parking spaces or 10 percent of the total required may be reduced, whichever is greater. However, required parking may not be reduced below 4 parking spaces under this provision.

3. Bicycle parking may substitute for up to 25 percent of required parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.

4. ~~Substitution of transit-supportive plazas for required parking.~~ A transit-supportive plaza may substitute for up to 10 percent of the required parking on ~~S~~sites where at least 20 parking spaces are required, and where at least one street lot line abuts a transit street~~ may substitute transit-supportive plazas for required parking, as follows~~. Existing parking areas may be converted to take advantage of these provisions. The plaza must meet the following regulations. Adjustments to the regulations of this paragraph are prohibited:~~.~~

~~a. Transit-supportive plazas may be substituted for up to 10 percent of the required parking spaces on the site;~~

a~~b~~. The plaza must be adjacent to and visible from the transit street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop;

b~~c~~. The plaza must be at least 300 square feet in area and be shaped so that a 10~~'~~ foot x 10~~'~~ foot square will fit entirely in the plaza;

Commentary

33.266.110.E.7

These changes are requested by PBOT. This provision clarifies when a bike sharing station may substitute for required parking. The only bike-sharing system eligible to qualify for this parking reduction is operated by a firm sanctioned by the City of Portland. A development using this provision must provide an on-site docking station that is part of the system operated or sanctioned by the City of Portland.

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c. The plaza must be open to the public. The owner must record a public access easement that allows public access to the plaza; and

d. The plaza must include all of the following elements:

~~(1) A plaza open to the public. The owner must record a public access easement that allows public access to the plaza;~~

(~~2~~1) A bench or other sitting area with at least 5 linear feet of seating;

(~~3~~2) A shelter or other weather protection that~~. The shelter must~~ covers at least 20 square feet. If the plaza is adjacent to the bus stop, TriMet must approve the shelter; and

(~~4~~3) Landscaping. At least 10 percent, but not more than 25 percent of the transit-supportive plaza must be landscaped to the L1 standard of Chapter 33.248, Landscaping and Screening. This landscaping is in addition to any other landscaping or screening required for parking areas by the Zoning Code.

5. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

6. ~~Substitution of car sharing spaces for required parking.~~Car-sharing parking spaces may substitute ~~Substitution of car sharing spaces~~ for required parking ~~is allowed~~ if all of the following are met:

a. For every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by two spaces, up to a maximum of 25 percent of the required parking spaces;

b. The car-sharing parking spaces must be shown on the building plans; and

c. A copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit.

7. ~~Substitution of bike sharing facility for required parking. Substitution of a bike sharing facility~~ City of Portland bike-sharing stations may substitute for required parking ~~is allowed~~ if all of the following are met:

a. A City of Portland bike-sharing station providing 15 docks and ~~eight~~10 shared bicycles reduces the motor vehicle parking requirement by ~~three~~3 spaces. The provision of each addition of ~~four~~4 docks and ~~two~~2 shared bicycles reduces the motor vehicle parking requirement by an additional space, up to a maximum of 25 percent of the required parking spaces;

b. The bike-sharing ~~facility~~station must be adjacent to, and visible from the street, and must be publicly accessible;

c. The bike-sharing ~~facility~~station must be shown on the building plans; and

Commentary

33.266.110.E.8

Economic modeling indicated that required parking may have a negative effect on the provision of affordable housing through the incentive/bonus for public benefits. This provision exempts affordable housing units built on-site using the affordable housing bonus or planned development bonus from the required parking calculations. For example, if a development is allowed additional floor area that results in 16 additional units, and based on the bonus requirements 4 of the units must be affordable, then the parking requirements are based on 12 units. Affordable housing units built within the base floor area allowance would still be subject to standard parking calculations and requirements.

d. ~~Bike sharing agreement.~~

~~(1) The property owner must have a bike sharing agreement with a bike-sharing company;~~

~~(2) The bike sharing agreement must be approved by the Portland Bureau of Transportation; and~~

~~(3)~~ A copy of the signed agreement between the property owner and the ~~bike-sharing company, accompanied by a letter of approval from the~~ Portland Bureau of Transportation~~,~~ must be submitted before the building permit is approved.

8. Parking is not required for affordable dwelling units built under the provisions of Subsection 33.130.212.C., Affordable housing bonus, or Subsection 33.130.212.G., Planned Development bonus.

Commentary

Table 266-1
Changes to this table reflect changes to the new Commercial Mixed Use zoning designations and indicate the applicable parking standards.

As noted previously in commentary for 33.266.110.B.2, for sites far from transit parking is required in the CM1, CM2, CM3 and CE zones as required in Table 266-1 at the levels stated in Table 266-2.

However, an exception is made to the parking requirements for development on small sites or with a limited amount of floor area. Sites 7,500 square feet in size are proposed to be exempt from parking requirements, except for developments with over 30 residential units. The rationale for this is that parking can be difficult to provide on small sites with commercial uses; many sites of this size are zones CS, CM, CN1 or EX and are currently developed without parking and would become non-conforming if parking were required. Currently, the zoning code exempts parking in zones such as CN1, CS, CM, CX, and EX, which are often applied in urban situations on small sites. The CS, CM and CN1 parking exempt zones will no longer exist in the new zoning framework. The exemption covers many of the situations where parking would have been exempted by these zones.

Table 266-1
Minimum Required and Maximum Allowed Parking Spaces By Zone [1], [2]

Zone	Requirement
OS, RF - RH, IR, ~~CN2, CO2, CG,~~ EG, I	Minimum is Standard A in Table 266-2. Maximum is Standard B in Table 266-2.
CM1, CM2, CM3, CE	Minimum for sites that are 7,500 square feet or less in size: No minimum except for Household Living, which has the following minimums: 0 for 1 to 30 units; 0.20 per unit for 31-40 units; 0.25 per unit for 41-50 units; and 0.33 per unit for 51+ units. Minimum for all other sites is Standard A in Table 266-2 Maximum is Standard B in Table 266-2.
EX	No ~~M~~minimum ~~– None,~~ except for~~:~~ Household Living~~,~~~~:~~ which has the following minimums: ~~of~~ 0 for 1 to 3 units~~,~~; 1 per 2 units for four+ units~~,~~; and SROs are exempt. Maximum is Standard A in Table 266-2, except: 1) Retail, personal service, repair-oriented - Maximum is 1 per 200 sq. ft. of net building area. 2) Restaurants and bars - Maximum is 1 per 75 sq. ft. of net building area. 3) General office – Maximum is 1 per 400 sq. ft. of net building area. 4) Medical/Dental office – Maximum is 1 per 330 sq. ft. of net building area.
~~CN1~~	~~Minimum – None.~~ ~~Maximum of 1 space per 2,500 sq. ft. of site area.~~
~~CM, CS,~~ RX, CX~~, CO1~~	No ~~M~~minimum ~~– None,~~ except for ~~:~~Household Living~~,~~~~:~~ which has the following minimums: ~~of~~ 0 for 1 to 30 units~~,~~; 0.2 per unit for 31-40 units~~,~~; 0.25 per unit for 41-50 units~~,~~; and 0.33 per unit for 51+ units. Maximum is Standard B in Table 266-2.

[1] Regulations in a plan district or overlay zone may supersede the standards of this table.
[2] Uses subject to a Conditional Use or Impact Mitigation Plan review may establish different parking minimum and maximum requirements through the review.

Commentary

Table 266-2

A maximum parking ratio standard for Household living uses is proposed for sites in the Commercial Mixed Use zones that are located close to transit. The purpose of the maximum is to prevent oversupply of surface parking for housing in mixed use areas and to establish an upper limit on the amount of parking that may be provided as Accessory Parking or Commercial Parking in new provisions of 33.130. Staff proposes to exempt houses, attached houses and duplexes from the maximum parking ratio so that garages and parking in driveways in front of garages is not eliminated as a possibility for those housing types.

The actual parking ratios for recent multi-dwelling developments in mixed use zones generally ranges from zero (for small projects in areas well served by transit) to roughly one space per unit, although there are exceptions where parking is provided at higher ratios (the average is 0.5:1). The 1.35 per unit ratio is similar to the maximums currently allowed in the Central City. Sites that are far from transit or in single dwelling or duplex uses would be exempt from this maximum.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)			
Use Categories	**Specific Uses**	**Standard A**	**Standard B**
Residential Categories			
Household Living		1 per unit, except SROs exempt and in RH, where it is 0 for 1 to 3 units and 1 per 2 units for four + units	None, except 1.35 per unit on sites that are both in a commercial/mixed use zone and close to transit as described in 33.266.110.B.1. Houses, attached houses and duplexes are exempt.
Group Living		1 per 4 residents	None
Commercial Categories			
Retail Sales And Service	Retail, personal service, repair oriented	1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
	Restaurants and bars	1 per 250 sq. ft. of net building area	1 per 63 sq. ft. of net building area
	Health clubs, gyms, lodges, meeting rooms, and similar. Continuous entertainment such as arcades and bowling alleys	1 per 330 sq. ft. of net building area	1 per 185 sq. ft. of net building area
	Temporary lodging	1 per rentable room; for associated uses such as restaurants, see above	1.5 per rentable room; for associated uses such as restaurants, see above
	Theaters	1 per 4 seats or 1 per 6 feet of bench area	1 per 2.7 seats or 1 per 4 feet of bench area
Office	General office	1 per 500 sq. ft. of net building area	1 per 294 sq. ft. of net building area
	Medical/Dental office	1 per 500 sq. ft. of net building area	1 per 204 sq. ft. of net building area
Quick Vehicle Servicing		1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
Vehicle Repair		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Commercial Parking		None	None
Self-Service Storage		1 per resident manager's facility, plus 3 per leasing office, plus 1 per 100 leasable storage spaces in multi-story buildings.	2 per resident manager's facility, plus 5 per leasing office, plus 1 per 67 leasable storage spaces in multi-story buildings.
Commercial Outdoor Recreation		20 per acre of site	30 per acre of site
Major Event Entertainment		1 per 8 seats	1 per 5 seats

Table 266-2 continued
There are no changes to this part of Table 266-2.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)			
Use Categories	**Specific Uses**	**Standard A**	**Standard B**
Industrial Categories			
Manufacturing And Production		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Warehouse And Freight Movement		1 per 750 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 3,500 sq. ft. of net building area thereafter [1]	1 per 500 sq. ft. of net building area for the first 3,000 sq. ft. of net building area and then 1 per 2,500 sq. ft. of net building area thereafter
Wholesale Sales, Industrial Service, Railroad Yards		1 per 750 sq. ft. of net building area [1]	1 per 500 sq. ft. of net building area
Waste-Related		See note [2]	See note [2]
Institutional Categories			
Basic Utilities		None	None
Community Service		1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
Parks And Open Areas		Per CU review for active areas	Per CU review for active areas
Schools	Grade, elementary, middle, junior high	1 per classroom	1.5 per classroom
	High school	7 per classroom	10.5 per classroom
Medical Centers		1 per 500 sq. ft. of net building area	1 per 204 sq. ft. of net building area
Colleges		1 per 600 sq. ft. of net building area exclusive of dormitories, plus 1 per 4 dorm rooms	1 per 400 sq. ft. of net building area exclusive of dormitories, plus 1 per 2.6 dorm rooms
Religious Institutions		1 per 100 sq. ft. of main assembly area	1 per 67 sq. ft. of main assembly area
Daycare		1 per 500 sq. ft. of net building area	1 per 330 sq. ft. of net building area

Table 266-2 continued
There are no changes to this part of Table 266-2.

33.266.115 Maximum Allowed Parking Spaces
No change to code text.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)			
Other Categories			
Agriculture		None	None
Aviation		See note [2]	See note [2]
Detention Facilities		See note [2]	See note [2]
Mining		See note [2]	See note [2]
Radio Frequency Transmission Facilities	Personal wireless service and other non-broadcast facilities	None	None
	Radio or television broadcast facilities	2 per site	None
Rail Lines & Utility Corridors		None	None

Notes:
[1] For uses in an EG or I zone, if the site size is 5,000 sq. ft. or less, no more than 4 spaces are required. Where the site size is between 5,001 and 10,000 sq. ft., no more than 7 spaces are required.
[2] Uses subject to a Conditional Use or Impact Mitigation Plan review may establish parking minimum and maximum requirements through the review.

33.266.115 Maximum Allowed Parking Spaces

A. Purpose. Limiting the number of spaces allowed promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for better pedestrian movement, and protects air and water quality.

The maximum ratios in this section vary with the use the parking is accessory to and with the location of the use. These maximums will accommodate most auto trips to a site based on typical peak parking demand for each use. Areas that are zoned for more intense development or are easily reached by alternative modes of transportation have lower maximums than areas where less intense development is anticipated or where transit service is less frequent. In particular, higher maximums are appropriate in areas that are more than a 1/4 mile walk from a frequently served bus stop or more than a 1/2 mile walk from a frequently served Transit Station.

B. Maximum number of parking spaces allowed. Regulations in a plan district or overlay zone may supersede the regulations in this ~~s~~Subsection.

1. Surface parking. Where more than 25 percent of the parking accessory to a use is on surface parking lots, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:

   a. Generally. The maximum number of parking spaces allowed is stated in Tables 266-1 and 266-2, except as specified in ~~s~~Subparagraph B.1.b.~~, below~~;

Commentary

33.266.115 Maximum Allowed Parking Spaces - continued
No change to code text.

33.266.120 Development Standards for Houses and Duplexes
The text of this section is omitted for brevity because there are no changes to the text of the code.

33.266.130 Development Standards for All Other Uses
There are no changes to code text on this page. Changes in this section are to 33.266.130.C.3.b.

b. Exception for sites not well served by transit. For sites located more than 1/4 mile from a bus stop with 20-minute peak-hour service and more than 1/2 mile from a Transit Station with 20-minute peak-hour service, the maximum number of parking spaces allowed is 125 percent of the amount stated in Tables 266-1 and 266-2. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds.~~Applicants requesting this exception must provide a map identifying the site and all bus stops and Transit Stations within 1/2 mile of the site and TriMet schedules for all transit routes within 1/2 mile of the site.~~

2. Structured parking. Where 75 percent or more of the parking accessory to a use is in structured parking, both the structured and surface parking are regulated as follows. Parking accessory to a use includes accessory parking that is on- and off-site:

   a. Generally. There is no maximum number of parking spaces, except as provided in ~~s~~Subparagraph B.2.b~~., below~~;

   b. Parking accessory to Medical Centers and Colleges. The maximum parking allowed that is accessory to Medical Centers and Colleges is stated in Tables 266-1 and 266-2.

3. Exception in the EG and I zones. In the EG and I zones, there is no maximum number of accessory parking spaces for either structured or surface parking where both Subparagraphs B.3.a. and b. are met, and either Subparagraph B.3.c. or d. is met:

   a. The site is at least eight acres in area;

   b. The site is located more than 1/2 mile from a transit stop or station with 20-minute peak-hour light rail or streetcar service; and

   c. At least 700 of the accessory parking spaces are in a structure; or

   d. The structured parking is in a structure with at least three floors, and parking is on at least three floors of the structure.

33.266.120 Development Standards for Houses and Duplexes

[No changes]

Commentary

33.266.130 Development Standards for All Other Uses

The purpose statement is revised to clarify that the standards for location and limits on vehicle areas not only affect the amount of street frontage used for vehicle areas, but also have an influence on the locations of buildings along a street.

33.266.130 Development Standards for All Other Uses

A. Purpose. The development standards promote vehicle areas ~~which~~that are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones.

Together with the transit street building setback standards in the base zone chapters, the vehicle area location regulations~~restrictions~~ for sites on transit streets and in Pedestrian Districts:

- Provide a pedestrian access that is protected from auto traffic; ~~and~~
- Create an environment that is inviting to pedestrians and transit users;
- Create a strong relationship between buildings and the sidewalk; and
- Create a sense of enclosure on transit and pedestrian street frontages.

The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.

B. Where these standards apply. The standards of this section apply to all vehicle areas whether required or excess parking, except for residential parking areas subject to the standards of 33.266.120.

Commentary

33.266.130.C.3.b Frontage limitation

This change makes reference to the new array of commercial mixed use zones. No substantive change has been made to the regulation.

C. On-site locations of vehicle areas.

1. Location of vehicle areas. The allowed on-site location of all vehicle areas is stated in Table 266-3.

2. Building setbacks for structures that contain vehicle areas.

   a. Structures that contain vehicle areas are subject to the building setbacks of the base zone, where exiting in a forward motion is provided.

   b. Structured parking that does not allow exiting in a forward motion in R Zones is subject to the garage entrance setback standard of the base zone.

   c. Structured parking that does not allow exiting in a forward motion in C, E, or I Zones must be set back 18 feet from the street lot line.

3. Frontage limitation.

   a. The standard of this subparagraph applies outside the Central City plan district in the R3, R2 and R1 zones. No more than 50 percent of the frontage on a street may be used for vehicle areas. On sites with more than one street frontage, this standard applies to the street with the highest transit designation. If two streets have the same highest transit classification, the applicant may choose on which street to meet the standard. Sites where there is less than 100 square feet of net building area are exempt from this standard.

   b. The standard of this paragraph applies outside the Central City plan district in the RH, RX, IR, CM1, CM2, CM3, CE, ~~CN, CO, CG,~~ CX, EG1, and EX zones. Where vehicle areas are adjacent to a transit street or a street in a Pedestrian District, no more than 50 percent of the frontage on the transit street or street in a Pedestrian District may be used for vehicle areas. Sites where there is less than 100 square feet of net building area are exempt from this standard.

Commentary

Table 266-3

The table is amended to reflect applicability to the new array of zones.

In the CM1, CM2, and CM3 zones on sites less than two acres, parking is not allowed between a building and a street. This is the same standard as in the current CX and EX zone, and is somewhat less stringent than the current standard in the existing CS and CM zones, where parking between a building and a street is completely prohibited. The intent is generally to not allow parking in front of buildings. However, the change in language that eliminates the prohibition provides an opportunity to consider special situations through the Adjustment review process if they arise. For sites in the CE zone, and larger sites in the CM1, CM2, and CM3 zones, the parking location standard is the same as the current CG and CN zones. The intent is to provide a greater degree of flexibility for parking locations in zones that are intended to be more auto-accommodating (CE), and on large sites where there is a higher likelihood of multiple buildings on-site. Sites with multiple buildings may have greater difficulty with more restrictive parking locations.

D. Improvements.

1. Paving. In order to control dust and mud, all vehicle areas must be paved. However, some portions of individual parking spaces may be landscaped per the standards of Paragraph F.4, below.
2. Striping. All parking areas, except for stacked parking, must be striped in conformance with the parking dimension standards of Subsection F. below.
3. Protective curbs around landscaping. All perimeter and interior landscaped areas must have protective curbs along the edges. Curbs separating landscaped areas from parking areas may allow stormwater runoff to pass through them. Tire stops, bollards, or other protective barriers may be used at the front ends of parking spaces. Curbs may be perforated or have gaps or breaks. Trees must have adequate protection from car doors as well as car bumpers.

Table 266-3
Location of Vehicle Areas [1]

Zone	General Standard	Exception for Through Lots and Sites with Three Frontages	Exception for Full-Block Sites
OS, RF-R5, R2.5, EG2, I	No restrictions.		
R3, R2, R1, RH, IR, CE, ~~CN, CO, CG,~~ EG1, sites in CM1, CM2, and CM3 that are more than 2 acres in total area	Vehicle areas not allowed between the portion of the building that complies with the maximum street setback and the transit street or streets in a Pedestrian District.	May have vehicle areas between the portion of the building that complies with the maximum street setback and one Local Service Transit Street.	May have vehicle areas between the portion of the building that complies with the maximum street setback and two Local Service Transit Streets.
~~CM, CS~~	~~Prohibited between a building and any street. [2]~~	~~May have vehicle areas between the building and one Local Service Transit Street.~~	~~May have vehicle areas between the building and two Local Service Transit Streets.~~
RX, CX, EX, sites in CM1, CM2, and CM3 that are 2 acres or less in total area	Not allowed between a building and any street.	May have vehicle areas between the building and one Local Service Transit Street.	May have vehicle areas between the building and two Local Service Transit Streets.

Notes:
[1] Driveways that provide a straight-line connection between the street and a parking area inside a building are not subject to these regulations.
~~[2] Existing Development: Where the vehicle area exists, and an existing building is being expanded, the location of vehicle area between the building and any street is not allowed, rather than prohibited.~~

Commentary

33.266.130.E-G Development Standards for All Other Uses

33.266.140 Stacked Parking Areas

33.266.150 Vehicles in Residential Zones

Bicycle Parking

33.266.200 Purpose

33.266.210 Required Bicycle Parking

33.266.220 Bicycle Parking Standards

Loading

33.266.310 Loading Standards

No changes are proposed for the code sections on this page. The code has been removed from this draft for brevity.

E. Stormwater management. [No changes]

F. Parking area layouts. [No changes]

G. Parking area setbacks and landscaping. [No changes]

33.266.140 Stacked Parking Areas
[No changes]

33.266.150 Vehicles in Residential Zones
[No changes]

Bicycle Parking

33.266.200 Purpose
[No changes]

33.266.210 Required Bicycle Parking
[No changes]

33.266.220 Bicycle Parking Standards
[No changes]

Loading

33.266.310 Loading Standards
[No changes]

Commentary

33.266.410 Purpose
The purpose statement describes the need and rationale for the Transportation and Parking Demand Management (TDM) requirements. TDM plans are intended to increase walking, bicycling, transit, working at home, and other actions to reduce traffic and parking impacts by single-occupant vehicles. TDM can also reduce the need for vehicle ownership and corollary parking demand.

33.266.410.B Transportation and parking demand management in the commercial/mixed use zones
These regulations explain the thresholds and procedure for a TDM plan for development in the Commercial/Mixed Use Zones. A TDM plan will be required of developments that include more than 10 residential units. The TDM requirements will allow an applicant/building manager to adopt a pre-approved "off the shelf" TDM plan. As an alternative, an applicant may choose to develop a custom TDM plan through a Transportation Impact Review (see 33.852).

Pre-approved plans and procedures will be adopted prior to the effective date of these regulations. More information about TDM can be found in Section VII of this Proposed Draft Report and the Section 14 of the Proposed Amendments to the Transportation System Plan. In general, pre-approved TDM plans are expected to consist of the following components:

- Education and Information: Education and information about walking, bicycling, and transit non-auto transportation options will be made available to building tenants and employees and displayed in building common areas.

- Multimodal Incentives: Building operators may be required to offer an incentive for transit, bicycling, and walking to tenants and employees; these could include low cost transit passes, car share memberships, bike/walk incentives, or other benefits that can shift travel behavior.

- Reporting: Building operators will be required to provide performance monitoring reports to determine how well strategies are working.

Transportation and Parking Demand Management

33.266.410 Transportation and Parking Demand Management

A. Purpose. Transportation and parking demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system, and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, financial incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective TDM also incorporates management of parking demand. Transportation and parking demand management strategies help reduce traffic congestion, reduce the amount of money that must be spent to expand transportation system capacity, improve air quality, and ensure road capacity is available for those who need it most.

B. Transportation and parking demand management in the commercial/mixed use zones. In the commercial/mixed use zones, a TDM plan is required when new development or an alteration to existing development results in more than 10 dwelling units on a site. To meet this standard, the applicant must choose one of the following:

1. Go through the Transportation Impact review process set out in chapter 33.852; or

2. Meet the objective standards of Title 17.106 as verified by the Portland Bureau of Transportation.

33.266.420 Transportation Impact Review in the Campus Institutional Zones

[Placeholder for requirements in Campus Institutional zones]

Commentary

33.270 Planned Development

These are amendments to an existing code chapter—33.638, Planned Development. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

This chapter and Chapter 33.855 (Planned Development Review) are being moved from the 600s portion of the Zoning Code, which primarily regulates land divisions, to reflect the expanded use of planned development provisions for development proposals that do not involve land divisions. It includes planned development requirements for the Planned Development Bonus (see Chapter 33.130), which allows additional building height and floor area for projects that provide public benefits (affordable housing, publicly-accessible open space, and energy efficient buildings), when approved through a planned development review.

Commentary

This chapter and Chapter 33.855 (Planned Development Review) are being moved from the 600s portion of the Zoning Code, which primarily regulates land divisions, to reflect the expanded use of planned development provisions for development proposals that do not involve land divisions. It includes new regulations related to the Planned Development bonus, included in the Floor Area and Height Bonus Options in Chapter 33.130 (see 33.130.212.E).

This chapter works in conjunction with Chapter 33.855. This chapter states the regulatory parameters for planned developments (including the requirements for planned developments in the commercial/mixed use zones and additional allowed uses for planned developments other zones), while Chapter 33.855 states the planned development review procedures, supplemental application requirements, and review criteria.

Many of the amendments to this chapter, including changes to the Purpose section, relate to the Planned Development bonus in Chapter 33.130, which is available on large sites (2 or more acres) in some of the commercial/mixed use zones and responds to community input received during Mixed Use Zones Project events. Many community members were open to allowing development on large sites to be larger in scale than what is usually allowed in most areas with commercial/mixed use zoning, especially if there was enough space for a transition in scale to lower-density areas and proposals were subject to design review. It also responds to community interest in linking the provision of additional development potential to the provision of public benefits, especially affordable housing. The Planned Development bonus allows for additional FAR and height in exchange for the provision of affordable housing, public open space, low carbon buildings, and a public review process (for information on the review process and approval criteria, see the commentary and code for Chapter 33.855, Planned Development Review).

Also, in modeling of MUZ development prototypes, it was clear that levels of floor area allowed through commercial/mixed use zone bonuses are difficult to fully utilize on large sites due to circulation, parking, and other requirements that take up site area, in combination with the allowed height limits. The Planned Development bonus provides additional height allowances on large sites in commercial/mixed use zones to more fully utilize bonus floor area, when key bonus provisions that provide public benefits are met and the overall plan is approved through a public review process.

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33.270~~638~~ Planned Development

270~~638~~

Sections:

33.270~~638~~.010 Purpose
33.270~~638~~.020 Relationship to Other Regulations
33.270~~638~~.100 Additional Allowed Uses and Development in Single Dwelling Zones
33.270~~638~~.110 Limitations on Residential Uses and Development
33.270.200 Additional Requirements for Planned Developments in Commercial/Mixed Use Zones

33.270~~638~~.010 Purpose

The Planned Development regulations provide an opportunity for innovative and creative development~~, while assuring that the development will complement existing neighborhood character~~. Planned Development provides a master planning mechanism for allowing additional housing types and uses, the transfer of density and floor area to different portions of a site, and across internal zoning boundaries, and bonus floor area and increased height on large sites in commercial/mixed use zones. In this case, the flexibility is allowed when the development includes features that provide public benefits.

These regulations allow flexibility, and in some cases increased intensity of development, beyond that allowed by other chapters of this Title, if the proposed development is well-designed and can be successfully integrated into the neighborhood and provides public benefits. Overall, a Planned Development is intended to promote:

- High quality design that is integrated into the broader urban fabric, and complements existing character within the site and adjacent to the site;
- Development that is pedestrian-oriented, with a strong orientation towards transit and multimodal transportation alternatives;
- Building bulk, height, and orientation that ensures that light and air is accessible within the public realm, and that public view corridors are protected;
- A safe and vibrant public realm, with buildings and uses that are oriented to activate key public gathering spaces, be they public open space, transit stations, or the Willamette River;
- Open space areas that include gathering spaces and passive and/or active recreation opportunities;
- Affordable housing; and
- Energy efficiency development.

33.270~~638~~.020 Relationship to Other Regulations

A. Flexibility. Approval of a Planned Development allows certain kinds of flexibility for development in residential ~~development~~zones and commercial/mixed use zones. Some of the flexibility allowed by Planned Developments may also be allowed under other provisions of this Title. Where such situations exist, the applicant may choose which provision to apply.

Commentary

33.270.100 Additional Allowed Uses and Development

On sites over two acres in size in some commercial/mixed use zones, additional FAR and additional height allowed by 33.130.212, Floor Area and Bonus Options, may be requested in the Planned Development process. Planned Developments seeking this height and FAR bonus must complete a planned Development review (33.855) to be conducted by the Portland Design Commission. The new code language in paragraph "I" adds this allowance to the listing of other types of development that can currently be requested through Planned Development Review.

Ord. 188177, Vol. 2.5, page 14076

B. Density and FAR. Minimum residential density and minimum FAR requirements must be met in a Planned Development. Adjustments to minimum density or minimum FAR are prohibited. Where the density requirement is expressed as a number of lots, it can be met in the Planned Development by providing the same number of dwelling units. Maximum density requirements in Single-Dwelling zones are specified in 33.610.100 and 33.611.100. Maximum FAR requirements are specified in 33.130.205 and 33.510.200.

C. Land Divisions. A Planned Development may be the only land use review requested for a site, or may be part of a proposal for a Land Division. Certain site conditions or aspects of a proposal require a Land Division, including situations where a tract is required (such as when there is floodway on the site), or where rights-of-way are requested or required.

33.270~~638~~.100 Additional Allowed Uses and Development

In addition to the housing types and uses allowed by other chapters of this Title, the following uses and development may be requested through Planned Development Review. More than one of these elements may be requested:

A. Attached houses. Attached houses may be requested in the RF through R5 zones;

B. Duplexes. Duplexes may be requested in the RF through R2.5 zones;

C. Attached duplexes. Attached duplexes may be requested in the RF through R2.5 zones;

D. Multi-dwelling structures. Multi-dwelling structures may be requested in the RF through R2.5 zones;

E. Multi-dwelling development. Proposals to allow multi-dwelling development on a lot may be requested in RF through R2.5 zones;

F. Modification of site-related development standards. Modification of site-related development standards may be requested through a Planned Development.

G. Alternative residential dimensions. Proposals for lots that do not meet the minimum lot area, minimum lot depth, or minimum front lot line standards may be requested in RF through R2.5 zones. Proposals for lots that do not meet the minimum lot size dimensions may be requested in the RH through R3 zones.

H. Commercial uses. Commercial uses that are allowed in the CM1~~CN1~~ zone may be requested in the RF through R1 zones;

I. Additional height and FAR. For sites in the CM2, CM3 and CE zones that are greater than 2 acres in size, additional height and FAR may be requested through a Planned Development as specified in 33.130.212, Floor Area and Height Bonus Options, and Table 130-3;

~~I~~J. Transfer of development within a site. Transfer of development rights across zoning lines within the site may be proposed as follows:

1. RF through R1 zones. If the site is located in more than one zone, and all the zones are RF through R1, the total number of units allowed on the site is calculated by adding up the number of units allowed by each zone. The dwelling units may be placed without regard to zone boundaries.

Commentary

33.270.110 Limitations on Residential Uses and Development

The amended code language reflects changes made through the Employment Zoning Project that make residential uses a prohibited use in the EG1 and EG2 zones, and no longer eligible for approval through a Conditional Use Review.

Ord. 188177, Vol. 2.5, page 14078

2. RH and RX zones. If the site is located in more than one zone, and the zones are RH and RX, the total amount of floor area allowed on the site is calculated by adding up the amount of floor area allowed by each zone. The floor area may be placed without regard to zone boundaries.

3. C, E, and I zones. If the site is located in more than one zone, and all the zones are C, E, and I zones, the total amount of floor area allowed on the site is calculated by adding up the amount of floor area allowed by each zone. The floor area may be placed without regard to zone boundaries.

4. All zones. If the site is located in more than one zone, and at least one of the zones is RF through R1, and at least one of the zones is RH, RX, C, or EX, then the total number of dwelling units allowed on the site is calculated as follows:

   a. The number of units allowed on the RF through R1 portion of the site is calculated in terms of dwelling units;

   b. The number of units allowed on the other portion of the site is calculated in terms of floor area; The floor area calculation is converted to dwelling units at the rate of 1 dwelling unit per 1,000 square feet of floor area;

   c. The two dwelling unit numbers are added together, and may be placed without regard to zone boundaries.

~~J~~**K. Transfer of development between sites.** Sites that are eligible to transfer development rights to another site are designated in other chapters of this Title. Where such transfers occur, both the sending and receiving sites must be part of a Planned Development.

33.270~~638~~.110 Limitations on Residential Uses and Development

The following limitations apply to Planned Developments proposed in EG or I Zones:

A. Industrial zones. Residential uses and development are prohibited in industrial zones. Using floor area transferred from industrial zones for residential uses is prohibited in all zones.

B. EG1 and EG2 zones. ~~If a residential use is allowed in an EG1 or EG2 zone through a Conditional Use Review, then residential uses proposed for an EG1 or EG2 zone as a Planned Development must also go through a Conditional Use Review.~~Residential uses and development are prohibited in EG1 and EG2 zones. Using floor area transferred from EG1 or EG2 zones for residential uses is prohibited in all zones.

Commentary

33.270.200 Additional Requirements for Planned Developments in the Commercial/Mixed Use Zones

The Planned Development bonus allows for additional FAR and height in exchange for the provision of affordable housing, public open space, low carbon buildings, and a public review process (for information on the review process and approval criteria, see the commentary and code for Chapter 33.855, Planned Development Review). The public open space component of this bonus provides a potential mechanism for creating public gathering places in centers, helping to implement new Comprehensive Plan policy objectives for centers.

Affordable Housing. The requirement for at least 25 percent of the additional floor area to be developed as affordable housing (affordable to households earning no more than 80 percent of area median family income) is based on the affordable housing bonus in Chapter 33.130 (see 33.130.212.C). For projects not fully utilizing the additional floor area allowed through this Planned Development provision (when the base zone FAR maximum is not exceeded by at least 40%), the affordable housing requirement applies to 10 percent of the total floor area of the project. This is intended to ensure that projects are not awarded the additional building height of this provision with only a minimal affordable housing component (the 10 percent figure approximates the overall affordable housing component that would result from projects more fully utilizing the additional floor area bonus, where this additional increment of floor area would need to meet the 25 percent affordability requirement). Additional detail regarding bonus option requirements will be part of administrative rules, which will include details regarding items such as the term of required affordability, administrative and reporting requirements, any tenanting requirements, and enforcement. See Section V (Implementation Tools) for more information on administrative rules for the affordable housing bonus and next steps that will be necessary before it can be implemented.

Energy Efficient Buildings. This requirement helps implement new Comprehensive Plan policies calling for energy-efficient, low carbon development, and helps forward the objectives of Portland's Climate Action Plan. The details of this requirement and its administration will be part of administrative rules that will be created and administered by the Bureau of Planning and Sustainability. A preliminary concept is that a range of options for meeting this requirement would be provided, such as certifying at the gold level under the US Green Building Council's Leadership in Energy and Environmental Design (LEED) standards, certifying at the gold level under Earth Advantage's standards, or designing buildings to achieve net zero energy performance.

33.270.200 Additional Requirements for Planned Developments in the Commercial/Mixed Use Zones

Planned Developments in the CM2, CM3, and CE zones must met all of the following requirements:

A. Affordable housing. At least 25 percent of the additional floor area allowed by Subsection 33.270.100.I must be developed as housing affordable to those earning no more than 80 percent of the area median family income. If the total proposed floor area does not exceed the base zone maximum by at least 40 percent, then 10 percent of the total floor area on site (base and bonus) must be developed as housing affordable to those earning no more than 80 percent of the area median family income. To ensure that this requirement is met, the following apply:

1. The applicant must provide a letter from the Portland Housing Bureau certifying that the development will meet the standard of Paragraph A., and any administrative requirements;

2. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that the dwelling units built as required by Paragraph A. will remain affordable to households meeting income restrictions for 60 years, and that the property owner will meet the reporting requirements of the Portland Housing Bureau or qualified administrator.

B. Plaza or park. At least 15 percent of the total Planned Development site area must be developed as a publicly accessible plaza or park. The proposed plaza or park must meet the following standards:

1. The plaza or park must be:

   a. Located outside on the site;

   b. Located adjacent to a public street; and

   c. Open and accessible to the public from 7am to 9pm. The property owner must record an easement for the plaza or park that provides for unrestricted public access from 7am to 9pm;

2. The plaza must have a minimum dimension of 50 feet by 50 feet;

3. Open space used to meet required residential outdoor area standards cannot be used to meet this requirement;

4. Building walls abutting the plaza or park must meet the ground floor window standard in 33.130.230.B.1.a, and there must be at least one building entrance facing the plaza or park; and

5. The property owner must execute a covenant with the City ensuring the preservation, maintenance, and continued operation of the plaza or park. The covenant must comply with the requirements of Section 33.700.060.

C. Energy efficient buildings. All buildings, except for accessory structures, within the Planned Development site, must meet the energy efficiency requirements of the Bureau of Planning and Sustainability.

Commentary

Ord. 188177, Vol. 2.5, page 14082

33.415 Centers Main Street Overlay Zone

The Centers Main Street overlay zone is a new Chapter. The purpose of the overlay is to enhance the active pedestrian main street qualities of key streets within Comprehensive Plan designated centers. The overlay would be applied to a limited set of properties along a roadway within a center, and may not cover the full extent of many developed main streets (for example, this would be applied to the core commercial portion of a street like Alberta, not the full length). The tool is designed to be applied throughout the city in areas where these more specific pedestrian-oriented qualities, active uses, and minimum levels of development are desired. The existing main street overlays (33.455; 33.460) are being recast as Plan Districts (see 33.520; 33.545; 33.575) because the locations and streets where those regulations are applied typically have more unique features or desired regulatory approaches. An issue requiring future reconciliation is how this Centers Main Street overlay would interact/apply in other plan district areas.

A map of the specific areas where the overlay is proposed is included in this section and in Section VII, Zoning Map Amendments.

This is a new chapter. For readability, ~~strikethrough~~ and <u>underline</u> is not used.

Commentary

33.415.010 Purpose

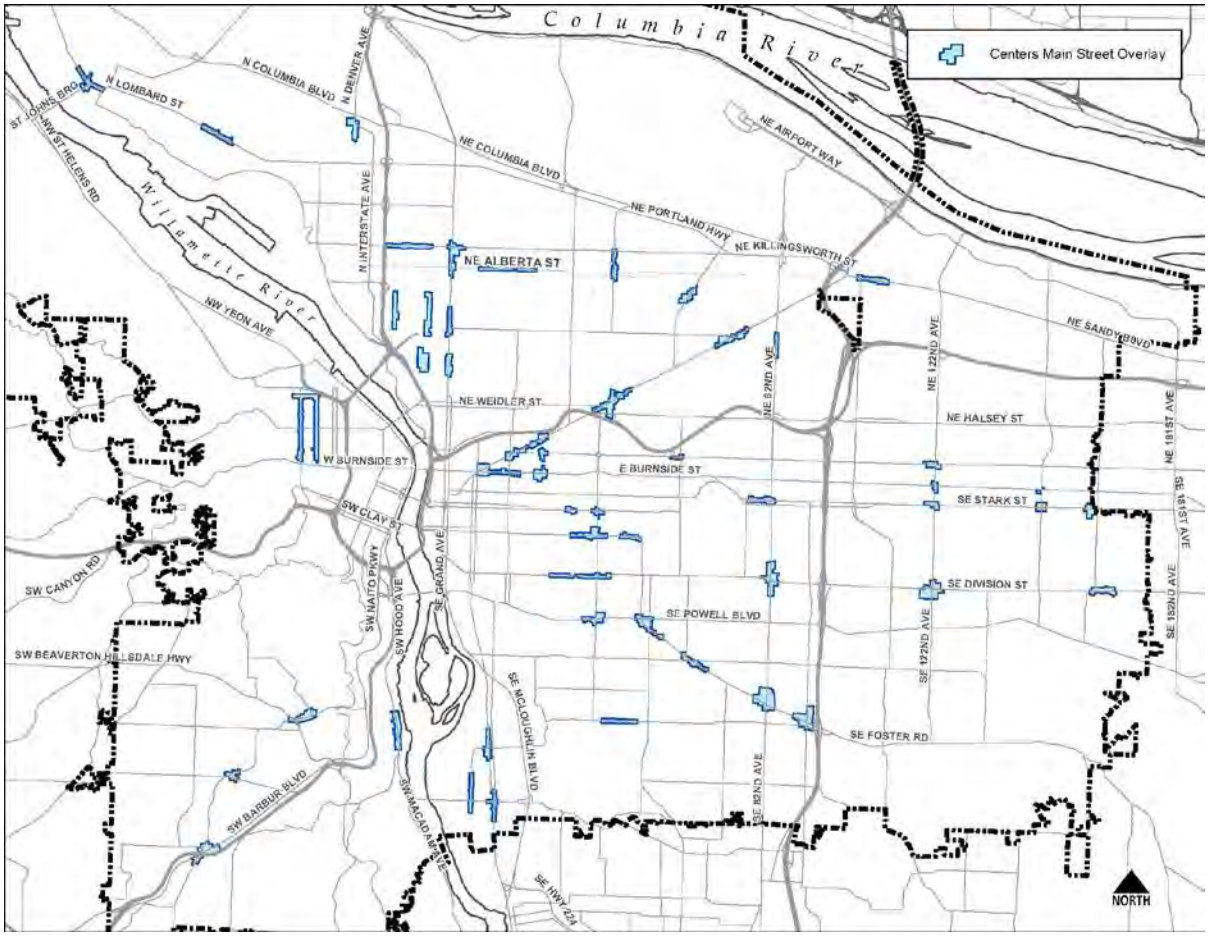
The Centers Main Street overlay zone is intended to encourage a mix of commercial, residential and employment opportunities on the key main streets within Comprehensive Plan identified town and neighborhood centers, and in other locations where pedestrian-oriented qualities, active uses, and minimum levels of development are desired. It will be mapped along specific sections of key streets within town and neighborhood centers identified in the Comprehensive Plan.

33.415.020 Short Name and Map Symbol

The Centers Main Street Overlay Zone is shown on the Official Zoning Maps with an "m" map symbol.

33.415.030 Where These Regulations Apply

The regulations of this chapter apply to sites in the Centers Main Street overlay zone. A citywide map of this overlay zones is below.



Ord. 188177, Vol. 2.5, page 14084

33.415 Centers Main Street Overlay Zone

415

Sections:

General
- 33.415.010 Purpose
- 33.415.020 Short Name and Map Symbol
- 33.415.030 Where These Regulations Apply

Use Regulations
- 33.415.100 Prohibited Uses
- 33.415.200 Required Ground Floor Active Use

Development Regulations
- 33.415.300 Prohibited Development
- 33.415.310 Minimum Floor Area Ratio
- 33.415.320 Maximum Building Setbacks
- 33.415.330 Location of Vehicle Areas
- 33.415.340 Ground Floor Windows
- 33.415.350 Entrances
- 33.415.400 Building Height in the CM2 and CM3 Zones
- 33.415.410 Development Standards in the CM1 Zone

General

33.415.010 Purpose

The Centers Main Street overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

33.415.020 Short Name and Map Symbol

The Centers Main Street overlay zone is shown on the Zoning Map with an "m" map symbol.

33.415.030 Where These Regulations Apply

The regulations of this chapter apply to sites in the Centers Main Street overlay zone.

Ord. 188177, Vol. 2.5, page 14085

Commentary

33.415.100 Prohibited Uses

The listed uses are prohibited because they are non-active uses or are detrimental to creating an active, pedestrian oriented main street area.

33.415.200 Required Use

Key uses are now required as part of the ground floor of developments. The list of uses is designed to create an active main street area in these key areas. In some cases, particular functions of larger, multi-function uses are specified.

33.415.300 Prohibited Development

The listed types of development are prohibited because they are detrimental to creating an active, pedestrian oriented main street area or are inappropriate in terms of intensity.

Use Regulations

33.415.100 Prohibited Uses
The following uses are prohibited within 100 feet of a transit street:

- **A.** Quick Vehicle Servicing; and
- **B.** Self-Service Storage.

33.415.200 Required Ground Floor Active Use
Within 100 feet of a transit street, at least 25 percent of the ground level floor area must be in one of the following active uses. Only uses allowed in the base zone may be chosen:

- **A.** Retail Sales and Service;
- **B.** Office;
- **C.** Industrial Service;
- **D.** Manufacturing and Production;
- **E.** Community Service;
- **F.** Daycare;
- **G.** Religious Institutions;
- **H.** Schools;
- **I.** Colleges. If a College use is provided to meet this regulation, the floor area must be in one or more of the following functions: lobby; library; food service; theatre; meeting area; or
- **J.** Medical Centers. If a Medical Center use is provided to meet this regulation, the floor area must be in one or more of the following functions: lobby; waiting room; food service; out-patient clinic**.**

Development Regulations

33.415.300 Prohibited Development
The following development is prohibited within 100 feet of a transit street:

- **A.** Drive-through facilities; and
- **B.** Houses, attached houses, and duplexes.

Ord. 188177, Vol. 2.5, page 14087

Commentary

33.415.310 Minimum Floor Area Ratio

A minimum floor area is required to provide a minimum level of intensity of development in these key main street storefront type areas. Minimum FAR is used because the new base zones do not require minimum density, and the minimum building coverage requirements of the current CS/CM zones (50% of site), which are broadly applied, are being eliminated in the new CM1, CM2, and CM3 base zones. Sites in the Inner Pattern Area shown on Map 415-1 have a minimum FAR of 0.5:1 to approximate the CM/CS zone lot coverage standard that resulted in a 0.5:1 minimum FAR. The required FAR is reduced in Eastern and Western Pattern Areas to reflect their less dense development pattern.

33.415.320 Maximum Building Setbacks

This regulation is intended to provide a greater amount of building wall near the sidewalk/lot line than the base zone, without a required "build to" line. The regulation is applied to sites in Inner Pattern areas to reflect the existing urban development pattern of relatively small blocks and lots with high percentages of building coverage.

33.415.330 Location of Vehicle Areas

The intent is to create a high-quality, pedestrian friendly environment particularly along transit street frontages. This regulation does this by limiting the on-site location of vehicle and parking areas. Development that is using the alternative setback for large retailers is exempt from this standard, as the alternative setback standard provision is intended to allow more flexibility in site design and setbacks for large-scale retail uses.

Ord. 188177, Vol. 2.5, page 14088

33.415.310 Minimum Floor Area Ratio

A. In the Inner Pattern Area the minimum floor area ratio (FAR) for all new development is 0.5 to 1. Pattern areas are shown on Map 415-1.

B. In the Eastern and Western Pattern Area the minimum floor area ratio (FAR) for all new development is 0.25 to 1. Pattern areas are shown on Map 415-1.

33.415.320 Maximum Building Setback

In the Inner Pattern Area, at least 70 percent of the length of the ground level street-facing façade of the building must meet the maximum building setback standard of the base zone. If the site has three or more block frontages, this standard only applies to two frontages. In the case of sites with three or more block frontages, the two frontages subject to this standard are those with the highest transit street classifications. If multiple streets have the same highest transit street classification, the applicant may choose on which streets to meet the standard. Pattern areas are shown on Map 415-1

33.415.330 Location of Vehicle Areas

A. **Purpose.** The vehicle area regulations help minimize conflicts between vehicles and pedestrians on transit streets, and create a pleasant, pedestrian-oriented environment by limiting the areas where parking and vehicular activity may be located on site**.**

B. **Location of vehicle area.** The following limitations apply on transit streets. Pattern areas are shown on Map 415-1:

1. In the Inner Pattern area, no more than 30 percent of any transit street frontage may be used for vehicle areas; and

2. In the Eastern and Western Pattern areas, no more than 50 percent of any transit street frontage may be used for vehicle areas.

C. **Exemption.** Sites that meet all of the requirements of 33.130.215.E, Alternative maximum building setback for large retailers, are exempt from this standard.

Commentary

33.415.340 Ground Floor Windows

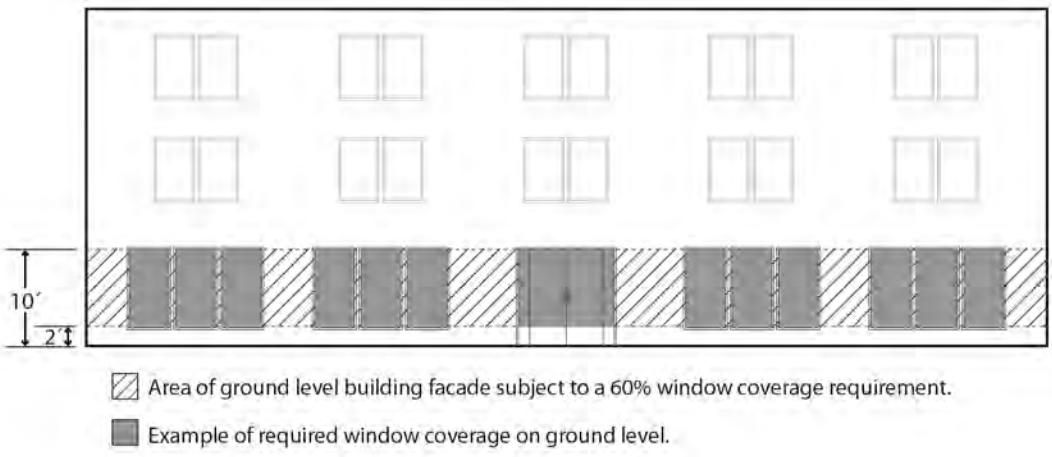
In order to create a high quality pedestrian oriented main street experience, a greater degree of ground floor window coverage (60%) is required than in the base zones (40%).

33.415.350 Entrances

The proposed changes to the base zone (33.130) will require a minimum entrance frequency of 1 per 200 feet of frontage. Centers are intended to be more active pedestrian spaces, and a greater degree of entrance frequency is intended to support that goal. A minimum of 1 entry per 100 feet of frontage is required on transit streets in the Centers Main Street overlay area in order to help create a more active pedestrian environment.

33.415.340 Ground Floor Windows

The ground floor window standards of the base zones apply to all sites in the Centers Main Street overlay zone, except that for sites with frontage on a transit street the amount of ground level wall area of the street-facing façade that must be covered by windows is 60 percent rather than 40 percent. See Figure 415-1.



33.415.350 Entrances

A. Purpose. Building entrances provide convenient pedestrian access between the use and public sidewalks and transit facilities. They help promote an environment that supports retail facilities and pedestrian activity.

B. Entrance frequency. On transit streets, at least one entrance is required for every 100 feet of building length for buildings with any non-residential use located within the maximum street setback.

C. Entrance Design. Required entrances must be designed to meet the requirements of 33.130.242 Transit Street Main Entrance.

Commentary

33.415.400 Building Height in the CM2 and CM3 Zones

Allowances for an additional 3 feet of building height are intended to help accommodate ground-level commercial spaces with high ceilings, which are important for providing quality spaces for many types of retail and community uses. This allowance responds to concerns raised that current height limits are too constraining, resulting in sub-optimal commercial spaces in mixed use developments. By improving the ability to accommodate ground-floor commercial spaces, this allowance also responds to community interest in having ground-floor commercial uses as part of development in centers and corridors. The height allowance is provided for CM2 and CM3 zones, where multi-story mixed use development is anticipated.

33.415.410 Development Standards in the CM1 Zone

This provision is designed to address special situations within the Centers Main Street overlay zone that have a collection of existing, older low-rise storefront commercial type buildings. The regulations are intended to support existing development in these areas and allow compatible new development by encouraging a built-up, pedestrian oriented character with buildings of one to three stories.

33.415.400 Building Height in the CM2 and CM3 Zones

A. Purpose. Active ground floor uses such as retail, office, community services and institutions add to the vibrancy of an area. These uses often have high ceiling heights associated with them. This standard allows additional building height to accommodate such uses in multi-story mixed use developments.

B. Building Height. In the CM2 and CM3 zones, building height may be increased by 3 feet when the ground floor of a building meets the following:

1. The distance from the finished floor to the bottom of the structure above must be at least 15 feet. The bottom of the structure above includes supporting beams; and

2. At least 25 percent of the ground-floor area of the building must be in one of more of the following uses:

   a. Retail Sales and Service;

   b. Office;

   c. Community Service;

   d. Daycare;

   e. Schools;

   f. Colleges; or

   g. Medical Centers.

33.415.410 Development Standards in the CM1 Zone

A. Purpose. Some locations in the Centers Main Street overlay zone are zoned CM1 and contain areas of continuous, older low-rise commercial storefront buildings that typically feature a concentration of retail uses, no landscaping, and are one to three stories in height. These additional regulations work in conjunction with regulations in the base zone, and the other standards of this section to support and protect the low-rise storefront scale and development features of these areas.

B. Where these regulations apply. The regulations in this Section apply to sites zoned CM1.

C. Retail Sales And Service and Office use limitations. Each individual Retail Sales And Service or Office use is limited to 40,000 square feet of net building area.

D. Maximum floor area ratio. The maximum floor area ratio is 2 to 1. Bonuses may be used if allowed by the base zone.

E. Maximum building coverage. The maximum building coverage allowed is 100 percent.

F. Landscaping. No landscaping is required.

Commentary

Map 415-1
This map show the locations of different "Pattern Areas" within Portland. Specific development regulations relate to the different areas.

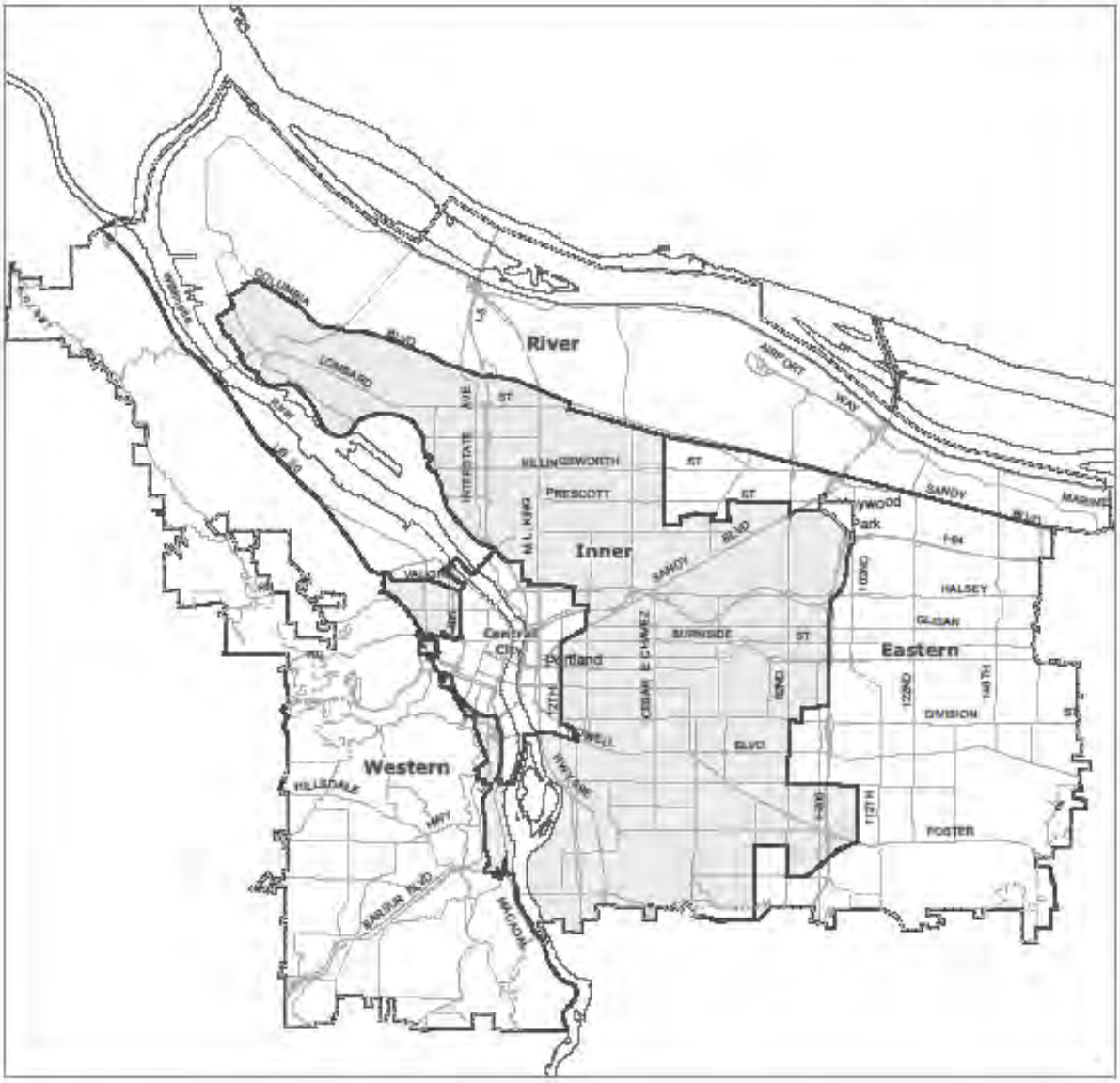
Ord. 188177, Vol. 2.5, page 14094

Pattern Areas

DRAFT

Map 415-1

Map Revised Xxxx xx, xxxx



City Boundary

Pattern Area Boundaries

NORTH

0 9,000 18,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Ord. 188177, Vol. 2.5, page 14096

33.508 Cascade Station/Portland International Center Plan District

Ord. 188177, Vol. 2.5, page 14097

Commentary

33.508 Cascade Station/Portland International Center Plan District

33.508.220 Maximum Development/Transportation Capacity

A Transportation Impact Review (TIR) is allowed as an alternative to selecting a pre-determined TDM plan. The requirements for a TIR (33.852) are modeled on 33.508 and these regulations are being relocated from this code section to new code section 33 852. These standards are referenced in a number of code sections including 33.266.420.

Ord. 188177, Vol. 2.5, page 14098

CHAPTER 33.508 Cascade Station/Portland International Center Plan District

508

33.508.220 Maximum Development/Transportation Capacity

A. Purpose. [No change.]

B. Limitations on the amount of development allowed. [No change.]

C. Cascade Station/Portland International Center Transportation Impact ~~Analysis~~ Review. An applicant may propose development that exceeds the allocation limits of Table 508-1 through a land use review that is based on a Transportation Impact Analysis (TIA). This approach allows an applicant more flexibility but is more complex to use. In addition to the application requirements of Section 33.730.060, the applicant must prepare a TIA that includes the elements and analysis listed in 33.852.105~~this subsection~~. The TIA may be used to exceed the maximum allocation limits in Table 508-1 or to establish lower trip generation rates. The TIA may not be used to exceed the total trips in Table 508-1.

~~1. Description of recommended development;~~

~~2. Delineation of the study area, and rationale for the delineation;~~

~~3. Description of existing uses and conditions in the study area;~~

~~a. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;~~

~~b. Any approved TIA must be reflected in the BDS tracking report;~~

~~4. Traffic forecasts and distribution;~~

~~5. Primary traffic access routes to and from the study area;~~

~~6. Recommended mitigation measures, including transportation system management, transportation demand management, and needed roadway improvements on or for local roads and State highways; and~~

~~7. Evaluation of:~~

~~a. Impacts on street function, capacity and level of service;~~

~~b. Impacts on on-street parking;~~

~~c. Access requirements;~~

~~d. Impacts on transit operations and movements;~~

~~e. Impacts on pedestrian and bicycle routes and safety; and~~

~~f. Impacts on the immediate airport area and adjacent neighborhoods.~~

Commentary

Ord. 188177, Vol. 2.5, page 14100

33.520 Division Street Plan District

This is a new chapter. For readability, ~~strikethrough~~ and underline is not used.

Ord. 188177, Vol. 2.5, page 14101

Commentary

33.520 Division Street Plan District

The Main Streets Corridor overlay zone (33.460) has provisions specific to Division Street. That overlay zone and the related Main Streets Node overlay zone (33.455) are being repealed. A new Centers Main Street overlay zone is proposed (33.415). Many of the overlay zone provisions of 33.460 relevant to Division are met through new base zone standards (33.130), through the new overlay (33.415) or through application of the design overlay zone. In some cases, existing overlay zone standards are no longer applicable or desired and are proposed to be removed. Provisions that are not covered by other code sections and continue to be relevant to Division Street are being recast in this plan district.

33.520 Division Street Plan District

520

Sections:

General
33.520.010 Purpose
33. 520.020 Where These Regulations Apply
Development Standards
33.520.100 Reinforce the Corner
33.520.110 Exterior Finish Material
Map 520-1 Division Street Plan District

General

33.520.010 Purpose

The Division Street plan district promotes development that fosters a pedestrian- and transit-oriented main street. The plan district provisions ensure that development:

- Activates Division Street corners and enhances the pedestrian environment; and
- Is constructed with high quality materials in combinations that are visually interesting.

33.520.020 Where These Regulations Apply. The regulations of this chapter apply to the Division Street plan district. The boundaries of the plan district are shown on Map 520-1 at the end of this chapter, and on the Official Zoning Maps**.**

Development Standards

33.520.100 Reinforce the Corner

A. Where the standards apply. The following standards apply to sites where any of the floor area on the site is in a nonresidential use, and where a site abuts both Division Street and an intersecting street:

B. Main entrance standard. For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor must meet the following. The ground floor is the lowest floor of the building that is within four feet of the adjacent street grade. The main entrance must:

1. Be within 5 feet of the façade facing Division Street; and

Ord. 188177, Vol. 2.5, page 14103

Ord. 188177, Vol. 2.5, page 14104

2. Either:

   a. Face Division Street; or

   b. Be at an angle of up to 45 degrees from Division Street, measured from the street property line.

C. Surface parking areas are not allowed within 40 feet of the corner.

33.520.110 Exterior Finish Materials

A. Where the standards applies. The exterior finish materials standard applies in multi-dwelling residential zones.

B. Exterior finish materials standard. Plain concrete block, plain concrete, corrugated metal, plywood, and sheet pressboard may not be used as exterior finish material on any façade except as secondary finishes if they cover no more than 10 percent of each facade.

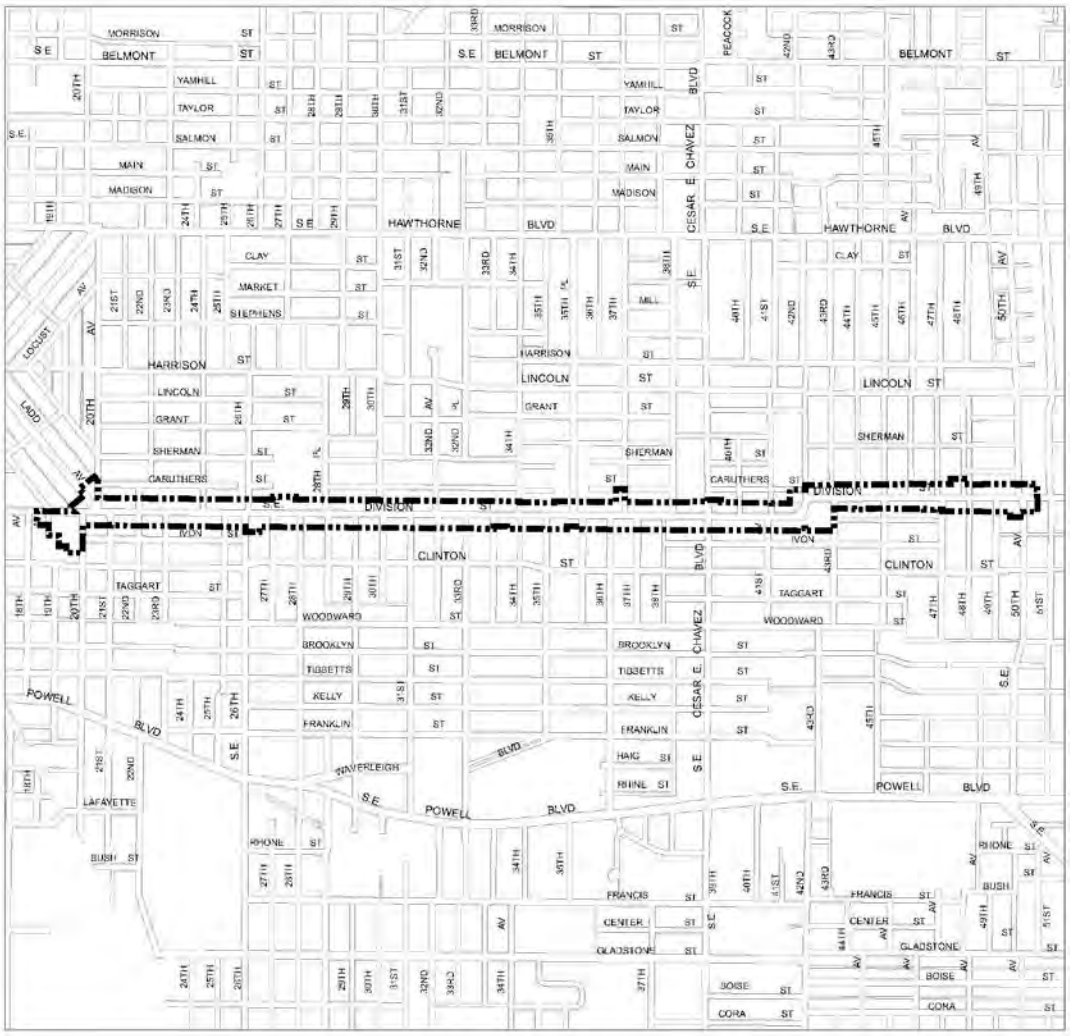
Commentary

Ord. 188177, Vol. 2.5, page 14106

Draft Division Street Plan District

Map 520-1

Map Revised Xxxxx X, 2015



Plan District boundary

NORTH

0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 14107

Commentary

Ord. 188177, Vol. 2.5, page 14108

33.545 Lombard Street Plan District

This is a new chapter. For readability, ~~strikethrough~~ and underline is not used.

Ord. 188177, Vol. 2.5, page 14109

Commentary

33.545 Lombard Street Plan District

The Main Streets Corridor overlay zone (33.460) and Main Streets Node overlay zone (33.455) have provisions specific to Lombard Street. These overlay zones are being repealed. A new Centers Main Street overlay zone is proposed (33.415). Many of the overlay zone provisions of 33.460 and 33.455 relevant to Lombard Street are now met through new base zone standards (33.130), or through the new Centers Main Street overlay zone (33.415). In some cases, existing overlay zone standards are no longer applicable and are proposed to be removed. Provisions that are not covered by other code sections and continue to be relevant to Lombard Street are being recast in this plan district.

Ord. 188177, Vol. 2.5, page 14110

33.545 Lombard Street Plan District

545

Sections:

General
33.545.010 Purpose
33.545.020 Where These Regulations Apply
Development Standards
33.545.100 Standards for Community Corner
33.545.110 Additional Regulations in the CM1 Zone
33.545.120 Additional Standards in the R1 Zone
Map 545-1 Lombard Street Plan District

General

33.545.010 Purpose

The Lombard Street Plan District implements the Lombard Street nodes and corridors elements of the St Johns/Lombard Plan by promoting development that fosters a pedestrian- and transit-oriented main street in key places, and supports enhanced design for multi-dwelling residential developments.

33.545.020 Where These Regulations Apply. The regulations of this chapter apply to the Lombard Street plan district. The boundaries of the plan district are shown on Map 545-1 at the end of this chapter, and on the Official Zoning Maps.

Development Standards

33.545.100 Standards for Community Corners

A. Purpose. These standards create active use areas and community gathering places along major streets intersecting with North Lombard. These standards ensure that development at key intersections along North Lombard is oriented to enhance the pedestrian environment.

B. Where the standards apply. The following standards apply to Subdistrict B shown on Map 545-1.

C. Standards.

1. The ground level street-facing facades of primary structures must be within 10 feet of both street lot lines.

2. Surface parking areas are not allowed within 40 feet of the corner.

Ord. 188177, Vol. 2.5, page 14111

Commentary

Ord. 188177, Vol. 2.5, page 14112

33.545.110 Additional Regulations in the CM1 Zone

A. Purpose. These regulations encourage residential mixed use development and housing, in addition to small scale commercial development along sections of North Lombard Street to foster a transit-oriented main street environment. Size of uses are specified to promote commercial uses along the main street that serve a local market area, while limiting their potential impacts on residential uses.

B. Where these regulations apply. The following regulations apply to sites in Subdistrict A shown on Map 545-1 that are zoned CM1.

C. Retail Sales And Service and Office uses. Each individual Retail Sales And Service and Office use is limited to 10,000 square feet of floor area.

D. Bonus height for housing. Proposals that providing housing receive bonus height. The maximum building height when a proposal includes housing is 45 feet.

E. Non-residential floor area. The maximum FAR allowed for a non-residential use is 1:1. Adjustments are prohibited.

Commentary

Ord. 188177, Vol. 2.5, page 14114

33.545.120 Additional Standards in the R1 Zone

A. Purpose. These standards ensure that development of sites with the potential for medium density development along or adjacent to the main street:

- contributes positively to established neighborhoods and the area's character;
- creates a strong physical and visual connection between the living area and the street, and the main entrance and the street; and
- improves the transition between development in the commercial and single-dwelling zone areas.

B. Where these standards apply. The following standards apply to duplexes, attached houses, and multi-dwelling structures on sites in Subdistrict A shown on Map 545-1 that are zoned R1.

C. Standards. Adjustments may be requested to these standards; they may not be modified through design review.

1. Large building elevations divided into smaller areas. The front elevation of large structures must be divided into smaller areas or planes. When the front elevation of a structure is more than 750 square feet in area, the elevation must be divided into distinct planes of 500 square feet or less. For the purpose of this standard, areas of wall that are entirely separated from other wall areas by a projection, such as the porch or a roof over a porch, are also individual building wall planes. This division can be done by:
   a. A porch, a dormer that is at least 4 feet wide, or a balcony that is at least 2 feet deep and is accessible from an interior room;
   b. A bay window that extends at least 2 feet; or
   c. Recessing a section of the facade by at least 2 feet; the recessed section must be at least 6 feet long.
2. Location of main entrance. The main entrance of each primary structure must face the street lot line. The following are exceptions to this standard:
   a. On corner lots the main entrance may face either of the streets or be oriented to the corner.
   b. For buildings that have more than one main entrance, only one entrance must meet this requirement.
   c. Entrances that face a shared landscaped courtyard, landscaped to at least the L1 General Landscaping standard, are exempt from this requirement.

Commentary

Ord. 188177, Vol. 2.5, page 14116

3. Attached garages. When parking is provided in a garage attached to the primary structure and garage doors face a street the following standards must be met:

   a. The garage must not be more than 40 percent of the length of the building frontage or 12 feet long, whichever is greater;

   b. The front of the garage can be no closer to front lot line than the front facade of the house;

   c. Garage doors that are part of the street-facing elevations of a primary structure may be no more than 75 square feet in area; and

   d. There may be no more than one garage door per 16 feet of building frontage.

4. Exterior finish materials**.** The standards of this subsection must be met on all building facades.

   a. Plain concrete block, plain concrete, corrugated metal, plywood, composite materials manufactured from wood or other products, and sheet pressboard may not be used as exterior finish material except as secondary finishes if they cover no more than 10 percent of each facade.

   b. Composite boards manufactured from wood or other products, such as hardboard or hard plank, may be used when the board product is less than 6 inches wide.

5. Corner lots with alley access. If the site is a corner lot that is adjacent to an alley, access for motor vehicles must be from the alley.

6. On lots less than 10,000 square feet in the R1 zone, the minimum density is 1 unit per 2,250 square feet of site area. This standard does not apply on corner lots.

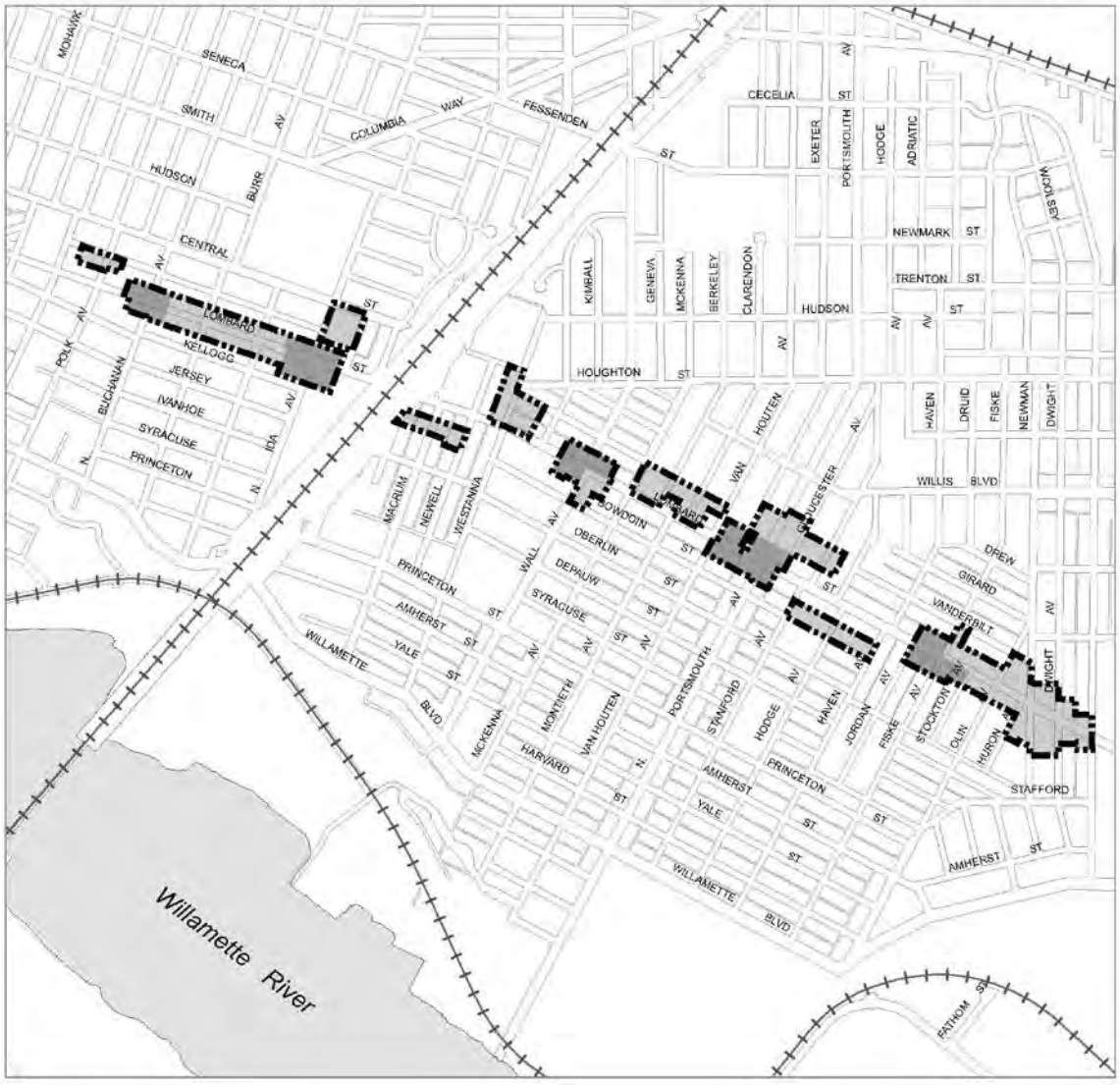
Commentary

Ord. 188177, Vol. 2.5, page 14118

Draft Lombard Street Plan District and Subdistricts

Map 545-1

Map Revised Xxxxx X, 2015



Plan District boundary

Subdistrict A

Subdistrict B

NORTH

0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 14120

33.575 Sandy Boulevard Plan District

This is a new chapter. For readability, ~~strikethrough~~ and underline is not used.

Commentary

33.575 Sandy Boulevard Plan District

The Main Streets Corridor overlay zone (33.460) and Main Streets Node overlay zone (33.455) have provisions specific to Sandy Boulevard. These overlay zones are being repealed. A new Centers Main Street overlay zone is proposed (33.415). Many of the overlay zone provisions of 33.460 and 33.455 relevant Sandy Boulevard are now met through new base zone standards (33.130), or through the new Centers Main Street overlay zone (33.415). In some cases, existing overlay zone standards are no longer applicable and are proposed to be removed. Provisions that are not covered by other code sections and continue to be relevant Sandy Boulevard are being recast in this plan district.

Ord. 188177, Vol. 2.5, page 14122

33.575 Sandy Boulevard Plan District

575

Sections:

General
33.575.010 Purpose
33.575.020 Where These Regulations Apply
Development Standards
33.575.100 Transition Between Residential and Commercial Zones
33.575.110 Building Facades Facing Sandy Boulevard
Map 575-1 Sandy Boulevard Plan District

General

33.575.010 Purpose

The Sandy Boulevard Plan District implements the Sandy Boulevard elements of the Hollywood and Sandy Plan through special height transitions and unique setback treatments.

33.575.020 Where These Regulations Apply. The regulations of this chapter apply to the Sandy Boulevard plan district. The boundaries of the plan district are shown on Map 575-1 at the end of this chapter, and on the Official Zoning Maps**.**

Development Standards

33.575.100 Transition Between Residential and Commercial Zones

A. Purpose. These regulations ensure a landscaping treatment along commercial lot lines that face, but are across the street from a single-dwelling residential zone. In addition, the regulations prevent large blank walls above the ground floor from facing residential sites from across a street and ensure that building heights reduce to relate to adjoining single-dwelling zones.

B. Where these regulations apply. These regulations apply to sites on Map 575-1

C. Height limits for sites abutting or across the street from a RF-R1 zones. Sites in commercial zones abutting or across the street from RF through R1 zones have special height limits that create a transition to the residential zone. The height limits are as follows:

1. Sites abutting RF - R1 zones. Sites abutting RF through R1 zones have height limits that decrease in two steps near the residential zone. See Figure 575-1. These height limits are:

   a. On the portion of a site within 25 feet of a site zoned RF through R1, the maximum building height is the same as the abutting residential zone.

   b. On the portion of a site that is more than 25 feet but within 50 feet of a site zoned RF through R1, the maximum building height is 45 feet.

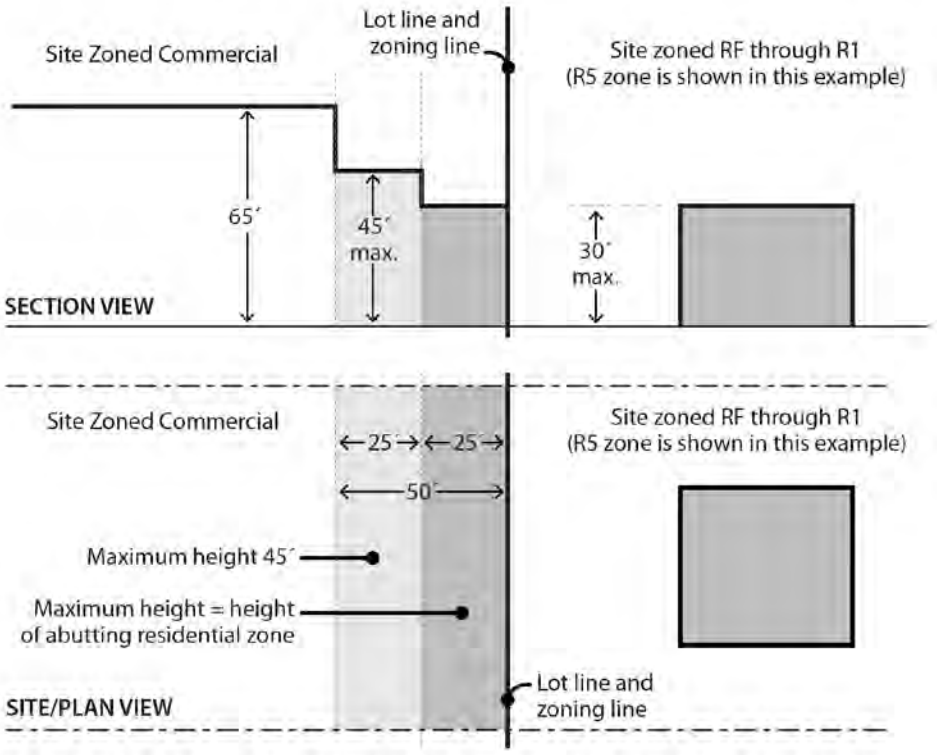
Ord. 188177, Vol. 2.5, page 14123

Commentary

Ord. 188177, Vol. 2.5, page 14124

2. Sites across a street from RF - R1 zones. Sites across a street from RF through R1 zones have height limits that decrease near the residential zone. On the portion of the site within 15 feet of the lot line across the street from a site zoned RF though R1, the maximum building height is the same as the residential zone. See Figure 575-2.

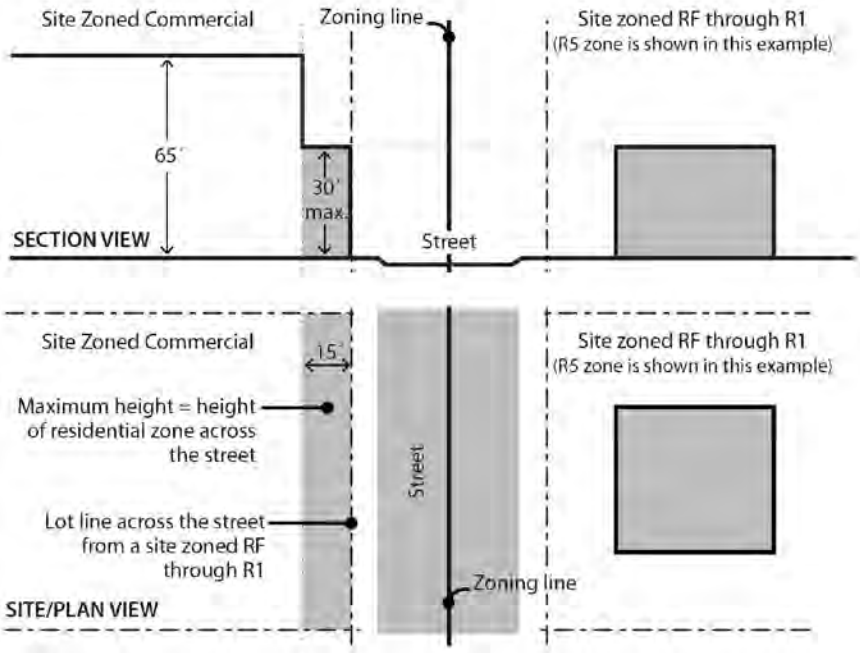
Figure 575-1
Height limits on sites abutting RF - R1 zones



Commentary

Ord. 188177, Vol. 2.5, page 14126

Figure 575-2
Height limits on sites across a street from zones RF - R1 zones



Commentary

33.575.110 Building Facades Facing Sandy Boulevard

A. Purpose. These regulations ensure that new development reinforces the unique diagonal geometry of sites adjacent to Sandy Boulevard.

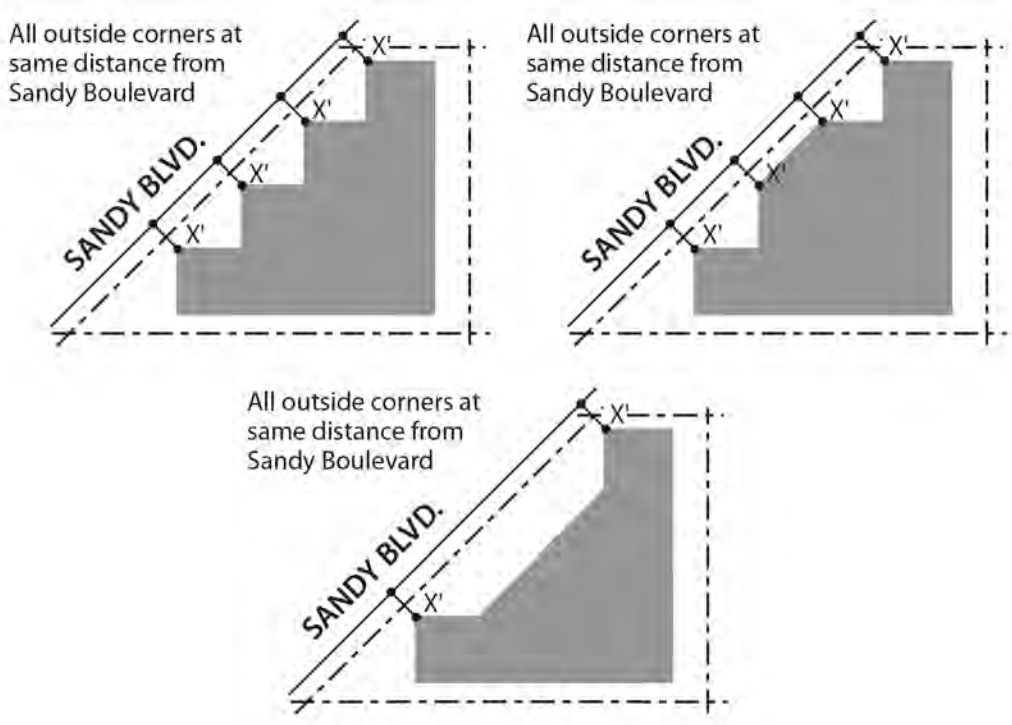
B. Where these regulations apply. These regulations apply to sites on Map 575-1 with frontage along Sandy Boulevard.

C. Building facades facing Sandy Boulevard. The exterior walls of the building that can be seen from the Sandy Boulevard lot line must be either:

1. Parallel to Sandy Boulevard; or

2. In a series of stepped facades at an angle to Sandy Boulevard in which all outside building corners are the same distance from Sandy Boulevard, as shown in Figure 575-3.

Figure 575-3
Examples of building facades facing Sandy Boulevard



Ord. 188177, Vol. 2.5, page 14129

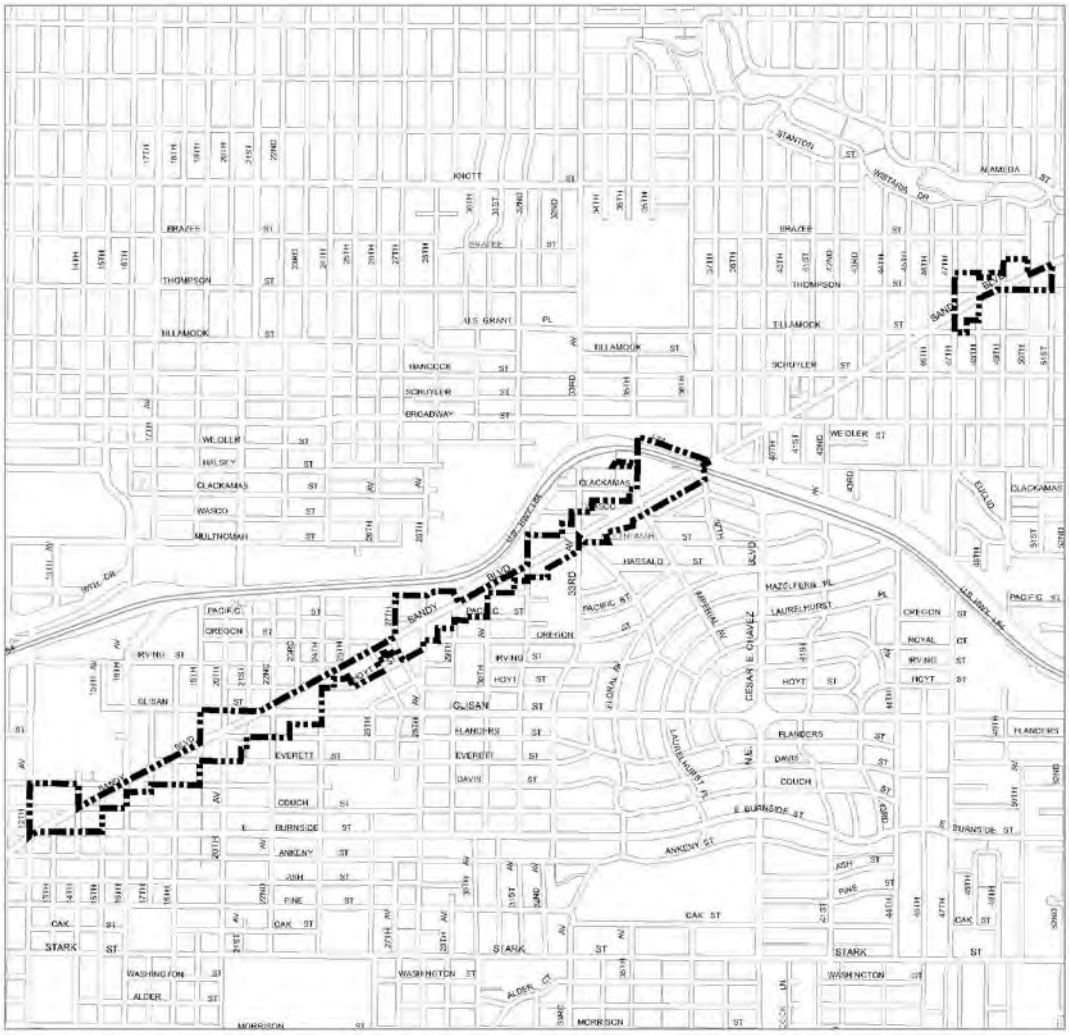
Commentary

Ord. 188177, Vol. 2.5, page 14130

Draft Sandy Boulevard Plan District and Subdistricts

Map 575-1

Map Revised Xxxxx X, 2015



Plan District boundary

NORTH

0 1,200 2,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Ord. 188177, Vol. 2.5, page 14132

33.700 Administration and Enforcement

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Ord. 188177, Vol. 2.5, page 14133

Commentary

33.700.110.B.1 Prior Conditions of Land Use Approvals
Updating to include reference to Commercial/Mixed Use zones.

Ord. 188177, Vol. 2.5, page 14134

33.700.110 Prior Conditions of Land Use Approvals

This section addresses situations where a use, development, or land division was approved with conditions as part of a land use review under zoning or land division regulations that no longer apply to the site. Over time, there are instances when uses or development previously approved with conditions are subject to new zoning or land division regulations. This may result from a change of the content of zoning or land division regulations or from legislative zone changes including annexation rezonings.

A. Conditions of approval prior to 1981. Conditions of approval for a land use review applied for prior to 1981 no longer apply to a site, except for conditions on all types of land divisions, Planned Unit Developments (PUD), or any other quasi-judicial review approved in association with a land division or PUD.

B. Conditions of approval after 1981. The regulations stated below apply to all prior conditions of approval for all types of land divisions, Planned Unit Developments (PUD), and any other quasi-judicial review approved in association with a land division or PUD, and for land use reviews applied for after January 1, 1981, unless the conditions of approval or the ordinance adopting the conditions provide for their continuance.

1. Zone changes. If a site is subject to conditions as the result of a zone change, the conditions continue to apply if the site is rezoned to a comparable zone as part of an annexation rezoning or as part of a legislative remapping. The conditions of the original zone change do not apply if the site is rezoned to a noncomparable zone. Comparable zone changes are single-dwelling to single-dwelling, multi-dwelling to multi-dwelling, commercial to commercial or commercial/mixed use, employment to employment, and industrial or manufacturing to industrial zones. Also, changes from a City M3 or Multnomah County LM, M3, or M4 zone to a C, E, or I zone retain all conditions of approval on the site. Other zone changes are considered noncomparable.

2. Conditional uses.

   a. An allowed conditional use. If a use was an approved conditional use under the prior regulations or had a Community Service overlay zone, and is a conditional use under the new regulations pertaining to the site, any conditions of approval continue to apply.

   b. Use allowed by right. If the use is now allowed by right, the conditions of approval no longer apply.

   c. Use no longer allowed. If the use was a conditional use without an expiration date and is no longer allowed, it becomes a nonconforming use under the new regulations, and must continue to meet the conditions as well as the nonconforming use regulations. If the use was a conditional use with an expiration date and is no longer allowed, it is subject to the same regulations as revocable permits, as stated in Paragraph 120.C.1 below.

Commentary

Ord. 188177, Vol. 2.5, page 14136

3. Variances and adjustments. If the variance or adjustment was for development that is now allowed by right, and the development on the site conforms with the current regulations, then the prior conditions of approval no longer apply.

4. Other land use actions. If the use or development was approved with conditions under a review which is no longer in effect on the site (such as site review, design review, significant environmental concern review), the conditions no longer apply.

Commentary

Ord. 188177, Vol. 2.5, page 14138

33.730 Quasi-Judicial Procedures

Ord. 188177, Vol. 2.5, page 14139

33.730 Quasi-Judicial Procedures

33.730.130 Expiration of an Approval

This section also references 33.852 where a ten year duration is assigned to Transportation Impact Reviews. Such a time limit is necessary to account for changes in the surrounding transportation network even if no changes occur on an institutional campus itself.

Ord. 188177, Vol. 2.5, page 14140

CHAPTER 33.730 Quasi-Judicial Procedures

730

33.730.130 Expiration of an Approval

A. Expiration of unused land use approvals issued prior to 1979. [No change]

B. When approved decisions expire.

1. Land use approvals, except as otherwise specified in this section, expire if:

   a. Generally.

      (1) Within 3 years of the date of the final decision a City permit has not been issued for approved development; or

      (2) Within 3 years of the date of the final decision the approved activity has not commenced.

   b. Exception. Final decisions that became effective between May 27, 2006 and December 31, 2008 or between May 16, 2009 and June 30, 2011 expire if a City permit has not been issued for approved development or the approved activity has not commenced by June 30, 2014.

2. Zoning map and Comprehensive Plan map amendments do not expire.

3. Conditional Use Master Plans, ~~and~~ Impact Mitigation Plans, and Transportation Impact Reviews expire as specified in Chapters 33.820, ~~and~~ 33.848, and 33.852, or in the plans themselves.

4. – 12. [No change]

C. Deferral of the expiration period. [No change]

D. Expiration of adjustments approved prior to March 16, 2001. [No change]

Commentary

Ord. 188177, Vol. 2.5, page 14142

33.852 Transportation Impact Review

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Commentary

CHAPTER 33.852 Transportation Impact Review

This new code section establishes the Purpose, Procedure and Approval Criteria for Transportation Impact Review and mitigation efforts. It is applied to both campus institutions and mixed use projects. This chapter works in conjunction with Chapter 33.266 to establish an ongoing process for addressing parking and multi-modal transportation needs for institutions and their surrounding neighborhoods. In the commercial/mixed use zones, for projects with 10 or more dwelling units, Transportation Impact Review is one option for meeting the Transportation and Parking Demand Management Requirements of Chapter 33.266 (see Section 33.266.410). The other option will be to allow an applicant to adopt a pre-approved "off the shelf" Transportation Demand Management Plan, with options that will be determined by the Portland Bureau of Transportation.

Note that Chapter 33.852 replaces existing code section 33.207 Cascade Station/Portland International Center Transportation Impact Analysis Review and expands the circumstances in which a Transportation Impact Review is required.

CHAPTER 33.852~~07~~ ~~CASCADE STATION/PORTLAND INTERNATIONAL CENTER~~ TRANSPORTATION IMPACT ~~ANALYSIS~~ REVIEW

852~~07~~

Sections:

33.852~~07~~.010 Purpose
33.852~~07~~.100 Procedure
33.852.105 Supplemental Application Requirements
33.852~~07~~.110 Approval Criteria
33.852.115 Duration of a Transportation Impact Review

33.852~~07~~.010 Purpose

~~Cascade Station/Portland International Center Transportation Impact Analysis (TIA) Review allows additional flexibility for development in the CS/PIC Plan District, while ensuring that the roadway systems are capable of supporting the recommended development.~~Transportation Impact Review provides a mechanism to evaluate whether the multimodal transportation system is capable of supporting proposed development. This evaluation includes a Transportation Impact Analysis, as well as consideration of recommended mitigation measures such as transportation and parking demand management. The development thresholds that trigger a Transportation Impact Review can be found in other chapters of this Title. Transportation Impact Review is intended to provide surrounding businesses, neighborhoods and the City with information about, and an opportunity to comment on, development that may impact the transportation system. Transportation Impact Review may be completed at various levels of detail. Generally, the more specific the proposal, the less review that will be required as future development is built.

33.852~~07~~.100 Procedure

~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Reviews are processed through a Type II procedure. An amendment to an existing Transportation Impact Review for a site in a commercial/mixed use zone is processed through a Type I procedure.

Ord. 188177, Vol. 2.5, page 14145

Commentary

33.852.105 Supplemental Application Requirements

This section establishes the supplemental application material needed for Transportation Impact Review. The listing identifies the types of information needed to address the approval criteria in Section 33.852.110.

Ord. 188177, Vol. 2.5, page 14146

33.852.105 Supplemental Application Requirements

In addition to the application requirements of Section 33.730.060, a transportation impact analysis is required to determine compliance with the approval criteria. The transportation impact analysis must include:

A. Description of proposed development;

B. Delineation of the study area, and rationale for the delineation;

C. Description of existing uses and conditions in the study area. If the application is for development in the Cascade Station/Portland International Center Plan District, the following are also required:

1. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;

2. Any approved TIA must be reflected in the BDS tracking report;

D. Traffic forecasts and distribution;

E. Primary traffic access routes to and from the study area;

F. Analysis of the proportional responsibility of the proposed development to mitigate forecasted impacts;

G. Recommended mitigation measures including transportation system management and needed transportation improvements; and

H. Transportation and parking demand management plan that has all the elements required by 17.106.020;

I. Evaluation of:

1. Impacts on street function, capacity and level of service;

2. Impacts on on-street parking;

3. Access requirements;

4. Impacts on transit operations and movements;

5. Impacts on pedestrian and bicycle routes and safety; and

6. Impacts on the immediate area and adjacent neighborhoods.

Commentary

33.852.110 Approval Criteria

The approval criteria have been modified to accomplish several objectives:

- Further emphasis on evaluation factors, including availability of other modes, and clarification that the evaluation factors should be looked at on balance. Portions of the transportation system are already failing. In this case, the failure should not preclude additional development in the area, and the burden of fixing the system should not fall on the first development to be evaluated. If a portion of the system is failing and the failure is not caused by the development being proposed, then any additional impacts caused by the proposed development should be mitigated, but the development should not be denied.
- Consideration of how the Parking and Transportation Demand Management (TDM) plan will advance City mode split and auto ownership objectives (the options for objective TDM plans are under development and a specific Title 17 code citation is pending).
- Clarification that mitigation may occur in a variety of forms, including improvements that benefit other modes, or actions that manage demand. For example, if the development will create traffic that impacts a nearby street segment or intersection, causing it to not meet level of service standards; mitigation may include improvements to benefit other modes, or additional Parking and Transportation Demand Management actions to reduce reliance on the automobile. This provides more options for mitigation, and ensures that mitigation can be proportional to the scale of the impact.

Ord. 188177, Vol. 2.5, page 14148

33.852~~07~~.110 Approval Criteria for ~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Reviews

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met. If the applicant has chosen Transportation Impact review over meeting the objective standards of Title 17.XXX as allowed by 33.266.410 and 33.510.260, only approval criterion B applies:

A. The transportation system is capable of supporting the recommended development in addition to the existing uses in the area~~, as shown by the TIA~~. Evaluation factors include street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation, and safety. Evaluation factors should be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated as required by criterion C;

B. ~~A~~Proposed transportation and parking demand management actions are sufficient to achieve the relevant mode share and auto ownership targets established by the Transportation System Plan for the uses and development on the site~~plan is recommended that includes measures to reduce the number of trips made by single-occupant vehicles during the peak p.m. commuting hours~~;

C. Adequate measures to mitigate on- and off-site transportation impacts are proposed~~recommended~~. Measures may include~~, but are not limited to, the following:~~ transportation improvements to on-site circulation, public street dedication and improvement or private street improvements, intersection improvements, transportation and parking demand management actions, street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit ~~stop~~ improvements; and

D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

33.852.115 Duration of a Transportation Impact Review

The Transportation Impact review must include proposed development and possible future development that might be proposed for at least 3 years and up to 10 years. An approved Transportation Impact Review remains in effect until development allowed by the review has been completed or the review is amended or superseded.

Commentary

Ord. 188177, Vol. 2.5, page 14150

33.855 Planned Development Review

These are amendments to an existing code chapter—33.665, Planned Development Review. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

This chapter and Chapter 33.270 (Planned Development) are being moved from the 600s portion of the Zoning Code, which primarily regulates land divisions, to reflect the expanded use of planned development provisions for development proposals that do not involve land divisions. It includes planned development review procedures and criteria for the Planned Development Bonus (see Chapter 33.130), which allows additional building height and floor area for projects that provide public benefits (affordable housing, publicly-accessible open space, and energy efficient buildings), when approved through a planned development review.

Commentary

This chapter and Chapter 33.270 (Planned Development) are being moved from the 600s portion of the Zoning Code, which primarily regulates land divisions, to reflect the expanded use of planned development provisions for development proposals that do not involve land divisions. It includes new regulations related to the Planned Development bonus, included in the Floor Area and Height Bonus Options in Chapter 33.130 (see 33.130.212.E).

This chapter works in conjunction with Chapter 33.270 (Planned Development). The latter states the regulatory parameters for planned developments (including the requirements for planned developments in the commercial/mixed use zones and additional allowed uses for planned developments other zones), while Chapter 33.855 states the planned development review procedures, supplemental application requirements, and review criteria.

Many of the amendments to this chapter relate to the Planned Development bonus in Chapter 33.130, which is available on large sites (2 or more acres) in some of the commercial/mixed use zones and responds to community input received during Mixed Use Zones Project events. Many community members were open to allowing development on large sites to be larger in scale than what is usually allowed in most areas with commercial/mixed use zoning, especially if there was enough space for a transition in scale to lower-density areas and proposals were subject to design review. It also responds to community interest in linking the provision of additional development potential to the provision of public benefits, especially affordable housing. The Planned Development bonus allows for additional FAR and height in exchange for the provision of affordable housing, public open space, low carbon buildings, and a public review process (see Section 33.270.200 for required public benefits).

33.855.200 Review Procedures

Subparagraph B has been added to indicate that the commercial/mixed use zones Planned Development bonus will be reviewed through a Type III procedure, which is a discretionary review procedure that involves a public hearing. The Design Commission will be the designated review body for such proposals, because of the key role of design and scale in the approval criteria (see section 33.855.320). Chapter 33.720 (Assignment of Review Bodies) will be amended at a later date to indicate the role of the Design Commission as the review body.

The other subparagraphs of this section are substantially unchanged, except for a reference in subparagraph A, which allows for Design Review of individual buildings to take place after the Planned Development Review is processed for a site.

33.855~~665~~ Planned Development Review

855~~665~~

Sections:

General
33.855~~665~~.010 Purpose
Review of Planned Development
33.855~~665~~.200 Review Procedures
33.855~~665~~.250 Supplemental Application Requirements
33.855~~665~~.300 Approval Criteria in General
33.855~~665~~.310 Approval Criteria for Planned Developments In All Zones
33.665.320 Additional Approval Criteria for Planned Developments in Commercial/Mixed Use Zones
33.665.325 Additional Approval Criteria for Planned Developments in the Central City Plan District
33.855~~665~~.33~~2~~0 Additional Approval Criteria for Modifications of Development Standards
33.855~~665~~.33~~5~~0 Commercial Uses in Residential Zones
33.855~~665~~.340 Proposals in the RF through R2.5 Zones Without a Land Division
Changes to an Approved Planned Development
33.855~~665~~.500 Types of Changes
33.855~~665~~.510 Review Procedure
33.855~~665~~.520 Approval Criteria

General

33.855~~665~~.010 Purpose

These regulations assign Planned Development Reviews to an appropriate procedure type. The approval criteria ensure that innovative and creative development is encouraged when it is well designed and integrated into the neighborhood.

Review of Planned Development

33.855~~665~~.200 Review Procedures

A. Concurrent reviews ~~required~~. When land use reviews in addition to Planned Development Review are requested or required, all of the reviews must be processed concurrently, except for Design Review for buildings within a Planned Development site which may be processed after the Planned Development Review.

B. Review in a Commercial/Mixed Use zone or in a Design overlay zone. Proposals in a commercial/mixed use zone or the Design overlay zone are processed through a Type III procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact.

Commentary

33.855.250 Supplemental Application Requirements

Subparagraph A is a list of the supplemental application material needed for review of a Planned Development proposal in the commercial/mixed use zones, including proposals seeking to utilize the Planned Development bonus. The listing identifies the types of information needed to address the approval criteria in Section 33.855.320.

Ord. 188177, Vol. 2.5, page 14154

C. All other Planned Development Reviews

1. Review in conjunction with a land division. When a Planned Development is requested in conjunction with a land division, the review will be processed as follows:

   a~~1~~. Type III review. Proposals in the RF through R2.5 zones that include attached duplexes, multi-dwelling structures, or multi-dwelling development are processed through a Type III procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact.

   b~~2~~. Type IIx review. All other proposals are processed through the Type IIx procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact.

2~~C~~. Review not in conjunction with a land division. When a Planned Development is not in conjunction with a land division, the review will be processed as follows:

   a~~1~~. Type III. Planned Developments that include any of the following elements are processed through a Type III procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact:

   (1)~~a.~~ Attached duplexes, multi-dwelling structures, or multi-dwelling development in the RF through R2.5 zones;

   (2)~~b.~~ Eleven or more units;

   (3)~~c.~~ Four or more units where any building location, utility, or service is proposed within a Potential Landslide Hazard Area;

   (4)~~d.~~ Environmental review;

   (5)~~e.~~ Any portion of the site is in an Open Space zone.

   b~~2~~. Type IIx. All other proposals not assigned to a Type III in Subp~~P~~aragraph C.2.a.~~ 1, above,~~ are processed through a Type IIx procedure, but with the additional steps required under Section 33.700.025, Neighborhood Contact.

33.855~~665~~.250 Supplemental Application Requirements

In addition to the application requirements of Section 33.730.060.D, the following information is required for a Planned Development application:

A. Supplemental application requirements for Planned Developments in commercial/mixed use zones:

1. The boundaries of the area to be included in the Planned Development. The area must include all contiguous lots that are owned by the same person, partnership, association, or corporation. This also includes lots that are in common ownership but are separated by a shared right-of-way;

2. An urban design and development framework plan showing:

   a. The location of existing and proposed structures;

   b. Proposed land uses including areas with active ground floor uses;

   c. A three dimensional massing diagram that identifies the maximum proposed building envelope for each building site, including maximum proposed building dimensions, height, and floor area allocations;

Commentary

33.855.250 Supplemental Application Requirements (continued)

See previous commentary.

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d. Sections, sectional elevations, and perspectives that illustrate the relationship of existing and proposed development on the site to the urban form of the surrounding neighborhood in terms of building height and massing;

e. The allocation of any required affordable housing if there will be more than one building;

f. The location, design and programming of plazas, parks or open areas; and

g. Relationships and transitions to adjacent properties and the neighborhood;

3. A transportation and circulation plan showing:

a. Proposed pedestrian, bicycle, and vehicle circulation system that meet City of Portland connectivity standards, including locations where the circulation system connects to public right-of-way outside of the site,

b. Transit service lines and stops within and immediately adjacent to the site;

c. Locations of right-of-way to be vacated or dedicated within the site; and

d. Vehicle and bicycle parking and any parking access points;

4. If required, a multi-modal transportation impact study that follows the guidelines of the Portland Bureau of Transportation, and includes assessment of traffic impacts on the streets surrounding the master plan area, and mitigating measures to ensure that the surrounding streets will function consistent with their designations as found in the Comprehensive Plan Transportation Element;

5. Transportation and parking demand management strategies;

6. If the proposed Planned Development involves the transfer of floor area, information about the location of the receiving and sending lots, the ownership of the lots, and amount of floor area to be transferred and retained at each lot must be included;

7. A stormwater management plan;

8. A phasing plan including proposed development phases, probable sequence for proposed developments, estimated dates, and interim uses of property awaiting development; and

9. A Project narrative describing how the proposal meets applicable design guidelines.

B. Supplemental application requirements for all other Planned Developments:

1. Photographs that show the characteristics of surrounding neighborhood; and

2~~B~~. Either B.2.a.~~1~~ or B.2.b.~~, below,~~ must be submitted with the application:

a~~1~~. Proposed building elevations and locations with enough detail to show that all of the approval criteria are met; or

Commentary

33.855.300 Approval Criteria in General
33.855.310 Approval Criteria for Planned Developments in All Zones Except for Commercial/Mixed Use Zones

No substantial changes to the regulations on this page.

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b~~2~~. Proposed standards regulating setbacks, building coverage, landscaping, vehicle areas, materials, and design of structures. The proposed standards must be clear and objective, and specific enough to show how all of the approval criteria are met. Proposed standards may not conflict with the regulations of this Title, except where a modification is requested as part of the Planned Development application. If approved, the standards will apply, in addition to regulations of this Title to all development on the site.

33.855~~665~~.300 Approval Criteria in General

The approval criteria for Planned Developments are stated below. Planned Developments in all zones except commercial/mixed use zones must meet the criteria in Section 33.855~~665~~.310. Planned Developments in commercial/mixed use zones must meet the criteria in Section 33.855.320. Some proposals must also meet additional approval criteria, as follows:

A. Proposals to modify site-related development standards must meet the criteria in Section 33.855~~665~~.33~~2~~0.

B. Proposals for commercial uses in residential zones must meet the criteria in Section 33.855~~665~~.34~~3~~0.

C. Proposals that do not include a land division must meet the criteria in Section 33.855~~665~~.35~~4~~0.

A request for a Planned Development will be approved if the review body finds that the applicant has shown that all of the relevant approval criteria have been met.

33.855~~665~~.310 Approval Criteria for Planned Developments in All Zones Except Commercial/Mixed Use Zones

Configure the site and design development to:

A. Visually integrate both the natural and built features of the site and the natural and built features of the surrounding area. Aspects to be considered include:

1. Orienting the site and development to the public realm, while limiting less active uses of the site such as parking and storage areas along the public realm;
2. Preservation of natural features on the site, such as stands of trees, water features or topographical elements;
3. Inclusion of architectural features that complement positive characteristics of surrounding development, such as similar building scale and style, building materials, setbacks, and landscaping;
4. Mitigation of differences in appearance through means such as setbacks, screening, landscaping, and other design features;
5. Minimizing potential negative effects on surrounding residential uses; and
6. Preservation of any City-designated scenic resources; and

B. Provision of adequate open area on sites zoned RF through R2.5 where proposed development includes attached houses, duplexes, attached duplexes, or multi-dwelling structures. Open area does not include vehicle areas.

Commentary

33.855.320 Approval Criteria for Planned Developments in Commercial/Mixed Use Zones

This section serves as the approval criteria for Planned Development proposals in the commercial/mixed use zones, including proposals seeking to utilize the Planned Development bonus provision of Chapter 33.130. It incorporates consideration of how proposed development scale and massing relate to the surrounding context, including consideration of how the project transitions to the scale of adjacent areas (which will typically be smaller in scale than the proposals seeking to utilize the Planned Development bonus). The criteria also address the arrangement of public open spaces, and of the transportation network and stormwater management facilities that can be expected to be components of development on the large sites (minimum of 2 acres) that will utilize the Planned Development bonus.

The review body for Planned Development bonus proposals in the commercial/mixed use zones will be the Design Commission, which will receive bureau recommendations on the transportation system and stormwater management facilities to inform decisions.

No substantial changes to the other regulations on this page.

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33.855.320 Approval Criteria for Planned Developments in Commercial/Mixed Use Zones

A. Urban design and development framework.

1. The proposed overall scheme and site plan provide a framework for development that meets Community Design Guidelines and will result in development that complements the surrounding area;

2. Scale and massing of the development addresses the context of the area, including historic resources, and provides appropriate scale and massing transitions to the adjacent uses and development specifically at the edges of the Master Plan area;

3. Proposed plazas, parks, or open areas are well located to serve the site and public, and are designed to address safety and comfort of users; and

4. The site plan promotes active ground floor uses on key streets to serve the development and surrounding neighborhood; and

B. Transportation system. The transportation and circulation system provides multimodal connections that support the development of the site, limit impacts to adjacent neighborhoods, and meet the connectivity requirements of the City of Portland.

C. Stormwater Management. The master plan meets the requirements of the Stormwater Management Manual or describes a phased approach to meet the requirements.

D. Phasing Plan. The master plan establishes coordinated phasing of development that demonstrates how the site will be developed over time and how any required development elements will be met.

33.855~~665~~.33~~2~~0 Additional Approval Criteria for Modifications of Site-Related Development Standards

The following criteria apply to modifications of site-related development standards, including parking standards. These modifications are done as part of a Planned Development review and do not have to go through the adjustment process. The modification will be approved if the following approval criteria are met:

A. Better meets approval criteria. The resulting development will better meet the approval criteria of Section 33.665.310 for sites in zones other than commercial/mixed use zones, or 33.855.320 for sites in commercial/mixed use zones~~, above~~; and

B. Purpose of the standard. On balance, the proposal will be consistent with the purpose of the standards for which a modification is requested.

33.855~~665~~.34~~3~~0 Additional Approval Criteria for Commercial Uses in Residential Zones.

The approval criteria of this section apply to proposals for commercial uses in Residential Zones. The approval criteria are:

A. The area surrounding the proposed location of the commercial uses is deficient in support commercial opportunities;

B. The proposed commercial development and uses will be primarily for the service and convenience of residents of the neighborhood; and

C. The proposed commercial development and uses must be consistent with the purpose and regulations of the CN1 zone.

Commentary

33.855.350 Proposals in the RF Through R2.5 Zones Without a Land Division

No substantial changes.

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33.855~~665~~.35~~4~~0 Proposals in the RF Through R2.5 Zones Without a Land Division

The approval criteria of this section apply to Planned Developments in the RF through R2.5 zones that do not include a land division. The approval criteria are:

A. Services.

1. The proposed use must be in conformance with the Arterial Streets Classifications and Policies of the Transportation Element of the Comprehensive Plan;
2. The approval criteria of Section 33.654.110, Connectivity and Location of Rights-of-Way, must be met;
3. The standards of Section 33.651.020, Water Service Standards, must be met;
4. The standard of Section 33.652.020, Sanitary Sewer Disposal Service Standard, must be met; and,
5. The application must show that a stormwater management system can be designed that will provide adequate capacity for the expected amount of stormwater.

B. Tree preservation. The proposal must meet the requirements of Chapter 33.630, Tree Preservation.

C. Flood hazard areas.

1. RF through R2.5 zones. In the RF through R2.5 zones, all proposed building locations must be outside of the flood hazard area.
2. R1 through IR, C, E, and I zones. In the R1 through IR, C, E, and I zones, all proposed building locations must be outside of the flood hazard area where possible. Where it is not possible to have all building locations outside of the flood hazard area, all proposed building locations must be configured to reduce the impact of flooding and to provide the greatest protection for development from flooding. Proposed building locations must be clustered on the highest ground and near the highest point of access, and they must be configured in a manner that will minimize obstruction of floodwaters.

D. Landslide hazard areas. Buildings, services and utilities should be located on the safest part of the site so that the risk of a landslide affecting the site, adjacent sites, and sites directly across a street or alley from the site, is reasonably limited.

Determination of whether the proposed layout and design reasonably limits the risk of a landslide will include evaluation of the Landslide Hazard Study and will take into consideration accepted industry standards for factor of safety. Alternative development options including alternative housing types and reduced density may be required in order to limit the risk to a reasonable level.

E. Clearing, grading, and land suitability.

1. Existing contours and drainage patterns of the site must be left intact wherever practicable. Where alteration to existing drainage patterns is proposed, it must not adversely impact adjacent properties by significantly increasing volume of runoff or erosion;
2. Clearing and grading should be sufficient for construction of development shown on the Clearing and Grading Plan;

Commentary

33.855.350 Proposals in the RF Through R2.5 Zones Without a Land Division (continued)

No changes.

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3. Clearing and grading should be limited to areas of the site that are reasonably necessary for construction of development shown on the Clearing and Grading Plan;
4. Topsoil must be preserved on site to the extent practicable for use on the site after grading is complete;
5. Soil stockpiles must be on the site and located in areas designated for clearing and grading, if practicable;
6. The limits of disturbance and tree protection measures shown on the Preliminary Clearing and Grading Plan must be adequate to protect trees shown to be retained on the tree preservation plan; and
7. Where geologic conditions or historic uses of the site indicate that a hazard may exist, the applicant must show that the site is suitable for the proposed development. The applicant may be required to make specific improvements in order to make the site suitable for the intended uses and the provision of services and utilities.

F. Streams, springs, and seeps.

1. If there is a stream, spring, or seep outside of an Environmental Overlay Zone on the site, then the stream, spring, or seep must be preserved in an easement. The edges of the easement must be at least 15 feet from the edges of the stream, spring, or seep. The edges of a seep or spring are determined through a wetland delineation, performed by an environmental scientist, and approved by BDS. If one or more wetland characteristics are absent from the resource, the delineation will be based on the wetland characteristics present. The edges of a stream are defined as the top-of-bank where the edge of the stream, spring, or seep is less than 15 feet from the edge of the site, the easement boundary will be located along the edge of the site.
2. The following development, improvements, and activities are allowed in the easement:
   a. Disturbance associated with discharging stormwater to the stream channel, if BES has determined that the site's storm water cannot discharge to a storm sewer and BDS has determined that on-site infiltration is not an option;
   b. Removal of non-native invasive species with hand held equipment;
   c. Planting of native vegetation listed on the Portland Plant List when planted with hand held equipment;
   d. Erosion control measures allowed by Title 10 of Portland City Code;
   e. Construction of required driveway connections or required connections to services when there is no practicable alternative to locating the driveway or service connections within the easement; and
   f. Maintenance and repair of existing utilities, services, and driveways;
3. Public or private rights of way may cross the seep, spring, or stream easement if the following approval criteria are met:
   a. There is no reasonable alternative location for the right-of-way;

33.855.350 Proposals in the RF Through R2.5 Zones Without a Land Division (continued)

Paragraph G (Transportation impacts). The approval criteria for transportation impacts have been modified to accomplish several objectives:

1. Further emphasis on evaluation factors, including availability of other modes, and clarification that the evaluation factors should be looked at on balance. Portions of the transportation system are already failing. In this case, the failure should not preclude additional development in the area, and the burden of fixing the system should not fall on the first development to be evaluated. If a portion of the system is failing and the failure is not caused by the development being proposed, then any additional impacts caused by the proposed development should be mitigated, but the development should not be denied.
2. Consideration of how the Parking and Transportation Demand Management plan will advance City mode split and auto ownership objectives.
3. Clarification that mitigation may occur in a variety of forms, including improvements that benefit other modes, or actions that manage demand. For example, if the development will create traffic that impacts a nearby street segment or intersection, causing it to not meet level of service standards; mitigation may include improvements to benefit other modes, or additional Parking and Transportation Demand Management actions to reduce reliance on the automobile. This provides more options for mitigation, and ensures that mitigation can be proportional to the scale of the impact.

b. The applicant has demonstrated that it is possible to construct street improvements within the right-of-way that will meet all of the following:

(1) The street improvements will not impede the flow of the stream, spring, or seep;

(2) The street improvements will impact the slope, width, and depth of the stream channel, spring, or seep to the minimum extent practicable; and

(3) The street improvements will not impede fish passage in a stream, spring, or seep has been identified by the Oregon Department of Fish and Wildlife as fish-bearing.

4. Minimum density is waived in order to better meet the standards of paragraphs F.1-F.3, above.

G. Transportation impacts.

1. The transportation system must be capable of ~~safely~~ supporting the proposed development in addition to the existing uses in the area. Evaluation factors include: street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation, and safety. Evaluation factors should be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated as required by criterion G.2; ~~and performance standards; vehicle access and loading; on-street parking impacts; the availability of transit service and facilities and connections to transit; impacts on the immediate and adjacent neighborhoods; and safety for all modes.~~

2. Adequate measures to mitigate on- and off-site transportation impacts are proposed. Measures may include: transportation improvements to on-site circulation, public street dedication and improvement or private street improvements, intersection improvements, transportation and parking demand management actions, street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit stop improvements;

3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed;

4. A Traffic Impact Study may be required by the City Engineer in order to determine if the criterion is met. In addition, mitigation measures approved by the City Engineer may be included in the proposal as a way to meet this criterion.

Commentary

33.855.500 Types of Changes

Amendments to this section introduce a third type of change to a planned development: Administrative Change. This new category accommodates very minor changes that are not substantive, are consistent with conditions of approval and development standards, and which will not require a land use review. Other amendments clarify thresholds related to the different types of changes.

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Changes to an Approved Planned Development

33.855~~665~~.500 Types of Changes

There are ~~two~~three types of changes; major, ~~and~~ minor, and administrative.

A. Major change. A major change is one that will have significant impacts on the development in the PD, or on the site surrounding the PD. Major changes include:

1~~A.~~ An increase in the site area of more than 5 percent;

2. Changes to the building heights or floor area allocations of more than 10 percent;

3~~B~~. In residential zones:

a. An increase in density, including the number of housing units;

b. ~~**C. In residential zones, a**~~A change in the mix of single-dwelling and multi-dwelling structures; and

c.~~**D.**~~ An increase in the amount of land in nonresidential uses;

4.~~**E.**~~ A reduction in the amount of open space;

5. In commercial/mixed use zones:

a. Changes to building locations or required plaza or park locations;

b. A decrease in the amount or location of required affordable housing; and

c. Changes to the location of additional height;

6.~~**F.**~~ Deleting or changing the purpose of flood hazard or landslide hazard easements; ~~or~~

7.~~**G.**~~ Changes to the vehicular system which result in a significant change in the amount or location of streets and shared driveways, common parking areas, circulation patterns, and access to the PD~~.~~; or

8. Changes in the amount of parking by more than 20 percent.

B. Minor Change. A minor change is a change that is neither major nor administrative.

C. Administrative Change. An administrative change is a change to an element of a Planned Development that:

1. Is consistent with all conditions of the Planned Development approval and the conditions of any concurrent approval;

2. Meets all development standards not modified by the Planned Development; and

3. Does not change any quantity, dimension or area identified in the approved plans or narrative by more than 5 percent.

Commentary

33.855.510 Review Procedures

This section is amended to establish the process for administrative changes to approved planned developments. Administrative changes will not require a land use review, and will be used to process minor changes that are consistent with conditions of approval and development standards, and result in only minor changes to development configurations (see 33.855.500.C).

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33.855~~665~~.510 Review Procedures
Requests for changes to an approved PD are processed as follows:

A. Major changes. Major changes are processed as follows:

1. If the original PD application was processed through a Type III procedure then the change is processed through a Type III procedure;
2. If the original PD application was processed through a Type IIx procedure then the change is processed through a Type IIx procedure.

B. Minor changes. Minor changes are processed through a Type IIx procedure.

C. Administrative changes. Administrative changes are allowed without a land use review.

33.855~~665~~.520 Approval Criteria
The approval criteria for changes to a Planned Development are those used for approval of a Development Plan.

Commentary

Ord. 188177, Vol. 2.5, page 14172

33.910 Definitions

Amendments are proposed to the definition of Auto-Accommodating Development; to the definition of Floor Area as it applies to roofed outdoor spaces, such as balconies and porches; and to the related definition for Gross Building Area.

This is an amendment to an existing code chapter. Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~.

Chapter 33.910 Definitions

Auto-Accommodating Development

The "Auto-Accommodating Development" definition is being revised to reflect current use of the term in the Zoning Code. The term is primarily used in the Commercial/Mixed Use Zones chapter (33.130), particularly in regards to the Commercial Employment (CE) zone and in reference to zones in which drive-through facilities are allowed. Most areas with Commercial/Mixed Use zoning are located adjacent or close to transit streets or are in centers that are intended to have a pedestrian and transit orientation. Following from this, the Commercial/Mixed Use development standards do not generally allow some of the features described in the definition of auto-accommodating development, such as large areas of blank walls along facades and building main entrances oriented solely to parking areas. Auto-accommodating development with features such as large parking areas and drive-through facilities continue to be allowed in some zones, particularly in the CE zone, but such development is also expected to include some features supportive of pedestrian-oriented street environments, such as ground-floor windows and entrances oriented to transit streets.

33.910 Definitions

910

Development Types

- **Auto-Accommodating Development.** Development which is designed ~~with an emphasis on~~to accommodate customers who use autos to travel to the site~~, rather than those which have an emphasis on pedestrian customers~~. This type of development usually has more than the minimum required number of parking spaces. ~~The main~~Buildings feature entrance~~s is oriented~~providing convenient access to ~~the~~ parking area~~s~~. In many cases, the building will have parking between ~~the street~~secondary streets and the building. Other typical characteristics are ~~blank walls along much of the facade~~drive-through facilities, more than one driveway, and a low percentage of the site covered by buildings. Auto-accommodating development along transit streets and in pedestrian districts typically include a mix of auto-accommodating and pedestrian-oriented characteristics.
  See also Pedestrian-Oriented Development.
- **Pedestrian-Oriented Development.** Development which is designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. Although parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site.
  See also Auto-Accommodating Development.

Commentary

Floor Area

This definition is being amended so that unenclosed outdoor spaces, such as porches and balconies, are excluded from floor area calculations when they are enclosed along no more than 75 of their perimeter, which is a change from the previous perimeter enclosure limit of 50 percent. This change accompanies new requirements that residential development in the Commercial/Mixed Use Zones provide residential outdoor space, such as balconies, and new requirements for including residential development in maximum floor area calculations. This increase in allowed outdoor space enclosure is intended to make these new requirements more practical. It also accommodates outdoor spaces, such as balconies, that provide more perimeter enclosure for residents; acknowledging that balconies with minimal perimeter enclosure (such as balconies that extend out from building facades) lack the protection from exposure to the elements that more enclosed balconies provide (such as those recessed into building facades and enclosed on three sides). This change in definition retains the general requirement that outdoor spaces must not be fully enclosed if they are not to count as floor area, so that these spaces are not part of the enclosed mass of buildings and do not contribute to the appearance of building bulk.

Gross Building Area

This definition is being modified to correspond to the change in the Floor Area definition in regards to how outdoor spaces are considered in floor area calculations.

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Floor Area. The total area of the portion of a building that is above ground. Floor area is measured for each floor from the exterior faces of a building or structure. Floor area includes the area devoted to structured parking that is above ground level. Floor area does not include the following:

- Areas where the elevation of the floor is 4 feet or more below the lowest elevation of an adjacent right-of way;
- Roof area, including roof top parking;
- Roof top mechanical equipment; and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for ~~50~~ 75 percent or more of their perimeter.

See also Net Building Area, Gross Building Area

Gross Building Area. The total area of all floors of a building, both above and below ground. Gross building area is measured from the exterior faces of a building or structure. Gross building area includes structured parking but does not include the following:

- Roof area;
- Roof top mechanical equipment; and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for ~~50~~ 75 percent or more of their perimeter.

Commentary

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VII. Zoning Map Amendments

Zoning Map amendments are being proposed in centers and along corridors citywide to implement the Mixed Use Zones Project. These are areas outside the Central City where the current Commercial and mixed-use Employment zones are now applied. The zoning map amendments have several proposed elements. The following Proposed Zoning maps are included in this report:

1. Commercial/Mixed Use Base Zones – page 322. This map shows the application of the new Commercial Mixed Use base zones. Double click this map to enlarge, or see Map App for details: www.portlandmaps.com/bps/mapapp.
2. Employment Base Zones – pages 323-325. These maps show areas where the Comprehensive Plan designation is Mixed Use, but an Employment zone is proposed. Most of these areas are currently zoned Central Employment (EX).
3. Centers Main Street Overlay Zones (m) – pages 326-355. These maps show details of where the proposed Centers Main Street Overlay Zone (33.415) would be applied.
4. Design Overlay Zone (d) – page 356. This map shows the areas where the Design Overlay Zone (33.420) is proposed for expansion.

In addition to the proposed overlay zones above, some overlay zones are being removed from the map:

5. Buffer Overlay Zone (33.410) – map shown on page 357
6. Main Street Corridor Overlay Zone (33.460) – not shown, replaced by plan districts
7. Main Street Node Overlay Zone (33.455) – not shown, replaced by plan districts

1. Proposed Commercial Mixed Use Base Zones

The foundations of the proposed Zoning Map are the existing Zoning Map and new Comprehensive Plan map. The Proposed Draft Zoning Map was developed based on this foundation in a three-step process.

Step 1 – Conversion-Based Zoning Map. The first iteration of a Zoning Map was generated by applying a conversion to new zones based on existing zones. Table VI-1: Zone Conversion Table (below) from the *Code Concepts Report* indicates the most appropriate Commercial Mixed Use zone to be applied to a parcel based on the existing Zoning Map and new Comprehensive Plan map designation. A Conversion-table based map was generated based on this approach for further refinement. The Conversion-Based Zoning Map that results from application of this conversion table is shown on page 321.

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Table VI-1: Zone Conversion Table

	Current Zone						
Comp Plan Designation	**CN1/2**	**CO1/2**	**CM**	**CS**	**CG**	**EX**	**CX**
Mixed Use Dispersed	CM1	CM1	CM1	CM1	CM1[#] CE[#]	CM1	n/a
Mixed Use Neighborhood	CM1	CM1[+] CM2[+]	CM2	CM2	CM2[#] CE[#]	CM2	n/a
Mixed Use Civic Corridor	CM1	CM1[+] CM2[+]	CM2	CM2	CM2[#] CE[#]	CM3	CM3
Mixed Use Urban Center	CM1	CM1[+] CM2[+]	CM2	CM2	CM2[#] CE[#]	CM3	CM3

\+ CM1 proposed for CO1 zones; CM2 proposed for CO2 zones
\# CM zones proposed for Centers; CE zones proposed for Corridors.

Step 2 – Discussion Draft Zoning Map. The second iteration of the zoning map – the Discussion Draft Zoning Map – was developed by city staff by reviewing the conversion-based zoning map and making strategic adjustments that address specific situations and criteria. The adjustments were made to the zoning map in some areas to address the following situations:

- Better reflect the Urban Design Framework, based on the site's location, amenities and availability of services.
- Match the surrounding zoning, in order to create a more uniform pattern.
- Attain development at a scale appropriate to surrounding development, informed by community input and Comprehensive Plan policies.
- Reflect a more pedestrian-oriented development pattern.
- Better reflect the original employment-based intent of the existing zoning.
- Retain current zoning until infrastructure is in place to support higher intensity of development.
- Retain current residential zone to acknowledge existing residences.
- Retain the current residential zone so that conditions attached to a Conditional Use or Nonconforming Use Review continue to be in effect.
- Retain the current industrial zone to acknowledge existing industry.
- Recognize a nonconforming situation or split zoned site.

Step 3 – Proposed Draft Zoning Map. The Proposed Zoning Map is the final step in development of the zoning map to date. Comments received on the *Discussion Draft* zoning map and code were reviewed by city staff; further adjustments and changes were made to the *Discussion Draft* zoning map and zoning code based on these comments, and further internal review of issues. Adjustments were made to the zoning map in some areas to address the following situations:

- Respond to development scale issues, and areas of special character, based on public feedback on the Discussion Draft and public testimony on the Recommended Comprehensive Plan. This resulted in identification of Low-rise Commercial Storefront areas located in core areas of several neighborhood centers. In addition, other areas of the zoning map were reviewed to reconcile zoning with availability of transit, proximity to low-density residential areas, proximity

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to industrial areas, and other issues. Zoning in these areas generally changed from CM2 to CM1 in response to these issues.

- Respond to the Retail Task Force issues regarding 1) the need to accommodate large format retailers with parking arrangements suitable for these developments; 2) drive-thru facilities in parts of Portland that are not developed in a transit-oriented manner and are not well-served by transit; and 3) the need for more flexibility to accommodate retrofitting and make improvements to uses and development that would have become non-conforming in the Discussion Draft. This resulted in changes to base zoning in areas primarily located in eastern and western parts of Portland and liberalization of regulations regarding upgrades to existing auto-accommodating uses. Zoning generally changed from CM1 and CM2 to CE in response to these issues on selected site. Adjustments were also made to the Centers Main Street Overlay Zone maps.

- Respond to operational issues, such as truck movement and storage, associated with employment-oriented uses, and the presence of large existing or anticipated office developments. This resulted in changes to the base zoning for sites that have ongoing employment type uses, particularly where nonconforming situations combined with market forces may hasten a change in development patterns. Zoning generally changed from CM3 to EG1 or EG2 in response to these issues on selected sites. These changes are shown on maps on the pages following the Mixed Use Zones Project Proposed Zoning Map.

The Mixed Use Zone Project Proposed Draft Zoning Map is shown on page 322

The proposed Zoning Map amendments may also be viewed on the Portland MapApp:
www.portlandmaps.com/bps/mapapp

The Map App only shows where changes are proposed. If existing zoning (residential, employment, etc.) is retained, these properties are not shown.

A summary of the number of property and acreage changes from existing zoning to new zones is shown graphically in Figures VII-1 and VII-2.

2. Centers Main Street Overlay Zone

Detailed maps showing application of the Centers Main Street Overlay Zone (33.415) are included following the citywide Commercial Mixed Use base zoning maps. The mapping for the Centers Main Street Overlay areas focused on the core commercial corridors of designated centers that have existing or planned concentrations of retail/commercial uses, or correspond to plan district areas with requirements for active ground floor uses. Corridor segments within the overlay were generally mapped to be no longer than a half mile in order to be strategic about application of the overlay and to correspond to a walkable distance. This overlay zone also encompasses areas of "Low-rise Commercial Storefront" areas that are proposed to be zoned CM1, with additional development regulations in the overlay zone that address retail size, floor area allowances, setbacks, lot coverage, and landscaping regulations.

3. Design Overlay Zone Map

The areas subject to expansion of the Design Overlay Zone (33.420) are shown on the map on page 356. Expansion of the Design Overlay zone is proposed for sites that have a Mixed Use - Urban Center Comprehensive Plan designation.

4. Buffer Overlay Zone

The Buffer Overlay Zone (33.410) is being removed from areas shown on the map on page 357. The Buffer Overlay Zone contains setbacks and other regulations to address compatibility between commercial and residential zones. The new Commercial Mixed Use base zones incorporate similar regulations which obviate the need for the overlay zone.

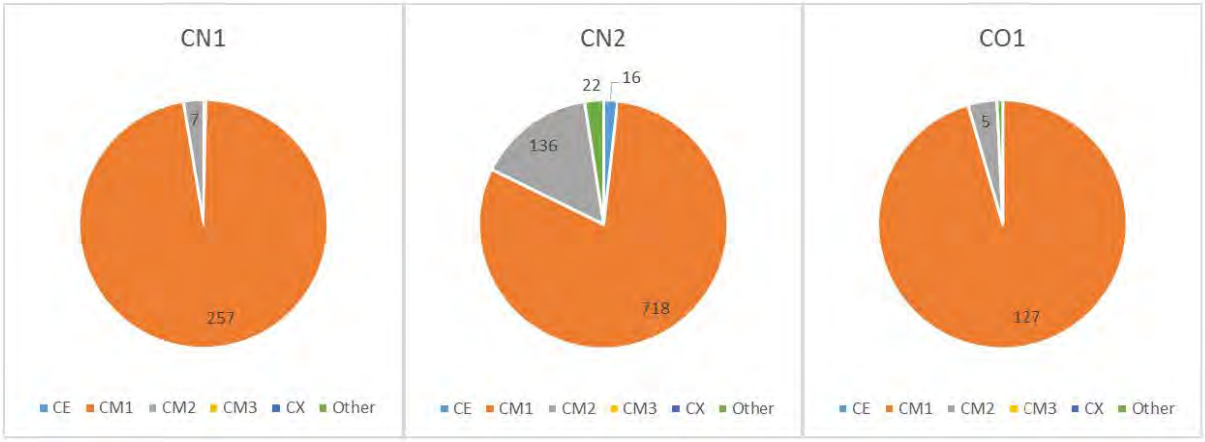
5. Main Street Node and Main Street Corridor Overlay Zones

The areas subject to the Main Street Node (33.455) and Main Street Corridor (33.460) overlay zones are being replaced with plan districts as shown in Section VI of this report. These overlay zone designations will be removed from the zoning maps, but these overlay maps are not shown in this report.

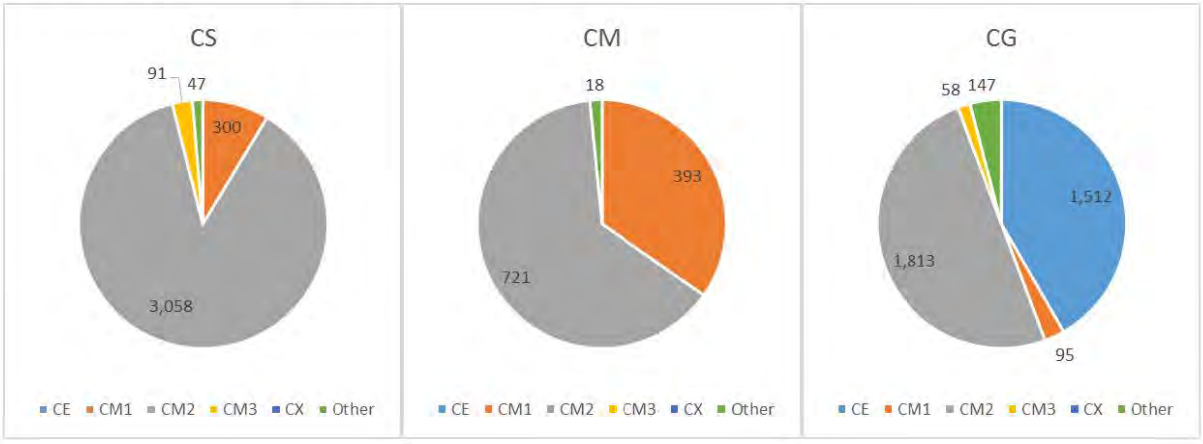
Figure VII-1: Commercial/Mixed Use Rezoning Summary

Number of properties assigned to each new zone, by old zones. Other = non Commercial/Mixed Use (EG1, EG2, R1, etc.)

Small scale commercial zones



Medium scale commercial zones



Medium and large scale commercial zones

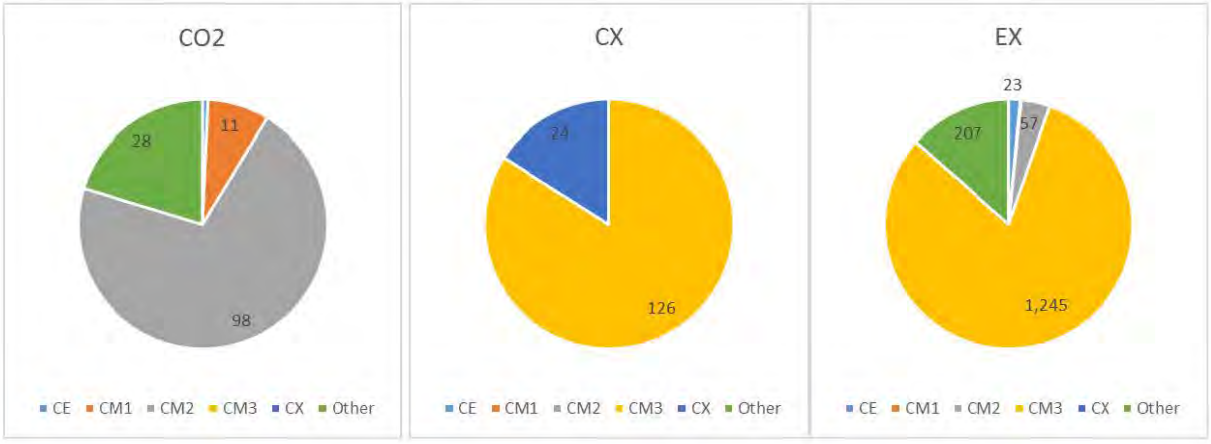
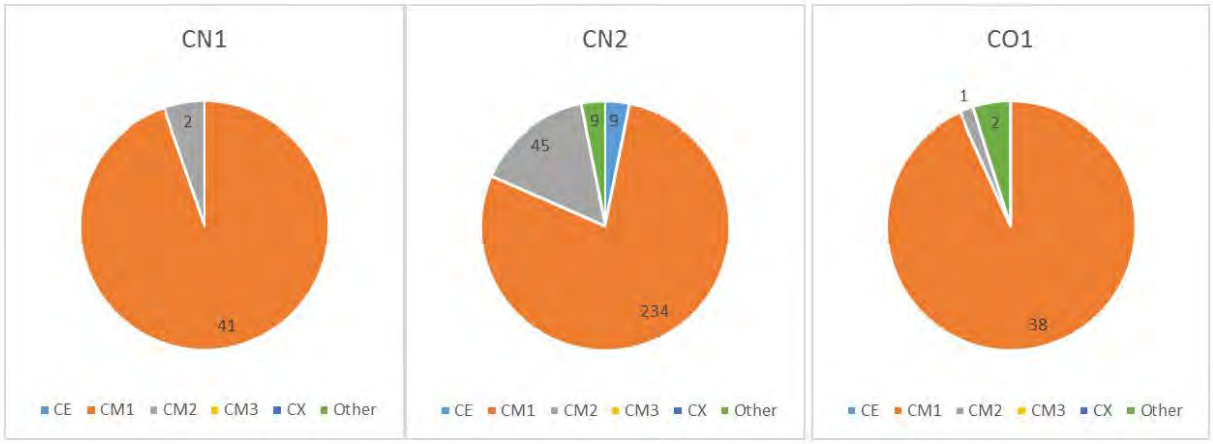


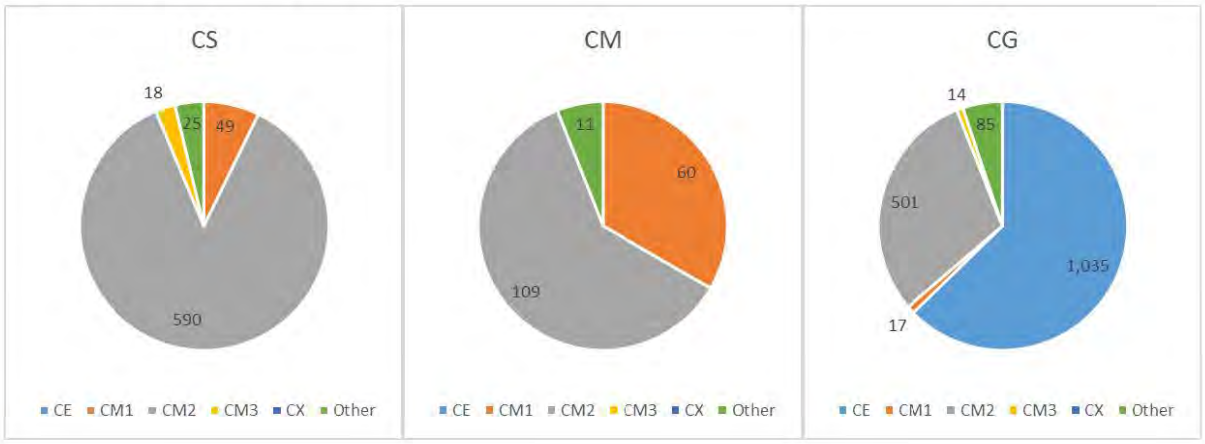
Figure VII-2: Commercial/Mixed Use Rezoning Summary

Number of acres assigned to each new zone, by old zones. Other = non Commercial/Mixed Use (EG1, EG2, R1, etc.)

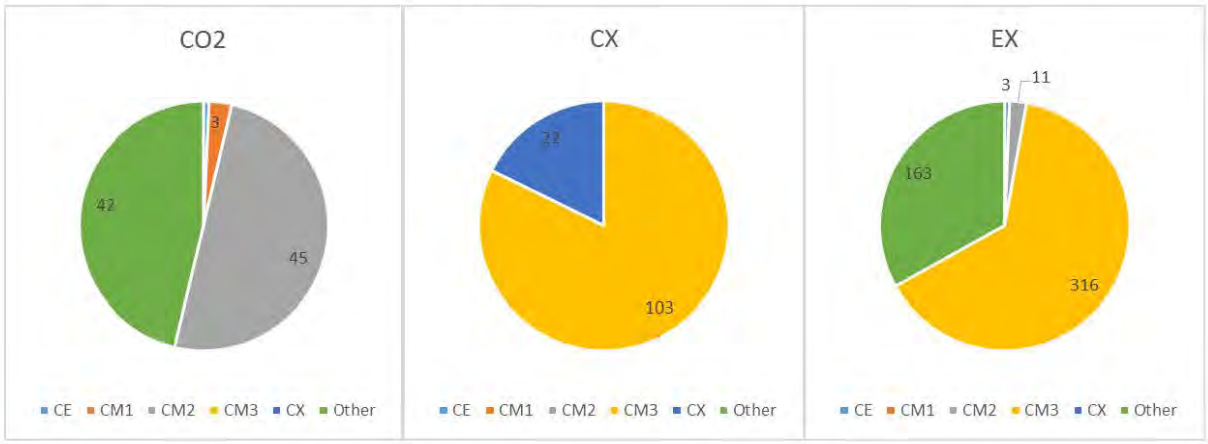
Small scale commercial zones



Medium scale commercial zones



Medium and large scale commercial zones



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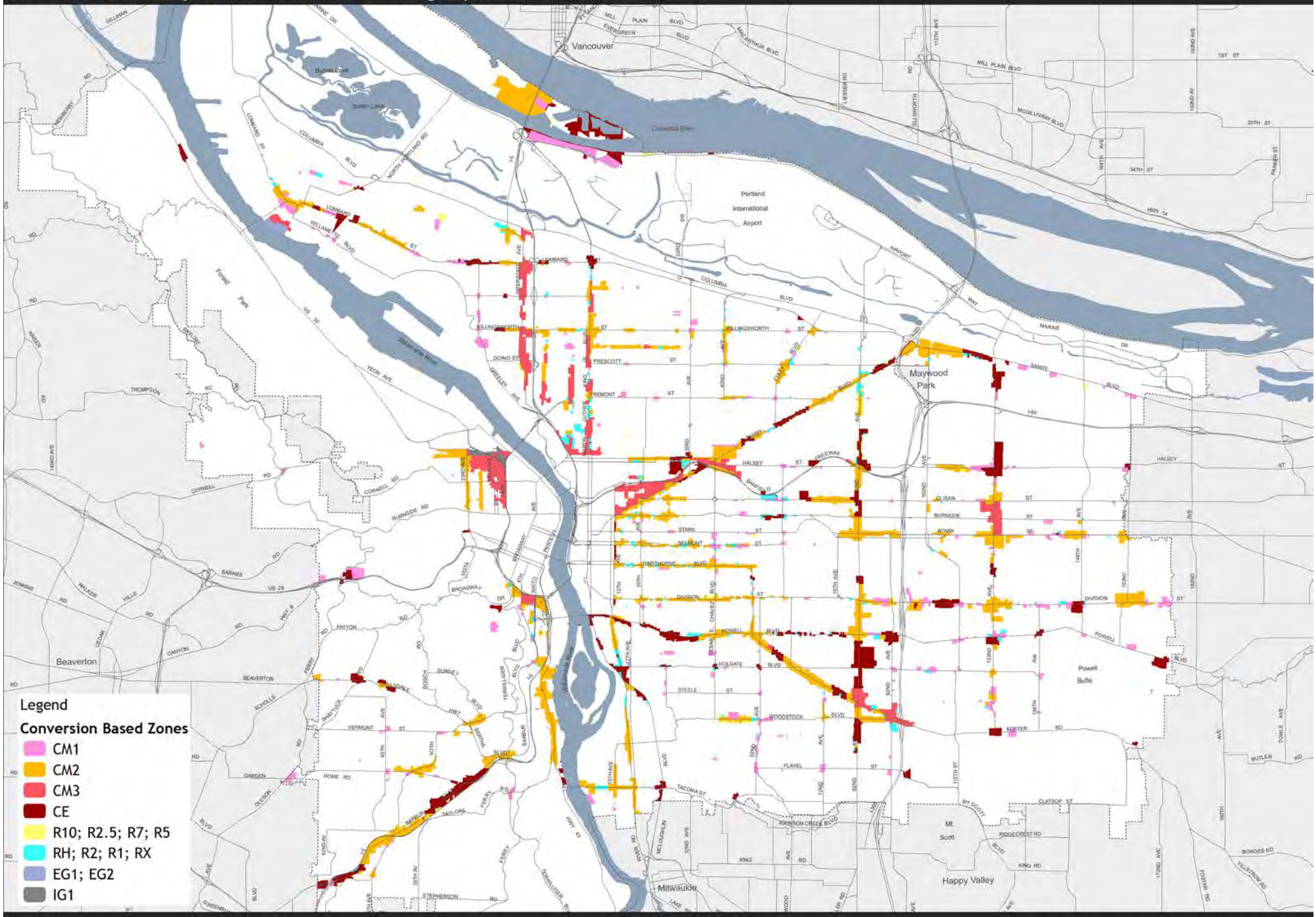
Mixed Use Zones Project - Conversion-Based Zoning Map



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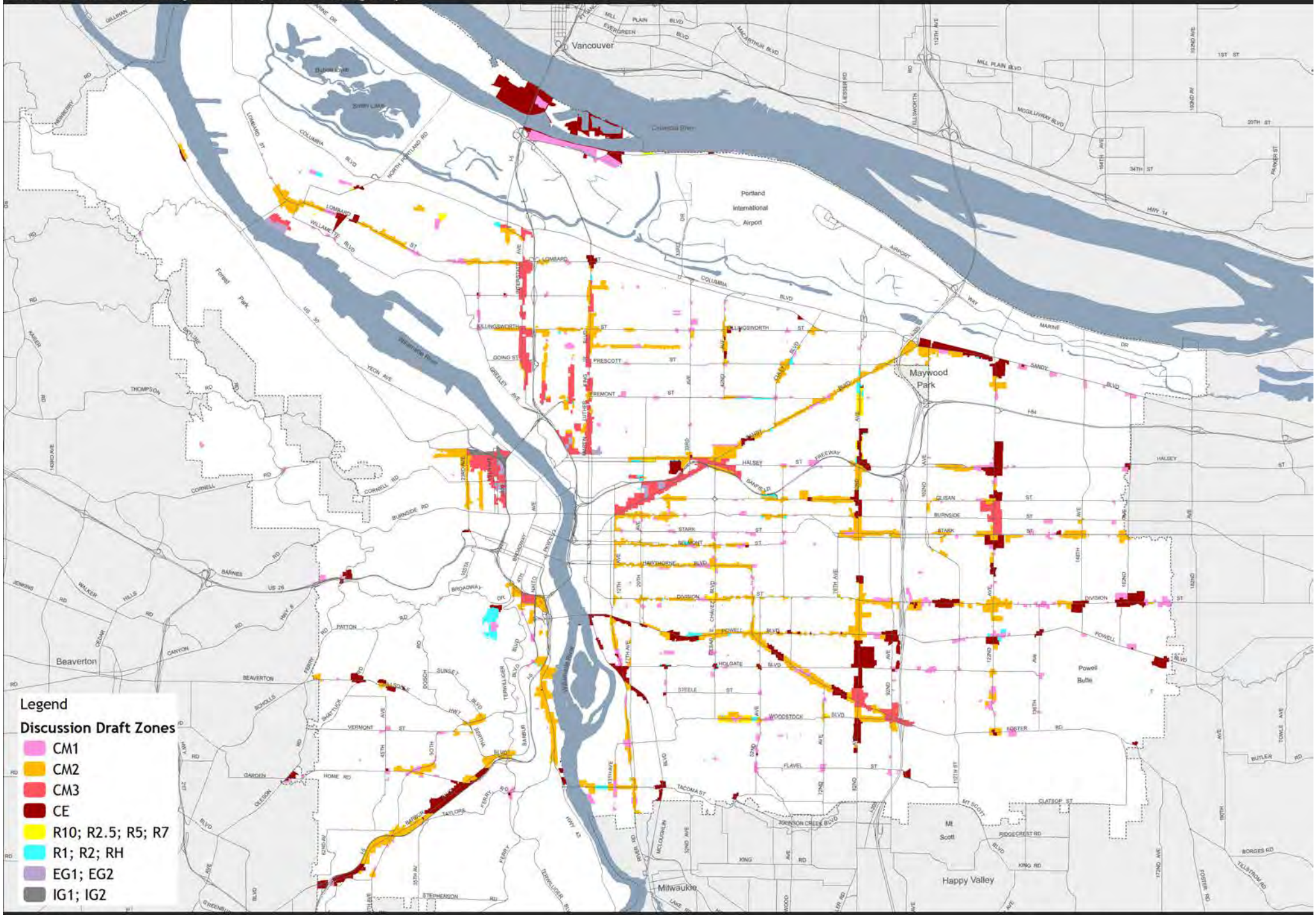
Ord. 188177, Vol. 2S, page 24185

Mixed Use Zones Project - Proposed Zoning Map



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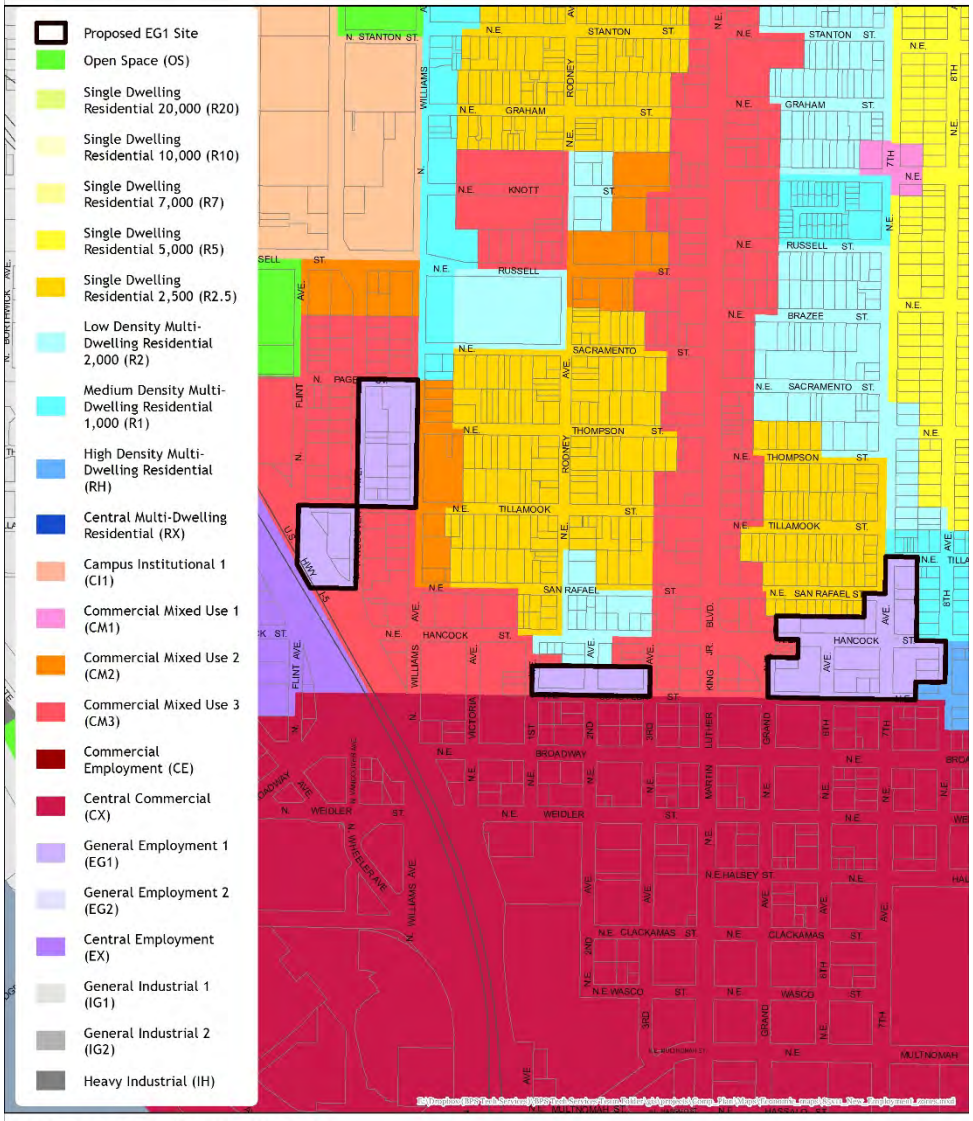
North/Northeast Portland Sites



Proposed Employment Zones

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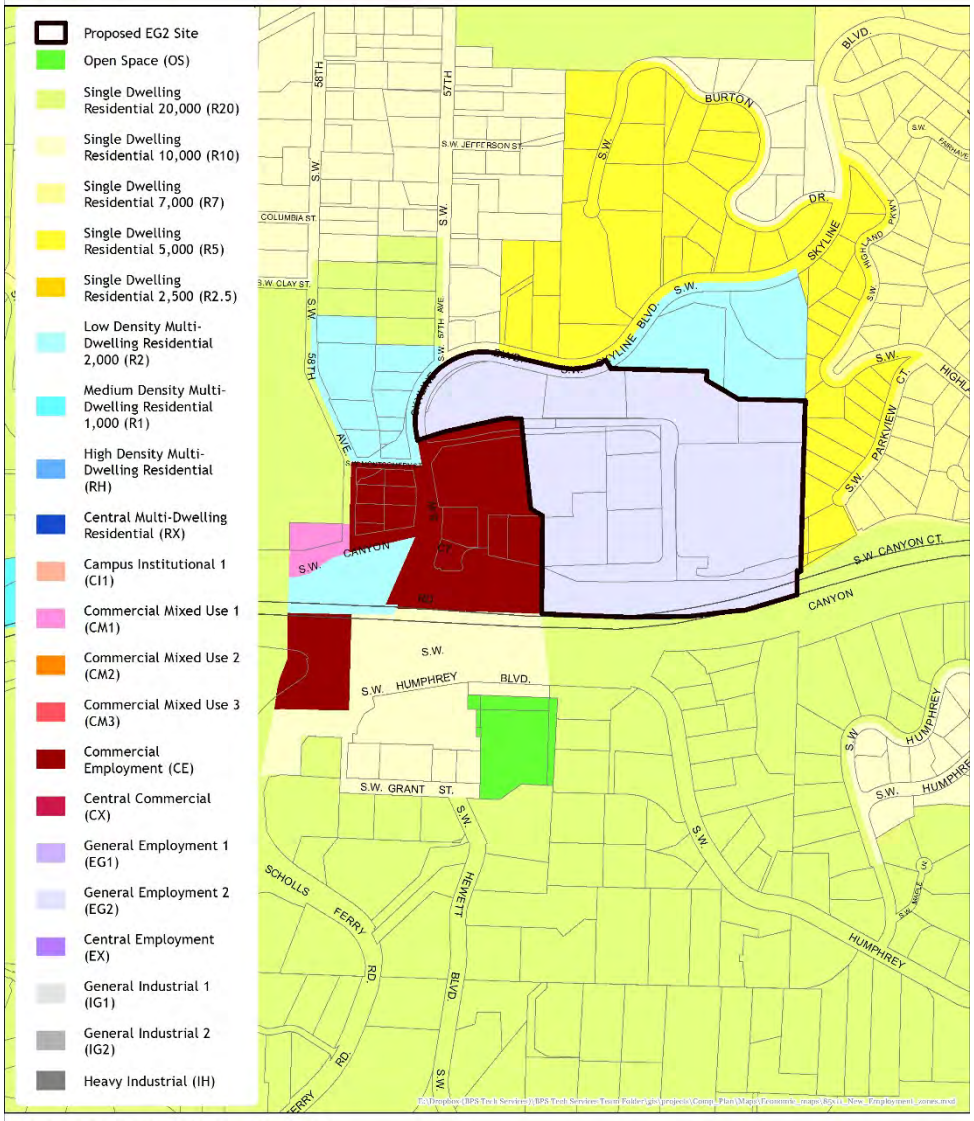
Sylvan Site



Proposed Employment Zones

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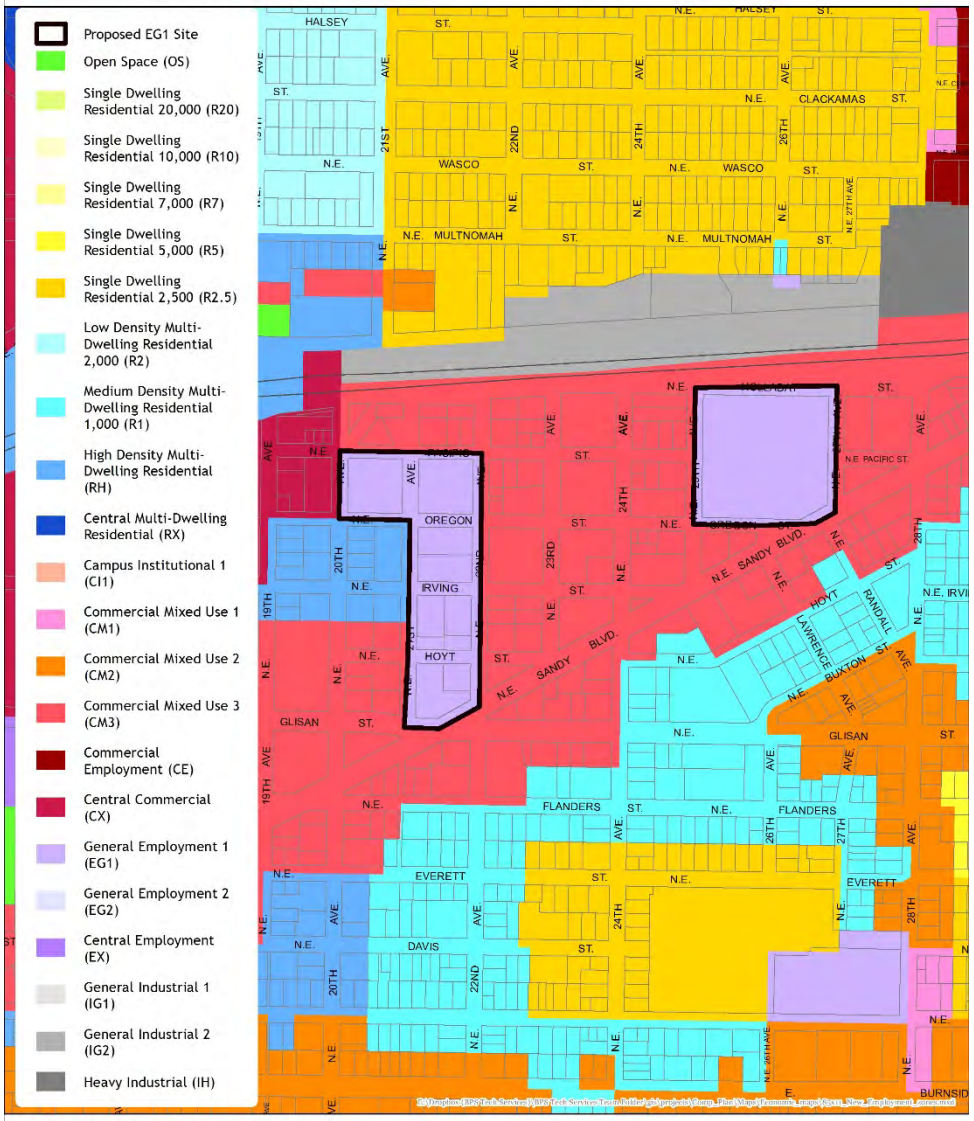
Northeast Sandy Boulevard Sites



Proposed Employment Zones

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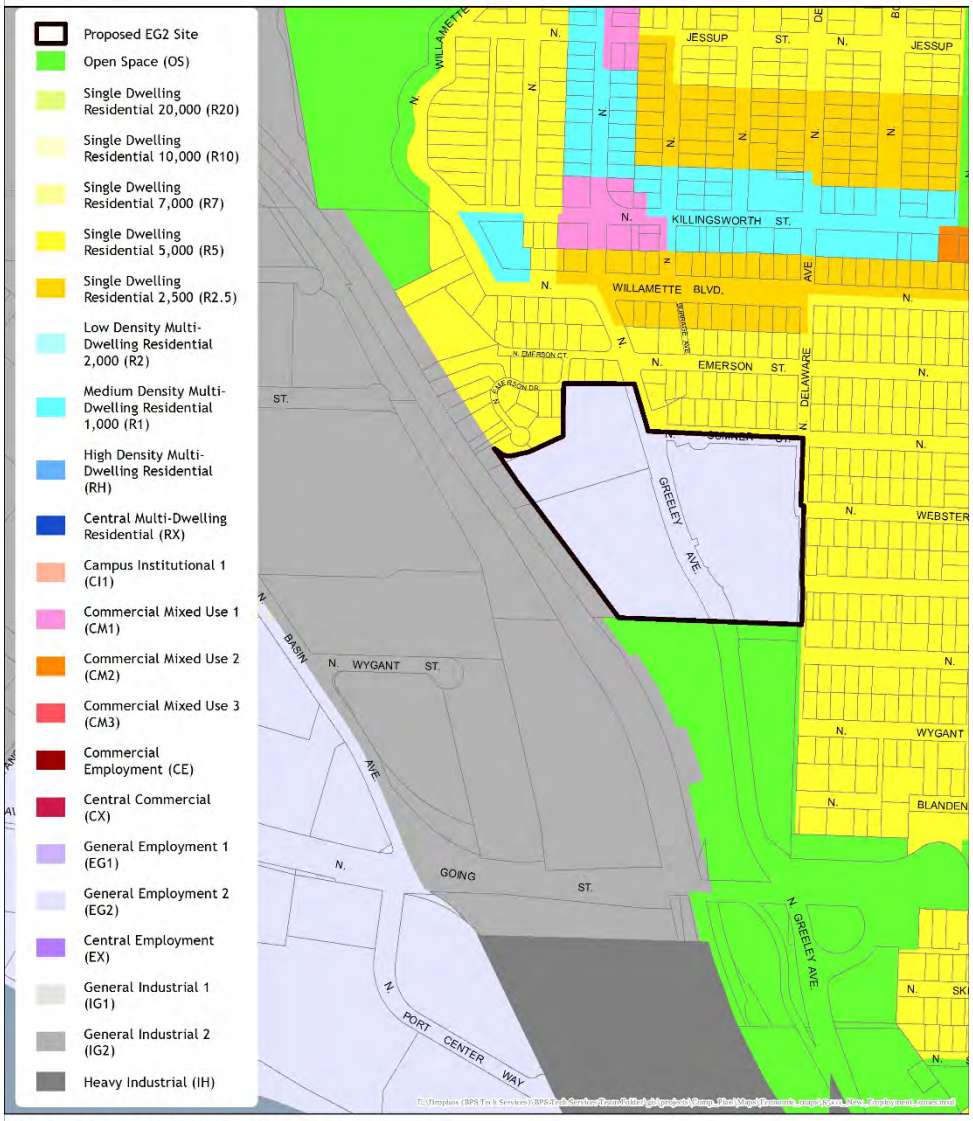
Adidas Site



Proposed Employment Zones

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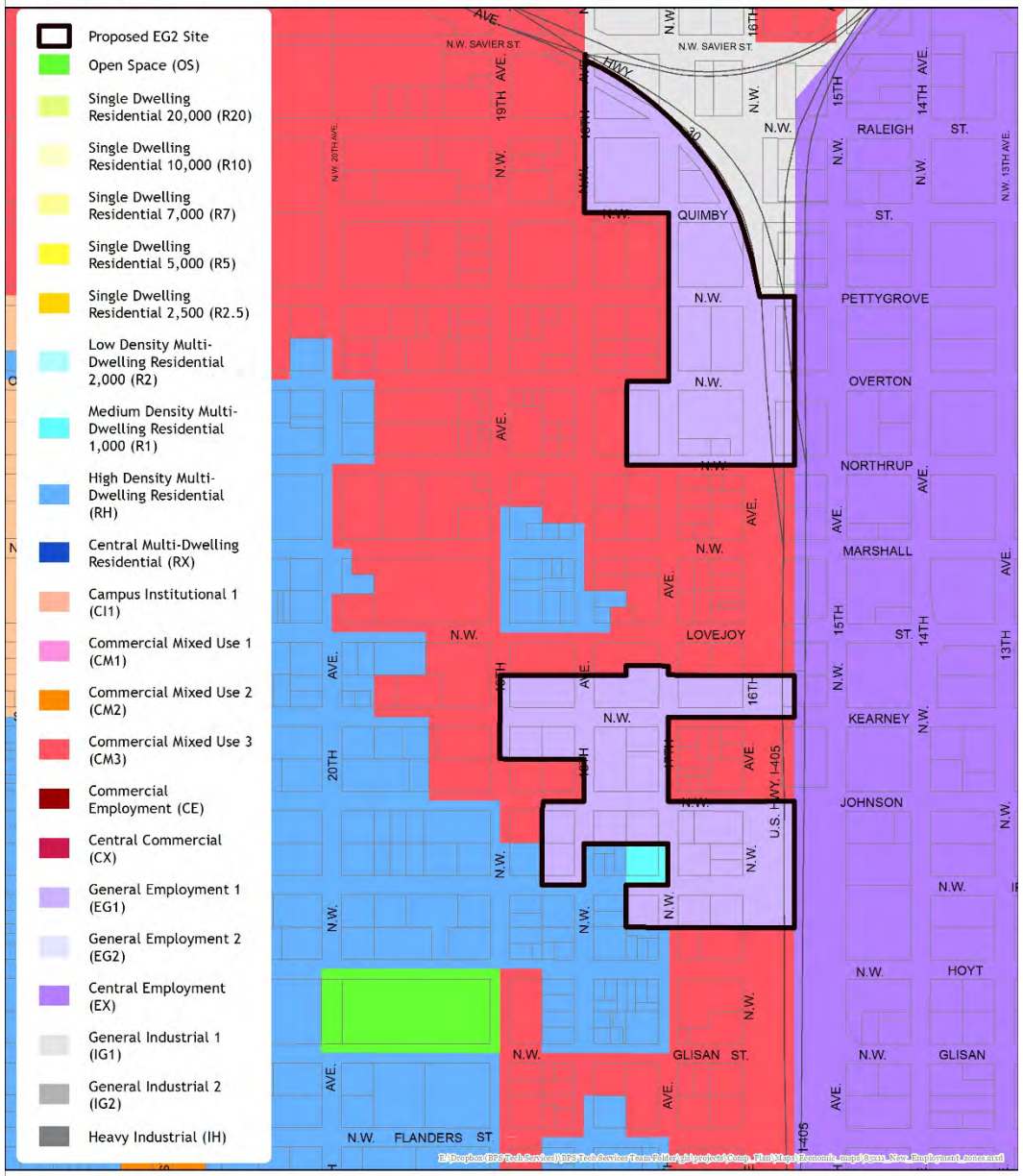
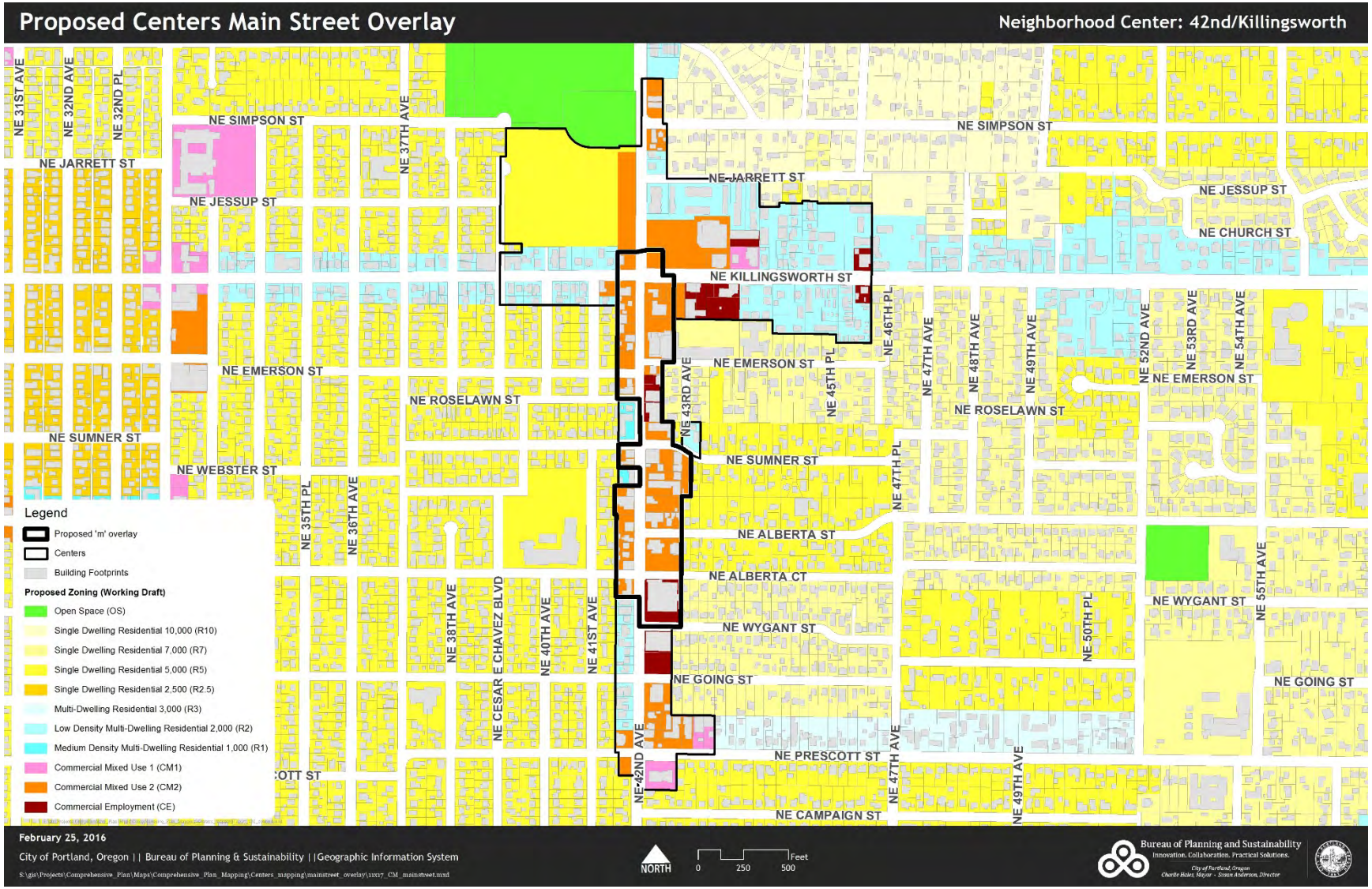
Northwest Portland Sites



Proposed Employment Zones

March 11, 2016


Proposed Centers Main Street Overlay
Neighborhood Center: 42nd/Killingsworth
NE SIMPSON ST
NE JARRETT ST
NE JESSUP ST
NE CHURCH ST
NE KILLINGSWORTH ST
NE EMERSON ST
NE ROSELAWN ST
NE SUMNER ST
NE WEBSTER ST
NE ALBERTA ST
NE ALBERTA CT
NE WYGANT ST
NE GOING ST
NE PRESCOTT ST
NE CAMPAIGN ST
NE CESAR E CHAVEZ BLVD
NE 31ST AVE
NE 32ND AVE
NE 32ND PL
NE 35TH PL
NE 36TH AVE
NE 37TH AVE
NE 38TH AVE
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NE 49TH AVE
NE 50TH PL
NE 52ND AVE
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NE 54TH AVE
NE 55TH AVE
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
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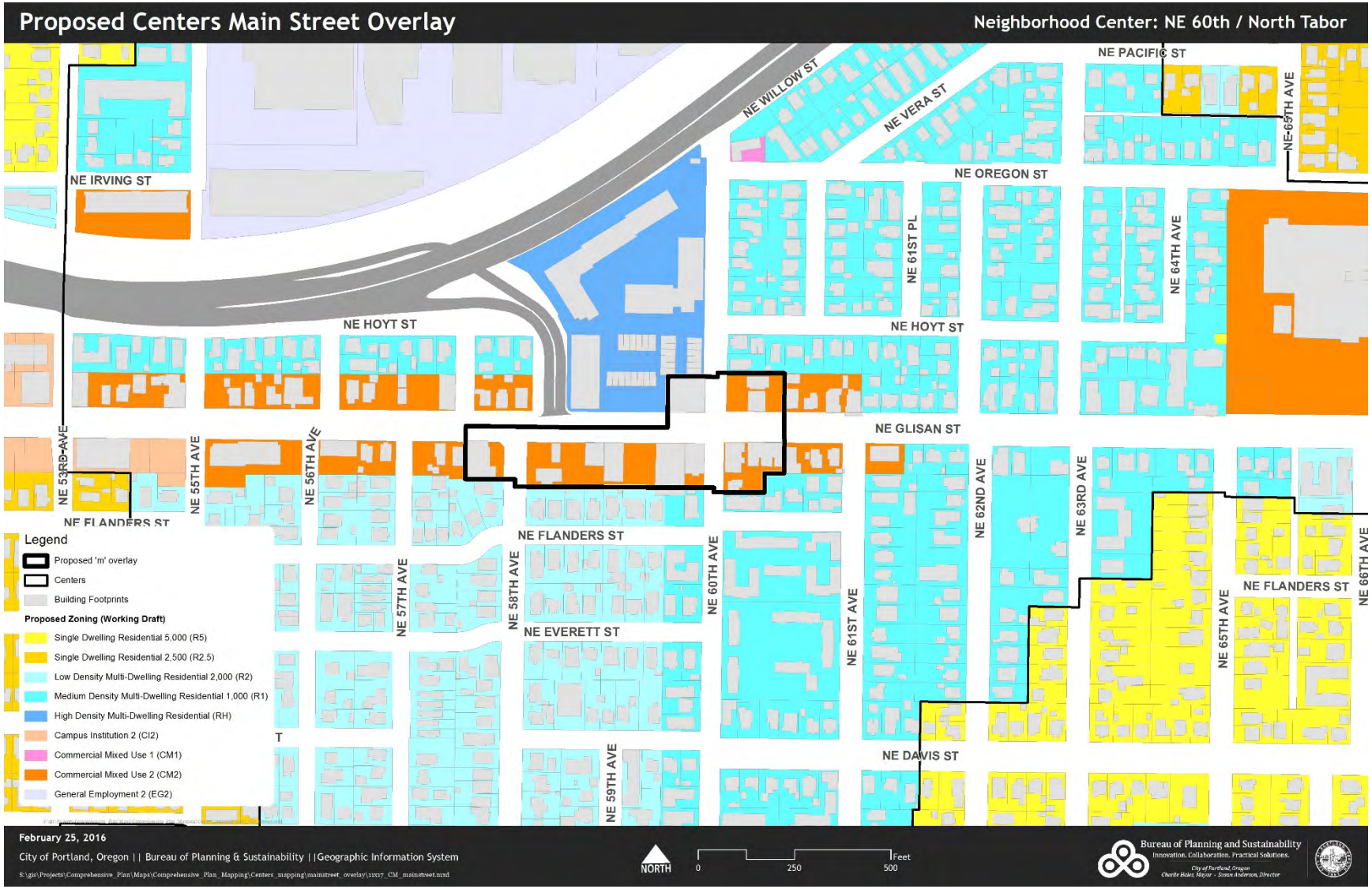
Proposed Centers Main Street Overlay
Neighborhood Center: NE 60th / North Tabor
NE PACIFIC ST
NE WILLOW ST
NE VERA ST
NE 65TH AVE
NE IRVING ST
NE OREGON ST
NE 61ST PL
NE 64TH AVE
NE HOYT ST
NE HOYT ST
NE GLISAN ST
NE 53RD AVE
NE 55TH AVE
NE 56TH AVE
NE FLANDERS ST
NE FLANDERS ST
NE 58TH AVE
NE 57TH AVE
NE 60TH AVE
NE 61ST AVE
NE 62ND AVE
NE 63RD AVE
NE 65TH AVE
NE 66TH AVE
NE EVERETT ST
NE DAVIS ST
NE 59TH AVE
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Campus Institution 2 (CI2)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
General Employment 2 (EG2)
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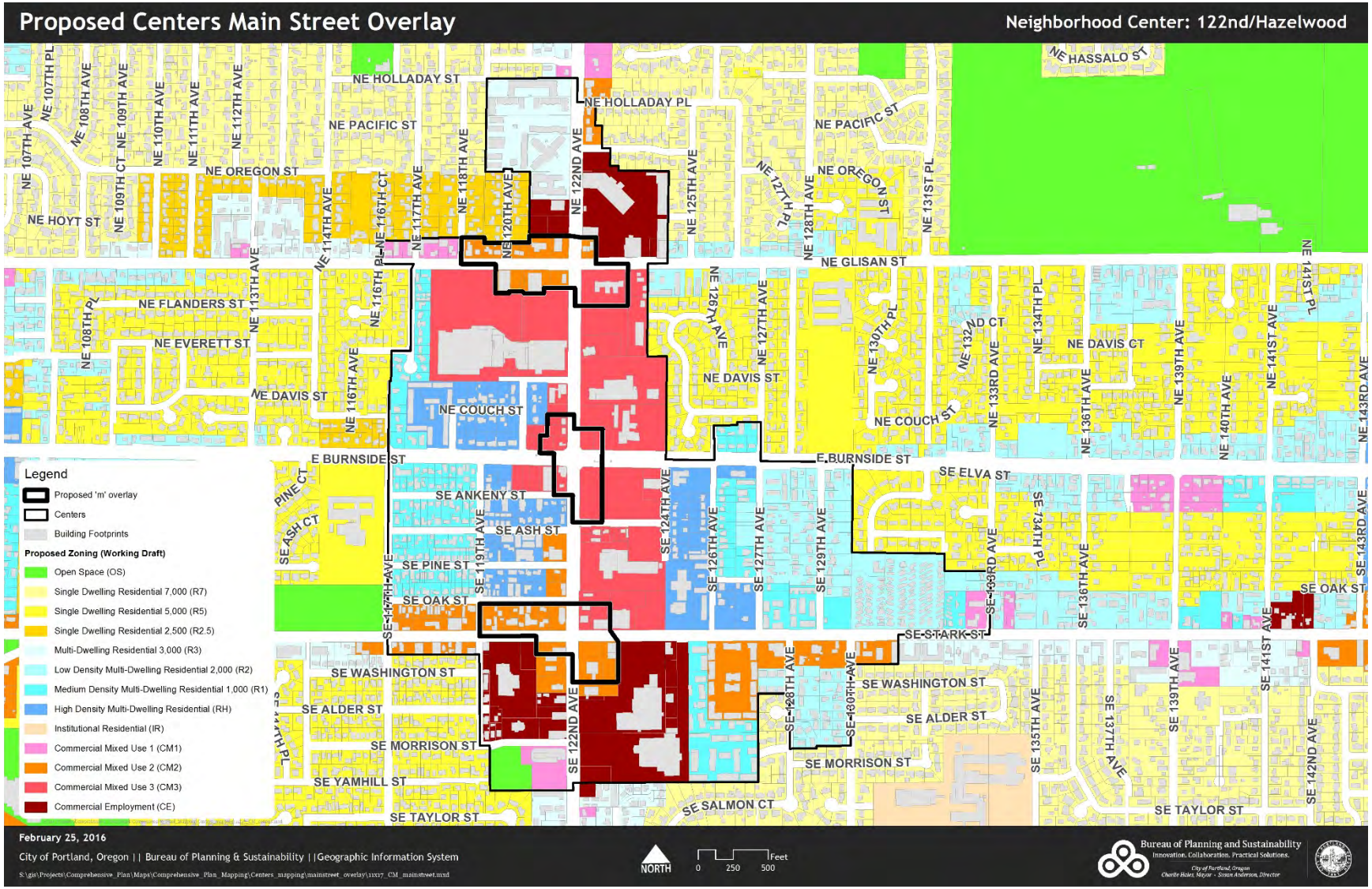
Proposed Centers Main Street Overlay
Neighborhood Center: 122nd/Hazelwood
NE HOLLADAY ST
NE HOLLADAY PL
NE PACIFIC ST
NE OREGON ST
NE HOYT ST
NE HASSALO ST
NE GLISAN ST
NE FLANDERS ST
NE EVERETT ST
NE DAVIS ST
NE COUCH ST
E BURNSIDE ST
SE ANKENY ST
SE ASH ST
SE PINE ST
SE OAK ST
SE WASHINGTON ST
SE ALDER ST
SE MORRISON ST
SE YAMHILL ST
SE TAYLOR ST
SE SALMON CT
SE STARK ST
SE ELVA ST
NE DAVIS CT
PINE CT
SE ASH CT
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Institutional Residential (IR)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
Commercial Employment (CE)
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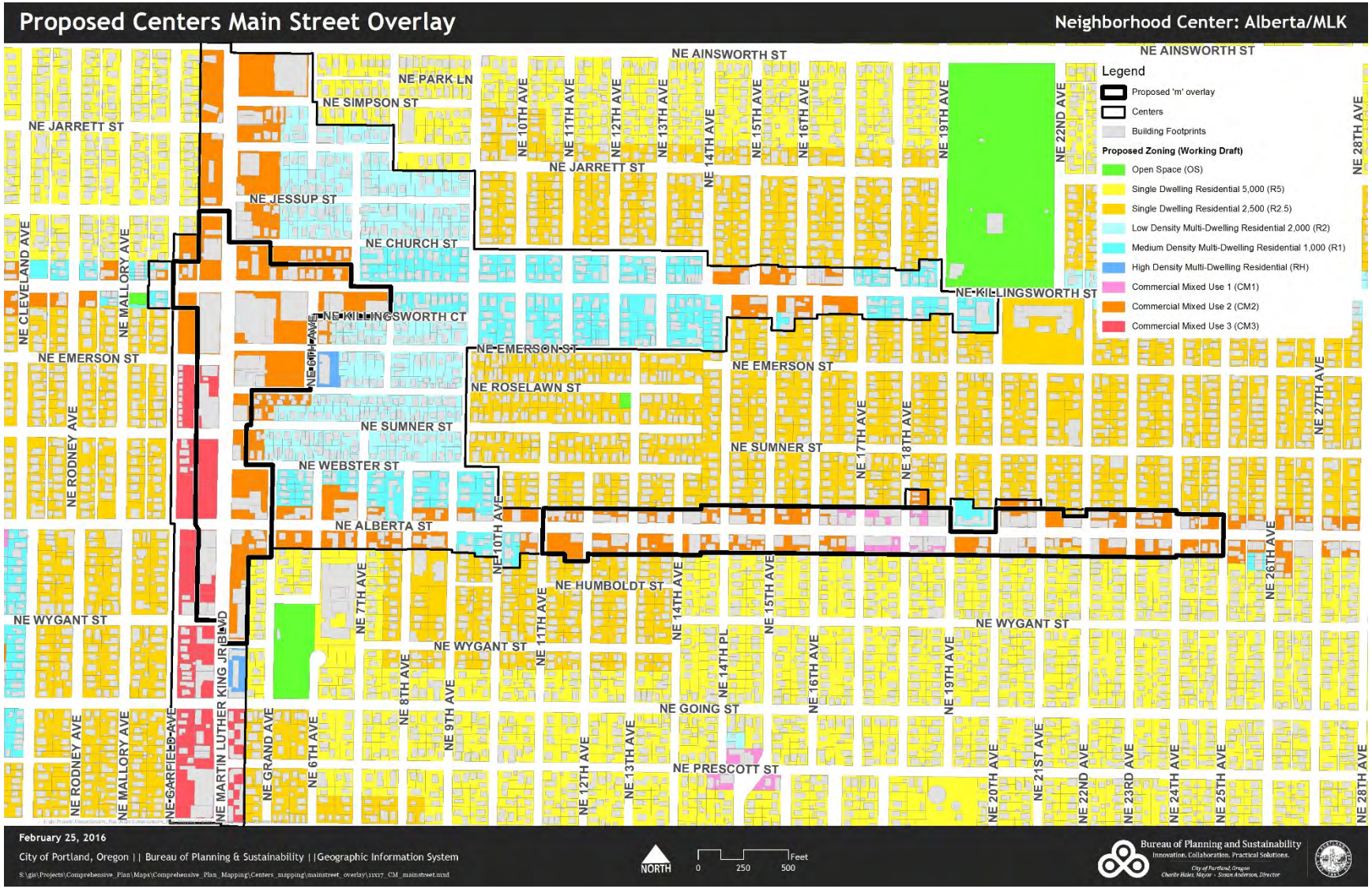
Proposed Centers Main Street Overlay
Neighborhood Center: Alberta/MLK
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
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Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
NE AINSWORTH ST
NE PARK LN
NE SIMPSON ST
NE JARRETT ST
NE JESSUP ST
NE CHURCH ST
NE KILLINGSWORTH CT
NE KILLINGSWORTH ST
NE EMERSON ST
NE ROSELAWN ST
NE SUMNER ST
NE WEBSTER ST
NE ALBERTA ST
NE HUMBOLDT ST
NE WYGANT ST
NE GOING ST
NE PRESCOTT ST
NE CLEVELAND AVE
NE MALLORY AVE
NE RODNEY AVE
NE GARFIELD AVE
NE MARTIN LUTHER KING JR BLVD
NE GRAND AVE
NE 6TH AVE
NE 7TH AVE
NE 8TH AVE
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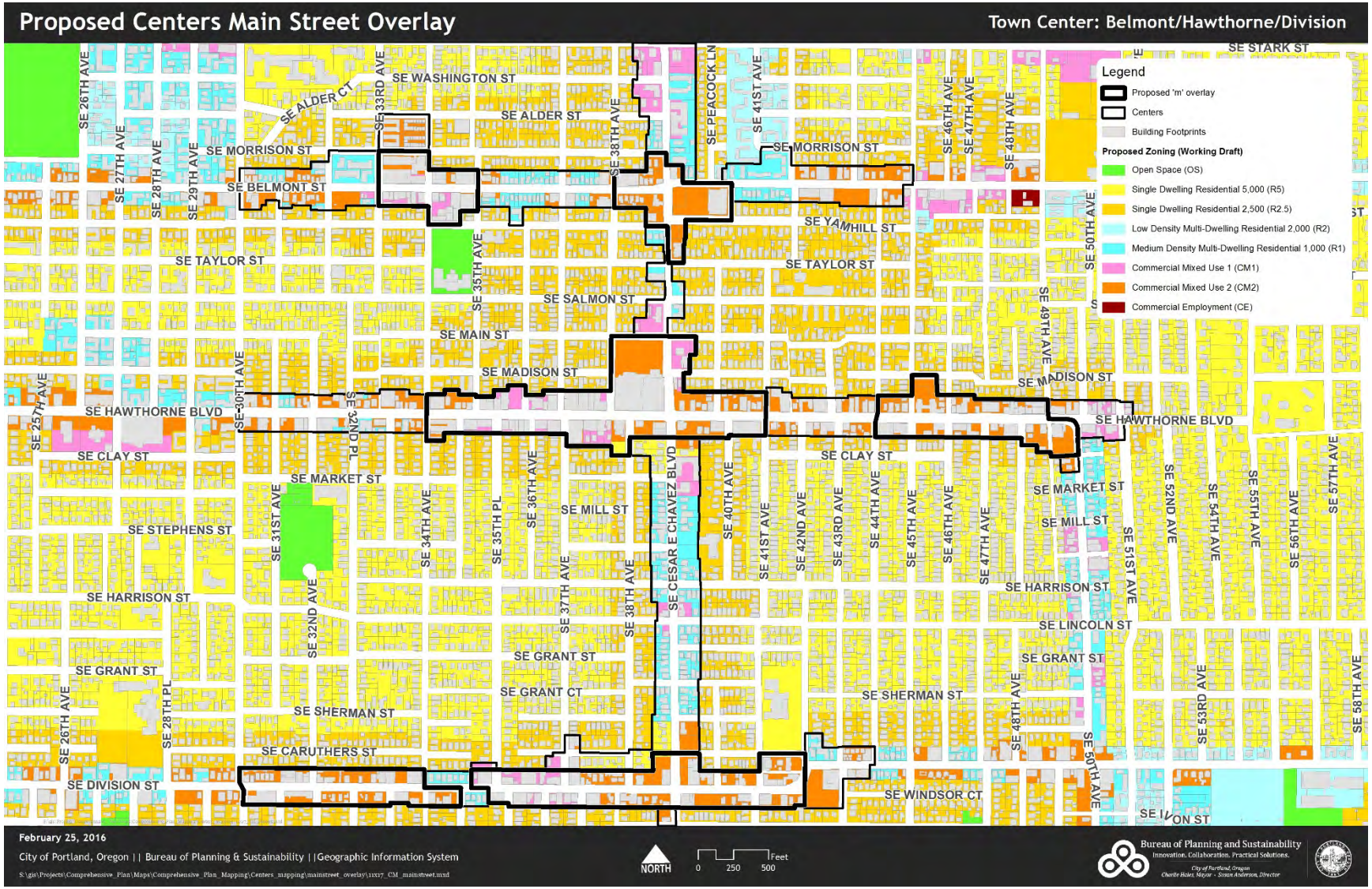
Proposed Centers Main Street Overlay
Town Center: Belmont/Hawthorne/Division
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
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Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
SE STARK ST
SE WASHINGTON ST
SE ALDER ST
SE ALDER CT
SE MORRISON ST
SE BELMONT ST
SE YAMHILL ST
SE TAYLOR ST
SE SALMON ST
SE MAIN ST
SE MADISON ST
SE HAWTHORNE BLVD
SE CLAY ST
SE MARKET ST
SE MILL ST
SE STEPHENS ST
SE HARRISON ST
SE LINCOLN ST
SE GRANT ST
SE GRANT CT
SE SHERMAN ST
SE CARUTHERS ST
SE DIVISION ST
SE WINDSOR CT
SE IVON ST
SE 26TH AVE
SE 27TH AVE
SE 28TH AVE
SE 29TH AVE
SE 30TH AVE
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SE 32ND AVE
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SE 35TH PL
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SE 41ST AVE
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SE 50TH AVE
SE 51ST AVE
SE 52ND AVE
SE 53RD AVE
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SE 55TH AVE
SE 56TH AVE
SE 57TH AVE
SE 58TH AVE
SE 28TH PL
SE 2ND PL
SE PEACOCK LN
SE CESAR E CHAVEZ BLVD
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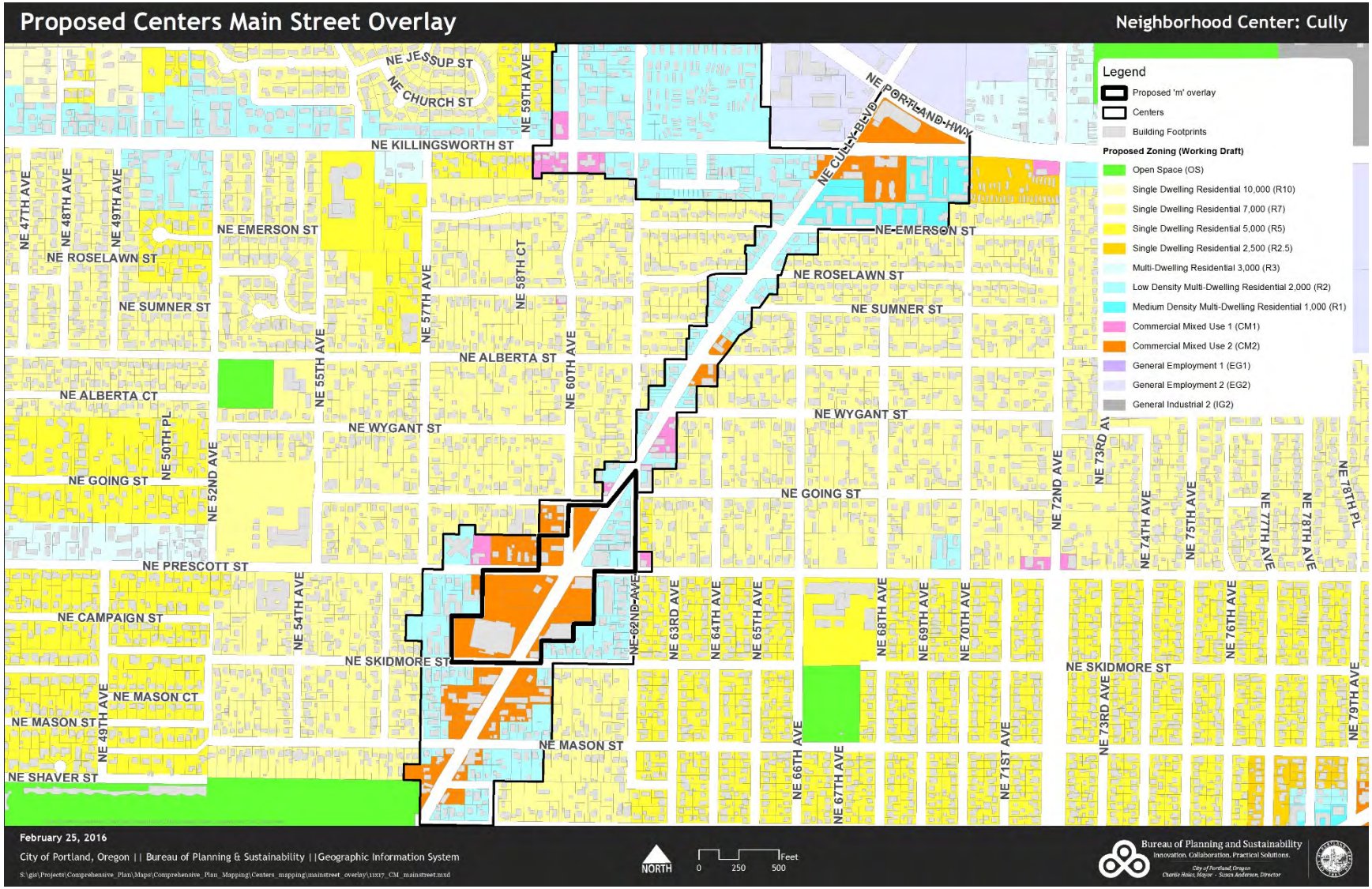
Proposed Centers Main Street Overlay
Neighborhood Center: Cully
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
General Employment 1 (EG1)
General Employment 2 (EG2)
General Industrial 2 (IG2)
NE JESSUP ST
NE CHURCH ST
NE KILLINGSWORTH ST
NE 59TH AVE
NE PORTLAND HWY
NE CULLY BLVD
NE 47TH AVE
NE 48TH AVE
NE 49TH AVE
NE EMERSON ST
NE ROSELAWN ST
NE SUMNER ST
NE 57TH AVE
NE 58TH CT
NE ALBERTA ST
NE 55TH AVE
NE 60TH AVE
NE ALBERTA CT
NE 50TH PL
NE WYGANT ST
NE 52ND AVE
NE GOING ST
NE PRESCOTT ST
NE 54TH AVE
NE CAMPAIGN ST
NE SKIDMORE ST
NE 62ND AVE
NE 63RD AVE
NE 64TH AVE
NE 65TH AVE
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NE MASON ST
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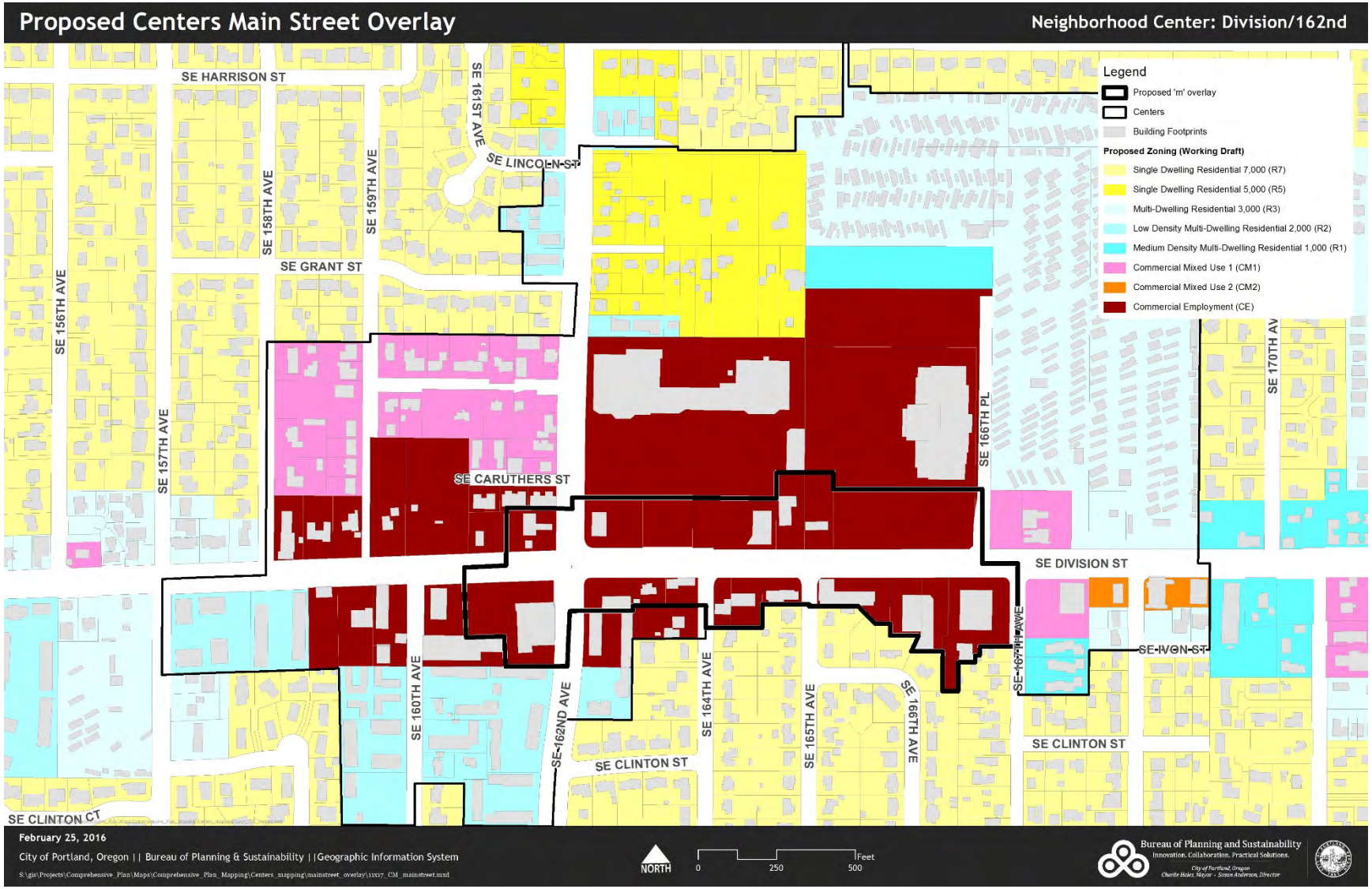
Proposed Centers Main Street Overlay
Neighborhood Center: Division/162nd
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
SE HARRISON ST
SE 161ST AVE
SE LINCOLN ST
SE 158TH AVE
SE 159TH AVE
SE GRANT ST
SE 156TH AVE
SE 157TH AVE
SE CARUTHERS ST
SE 166TH PL
SE 170TH AV
SE DIVISION ST
SE IVON ST
SE 160TH AVE
SE 162ND AVE
SE 164TH AVE
SE 165TH AVE
SE 166TH AVE
SE CLINTON ST
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February 25, 2016
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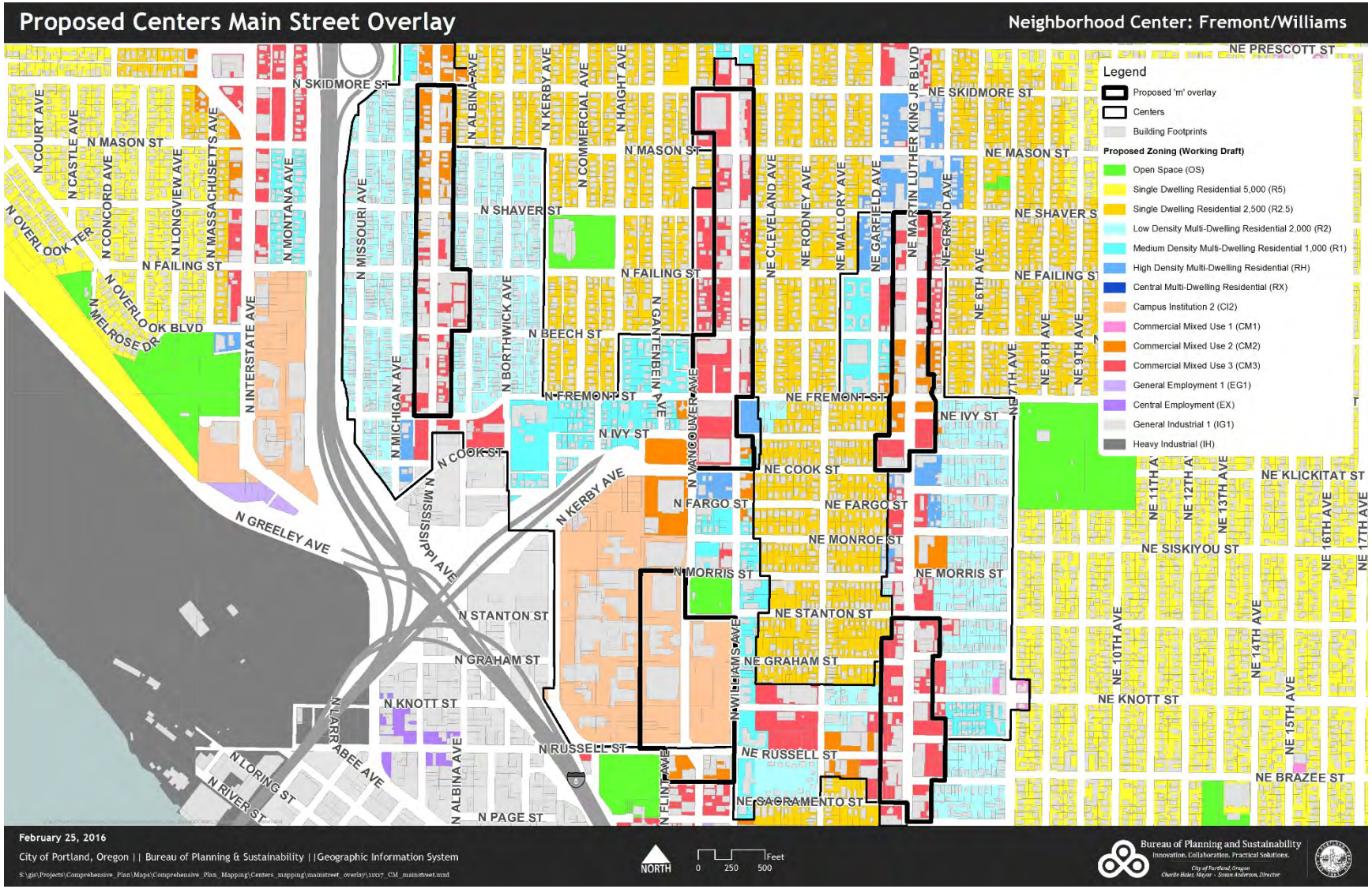
Proposed Centers Main Street Overlay
Neighborhood Center: Fremont/Williams
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Central Multi-Dwelling Residential (RX)
Campus Institution 2 (CI2)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
General Employment 1 (EG1)
Central Employment (EX)
General Industrial 1 (IG1)
Heavy Industrial (IH)
N SKIDMORE ST
NE SKIDMORE ST
NE PRESCOTT ST
N MASON ST
NE MASON ST
N SHAVER ST
NE SHAVER ST
N FAILING ST
NE FAILING ST
N BEECH ST
N FREMONT ST
NE FREMONT ST
N IVY ST
NE IVY ST
N COOK ST
NE COOK ST
N FARGO ST
NE FARGO ST
NE MONROE ST
N MORRIS ST
NE MORRIS ST
NE SISKIYOU ST
NE KLICKITAT ST
N STANTON ST
NE STANTON ST
N GRAHAM ST
NE GRAHAM ST
N KNOTT ST
NE KNOTT ST
N RUSSELL ST
NE RUSSELL ST
NE BRAZEE ST
NE SACRAMENTO ST
N PAGE ST
N GREELEY AVE
N KERBY AVE
N MISSISSIPPI AVE
N ALBINA AVE
N MICHIGAN AVE
N INTERSTATE AVE
N MISSOURI AVE
N MONTANA AVE
N MASSACHUSETTS AVE
N LONGVIEW AVE
N CONCORD AVE
N CASTLE AVE
N COURT AVE
N OVERLOOK TER
N OVERLOOK BLVD
N MELROSE DR
N BORTHWICK AVE
N GANTENBEIN AVE
N VANCOUVER AVE
N WILLIAMS AVE
N FLINT AVE
N LARRABEE AVE
N LORING ST
N RIVER ST
N ALBINA AVE
N KERBY AVE
N COMMERCIAL AVE
N HAIGHT AVE
NE CLEVELAND AVE
NE RODNEY AVE
NE MALLORY AVE
NE GARFIELD AVE
NE MARTIN LUTHER KING JR BLVD
NE GRAND AVE
NE 6TH AVE
NE 7TH AVE
NE 8TH AVE
NE 9TH AVE
NE 10TH AVE
NE 11TH AVE
NE 12TH AVE
NE 13TH AVE
NE 14TH AVE
NE 15TH AVE
NE 16TH AVE
NE 17TH AVE
February 25, 2016
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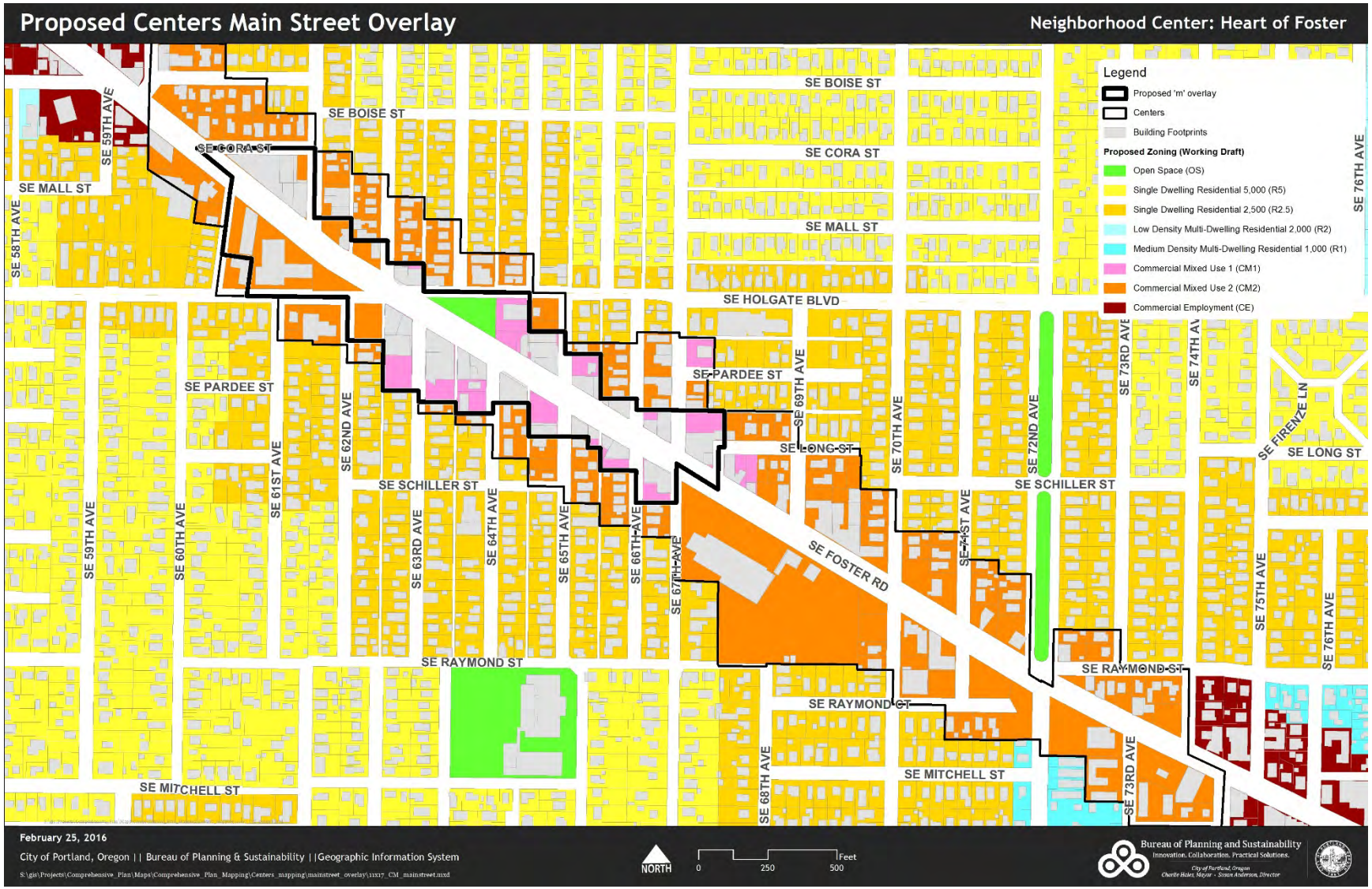
Proposed Centers Main Street Overlay
Neighborhood Center: Heart of Foster
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
SE BOISE ST
SE CORA ST
SE MALL ST
SE HOLGATE BLVD
SE PARDEE ST
SE LONG ST
SE SCHILLER ST
SE RAYMOND ST
SE MITCHELL ST
SE FOSTER RD
SE 58TH AVE
SE 59TH AVE
SE 60TH AVE
SE 61ST AVE
SE 62ND AVE
SE 63RD AVE
SE 64TH AVE
SE 65TH AVE
SE 66TH AVE
SE 67TH AVE
SE 68TH AVE
SE 69TH AVE
SE 70TH AVE
SE 72ND AVE
SE 73RD AVE
SE 74TH AVE
SE 75TH AVE
SE 76TH AVE
SE FIRENZE LN
February 25, 2016
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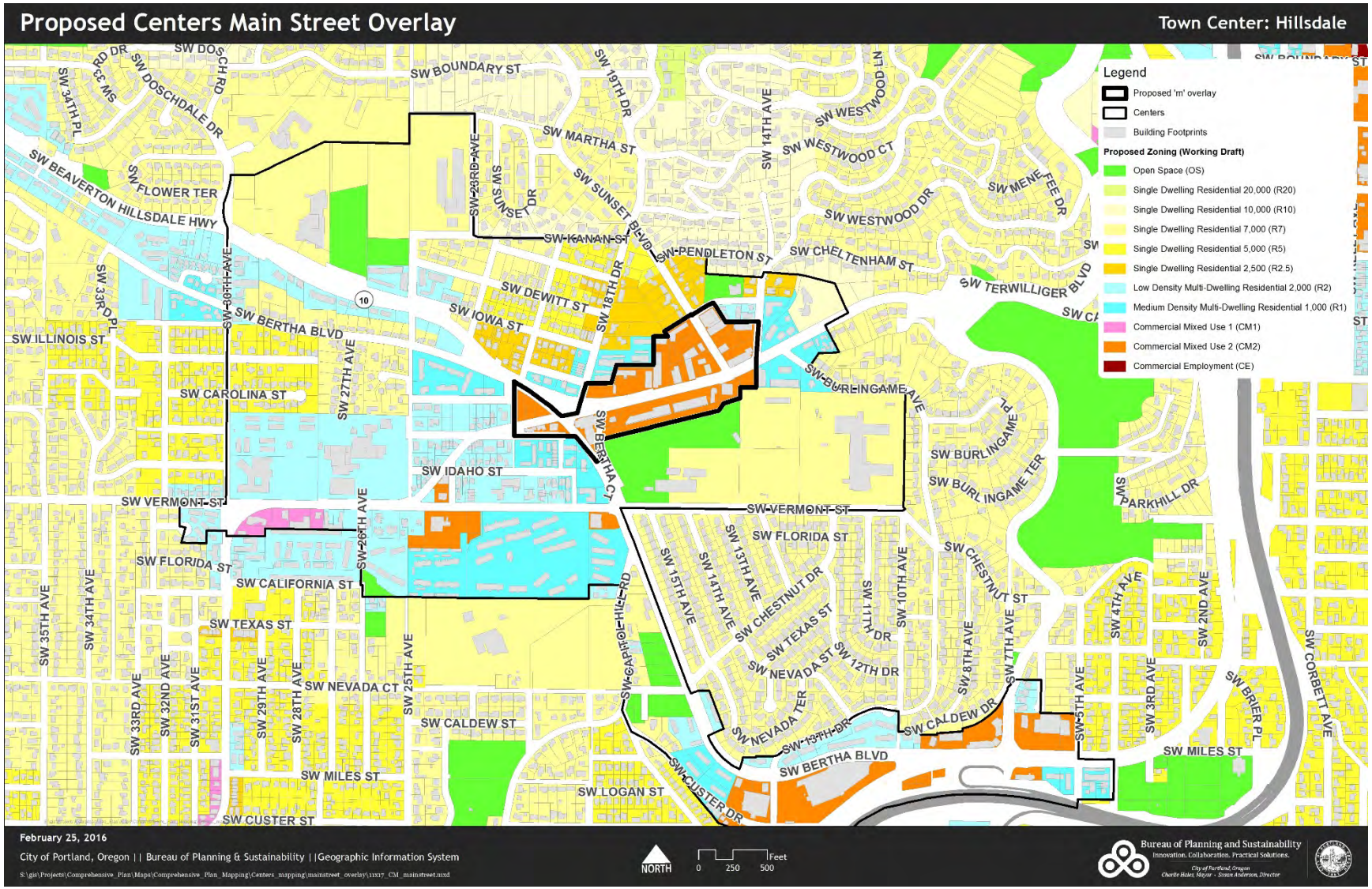
Proposed Centers Main Street Overlay
Town Center: Hillsdale
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 20,000 (R20)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
SW BOUNDARY ST
SW MARTHA ST
SW SUNSET BLVD
SW KANAN ST
SW PENDLETON ST
SW CHELTENHAM ST
SW WESTWOOD CT
SW WESTWOOD DR
SW MENEFEE DR
SW TERWILLIGER BLVD
SW BEAVERTON HILLSDALE HWY
SW FLOWER TER
SW DOSCHDALE DR
SW 34TH PL
SW 33RD PL
SW 23RD AVE
SW 19TH DR
SW 14TH AVE
SW 18TH DR
SW DEWITT ST
SW IOWA ST
SW BERTHA BLVD
SW 30TH AVE
SW 27TH AVE
SW ILLINOIS ST
SW CAROLINA ST
SW IDAHO ST
SW VERMONT ST
SW FLORIDA ST
SW CALIFORNIA ST
SW TEXAS ST
SW NEVADA CT
SW CALDEW ST
SW MILES ST
SW LOGAN ST
SW CUSTER ST
SW 35TH AVE
SW 34TH AVE
SW 33RD AVE
SW 32ND AVE
SW 31ST AVE
SW 29TH AVE
SW 28TH AVE
SW 26TH AVE
SW 25TH AVE
SW BERTHA CT
SW CAPITOL HILL RD
SW 15TH AVE
SW 13TH AVE
SW CHESTNUT DR
SW 11TH DR
SW 10TH AVE
SW NEVADA ST
SW 12TH DR
SW 8TH AVE
SW 7TH AVE
SW 5TH AVE
SW 4TH AVE
SW 3RD AVE
SW 2ND AVE
SW CHESTNUT ST
SW BURLINGAME AVE
SW BURLINGAME PL
SW BURLINGAME TER
SW PARKHILL DR
SW BRIER PL
SW CORBETT AVE
SW CALDEW DR
SW 13TH DR
SW CUSTER DR
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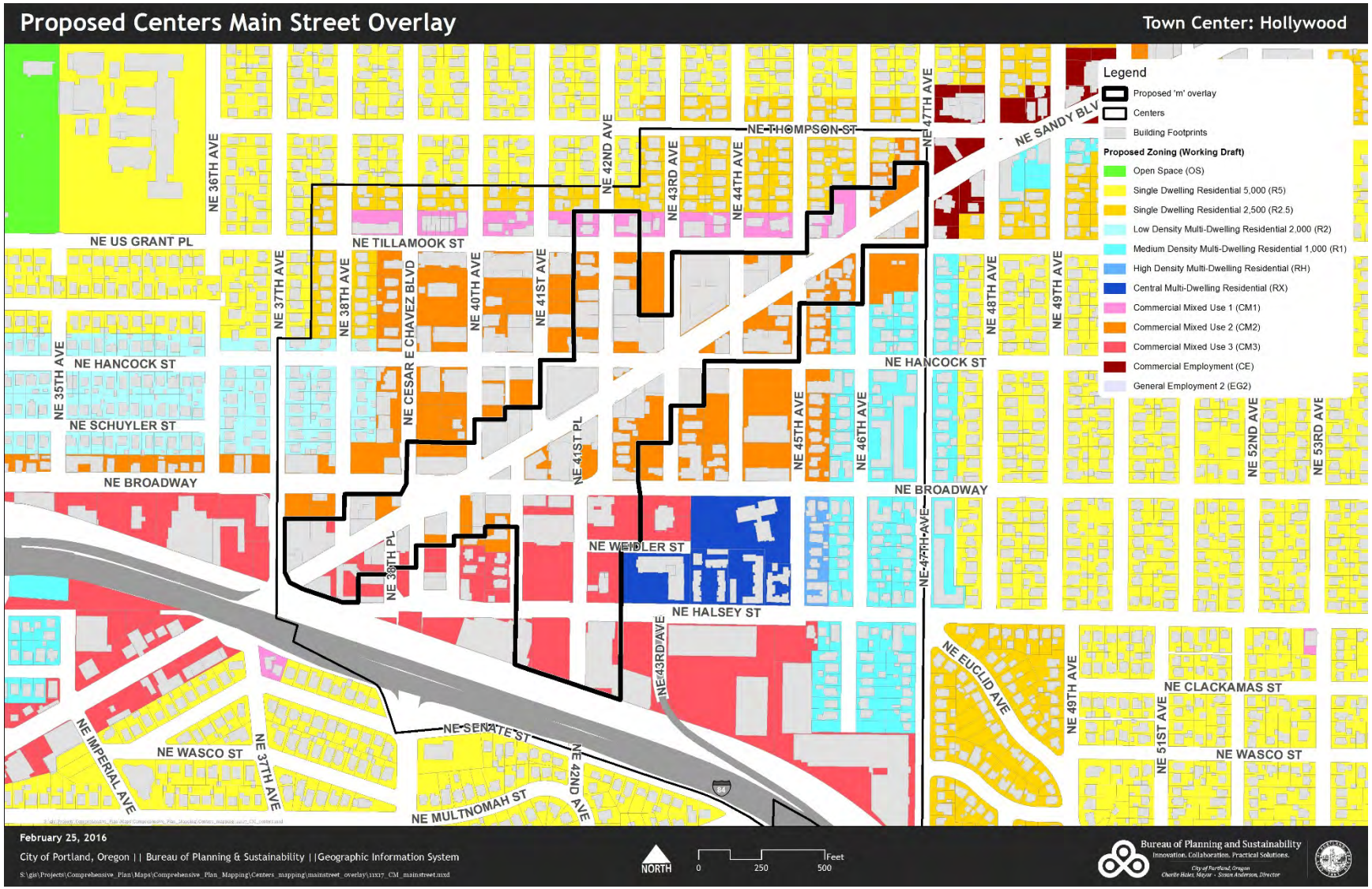
Proposed Centers Main Street Overlay
Town Center: Hollywood
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Central Multi-Dwelling Residential (RX)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
Commercial Employment (CE)
General Employment 2 (EG2)
NE THOMPSON ST
NE SANDY BLVD
NE TILLAMOOK ST
NE HANCOCK ST
NE BROADWAY
NE WEIDLER ST
NE HALSEY ST
NE SENATE ST
NE MULTNOMAH ST
NE WASCO ST
NE CLACKAMAS ST
NE US GRANT PL
NE SCHUYLER ST
NE 36TH AVE
NE 37TH AVE
NE 38TH AVE
NE 35TH AVE
NE CESAR E CHAVEZ BLVD
NE 40TH AVE
NE 41ST AVE
NE 41ST PL
NE 42ND AVE
NE 43RD AVE
NE 44TH AVE
NE 45TH AVE
NE 46TH AVE
NE 47TH AVE
NE 48TH AVE
NE 49TH AVE
NE 52ND AVE
NE 53RD AVE
NE 38TH PL
NE 43RD AVE
NE EUCLID AVE
NE 51ST AVE
NE IMPERIAL AVE
NE 42ND AVE
February 25, 2016
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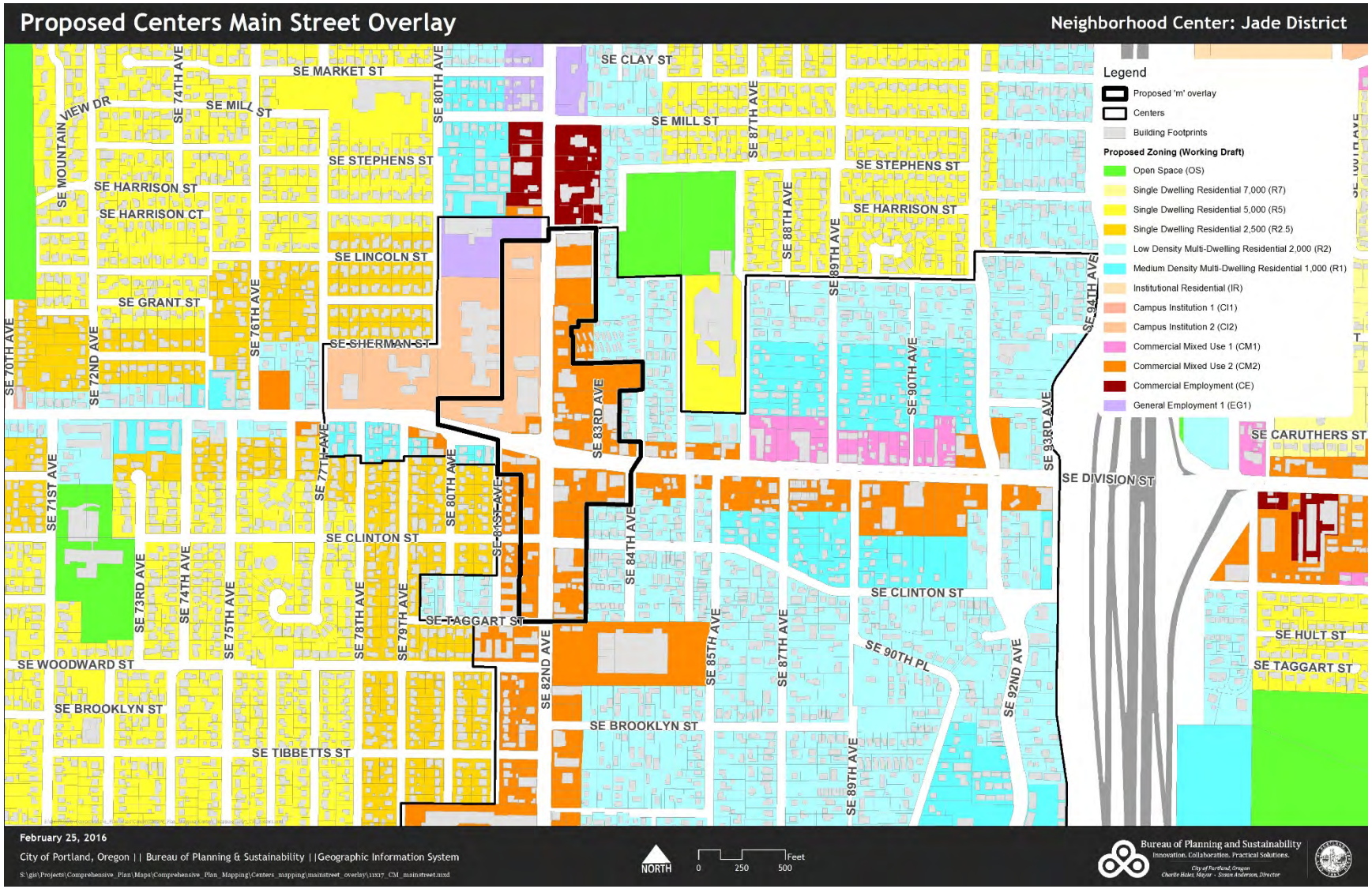
Proposed Centers Main Street Overlay
Neighborhood Center: Jade District
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Institutional Residential (IR)
Campus Institution 1 (CI1)
Campus Institution 2 (CI2)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 1 (EG1)
SE MARKET ST
SE MILL ST
SE CLAY ST
SE STEPHENS ST
SE HARRISON ST
SE HARRISON CT
SE LINCOLN ST
SE GRANT ST
SE SHERMAN ST
SE CLINTON ST
SE TAGGART ST
SE WOODWARD ST
SE BROOKLYN ST
SE TIBBETTS ST
SE DIVISION ST
SE CARUTHERS ST
SE HULT ST
SE MOUNTAIN VIEW DR
SE 70TH AVE
SE 71ST AVE
SE 72ND AVE
SE 73RD AVE
SE 74TH AVE
SE 75TH AVE
SE 76TH AVE
SE 77TH AVE
SE 78TH AVE
SE 79TH AVE
SE 80TH AVE
SE 81ST AVE
SE 82ND AVE
SE 83RD AVE
SE 84TH AVE
SE 85TH AVE
SE 87TH AVE
SE 88TH AVE
SE 89TH AVE
SE 90TH AVE
SE 90TH PL
SE 92ND AVE
SE 93RD AVE
SE 94TH AVE
February 25, 2016
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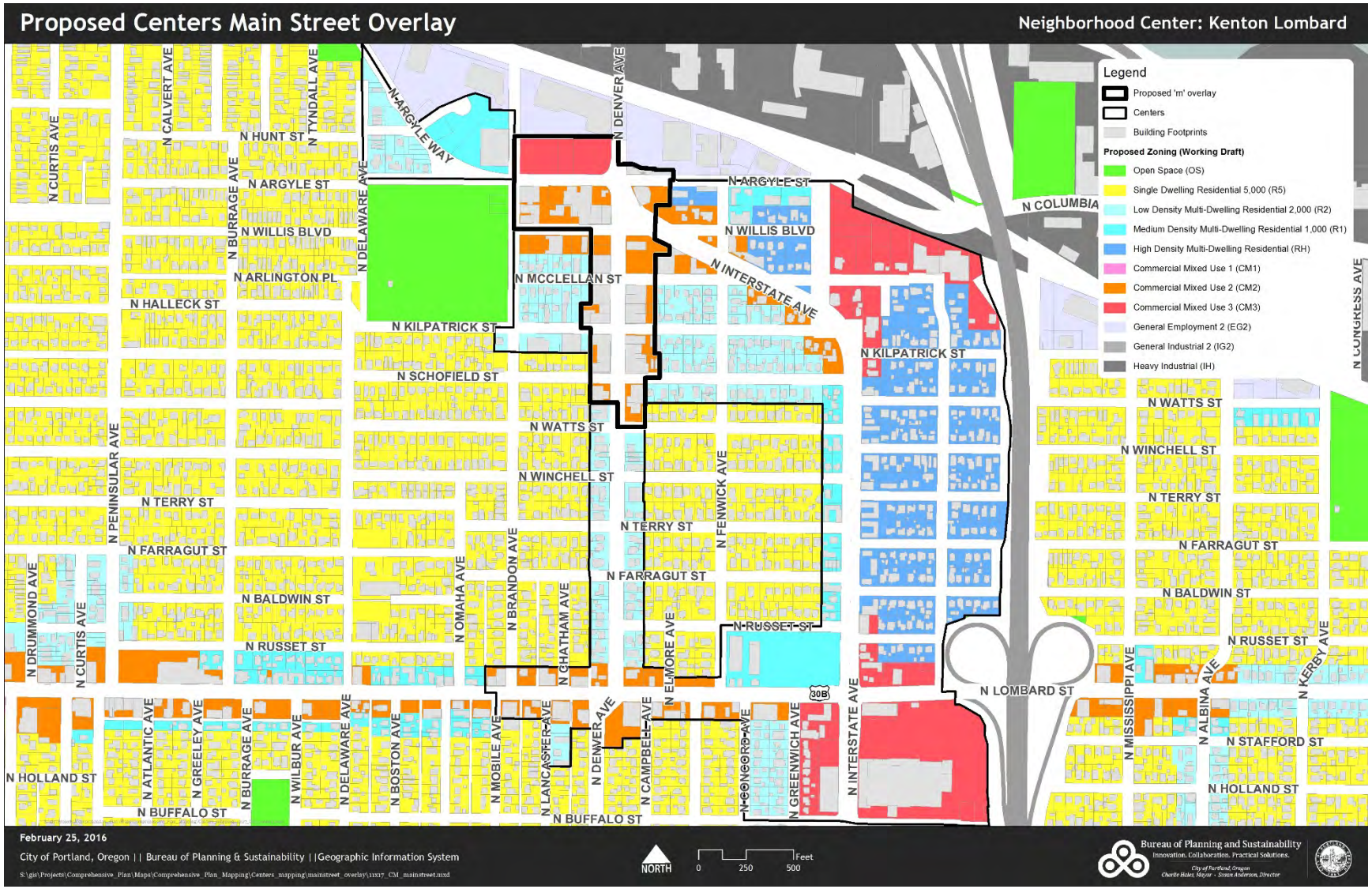
Proposed Centers Main Street Overlay
Neighborhood Center: Kenton Lombard
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
General Employment 2 (EG2)
General Industrial 2 (IG2)
Heavy Industrial (IH)
N CURTIS AVE
N CALVERT AVE
N TYNDALL AVE
N HUNT ST
N ARGYLE WAY
N DENVER AVE
N ARGYLE ST
N BURRAGE AVE
N DELAWARE AVE
N WILLIS BLVD
N ARLINGTON PL
N MCCLELLAN ST
N INTERSTATE AVE
N COLUMBIA
N CONGRESS AVE
N HALLECK ST
N KILPATRICK ST
N SCHOFIELD ST
N WATTS ST
N WINCHELL ST
N PENINSULAR AVE
N TERRY ST
N FENWICK AVE
N FARRAGUT ST
N DRUMMOND AVE
N BALDWIN ST
N OMAHA AVE
N BRANDON AVE
N CHATHAM AVE
N ELMORE AVE
N RUSSET ST
N LOMBARD ST
N MISSISSIPPI AVE
N ALBINA AVE
N KERBY AVE
N STAFFORD ST
N HOLLAND ST
N ATLANTIC AVE
N GREELEY AVE
N WILBUR AVE
N BOSTON AVE
N MOBILE AVE
N LANCASTER AVE
N CAMPBELL AVE
N CONCORD AVE
N GREENWICH AVE
N BUFFALO ST
30B
February 25, 2016
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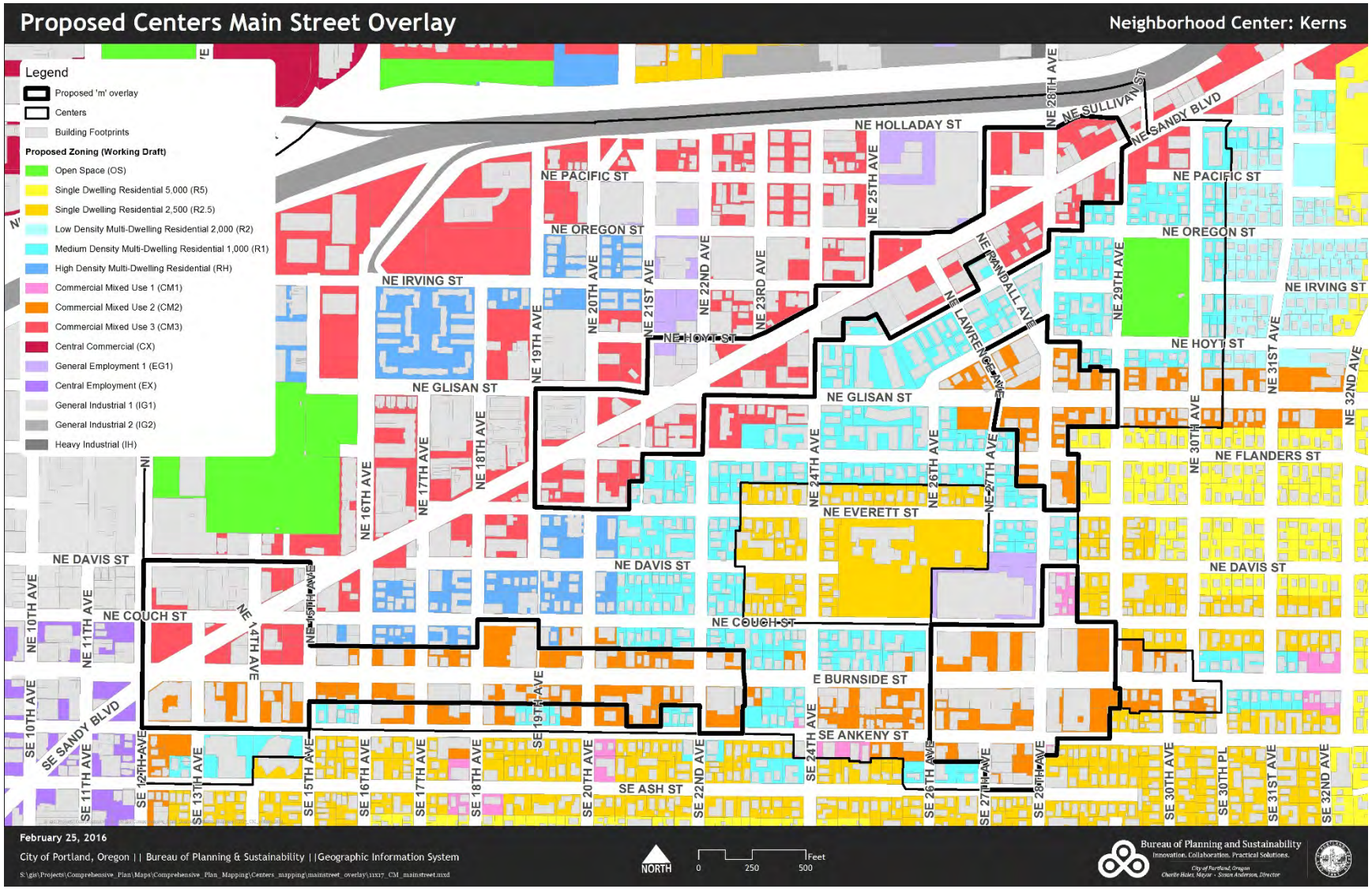
Proposed Centers Main Street Overlay
Neighborhood Center: Kerns
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
Central Commercial (CX)
General Employment 1 (EG1)
Central Employment (EX)
General Industrial 1 (IG1)
General Industrial 2 (IG2)
Heavy Industrial (IH)
NE HOLLADAY ST
NE PACIFIC ST
NE OREGON ST
NE IRVING ST
NE HOYT ST
NE GLISAN ST
NE EVERETT ST
NE DAVIS ST
NE COUCH ST
E BURNSIDE ST
SE ANKENY ST
SE ASH ST
NE SULLIVAN ST
NE SANDY BLVD
SE SANDY BLVD
NE RANDALL AVE
NE LAWRENCE AVE
NE FLANDERS ST
NE 28TH AVE
NE 25TH AVE
NE 20TH AVE
NE 21ST AVE
NE 22ND AVE
NE 23RD AVE
NE 19TH AVE
NE 29TH AVE
NE 31ST AVE
NE 32ND AVE
NE 30TH AVE
NE 18TH AVE
NE 17TH AVE
NE 16TH AVE
NE 24TH AVE
NE 26TH AVE
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SE 15TH AVE
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SE 18TH AVE
SE 19TH AVE
SE 20TH AVE
SE 22ND AVE
SE 24TH AVE
SE 26TH AVE
SE 27TH AVE
SE 28TH AVE
SE 30TH AVE
SE 30TH PL
SE 31ST AVE
SE 32ND AVE
February 25, 2016
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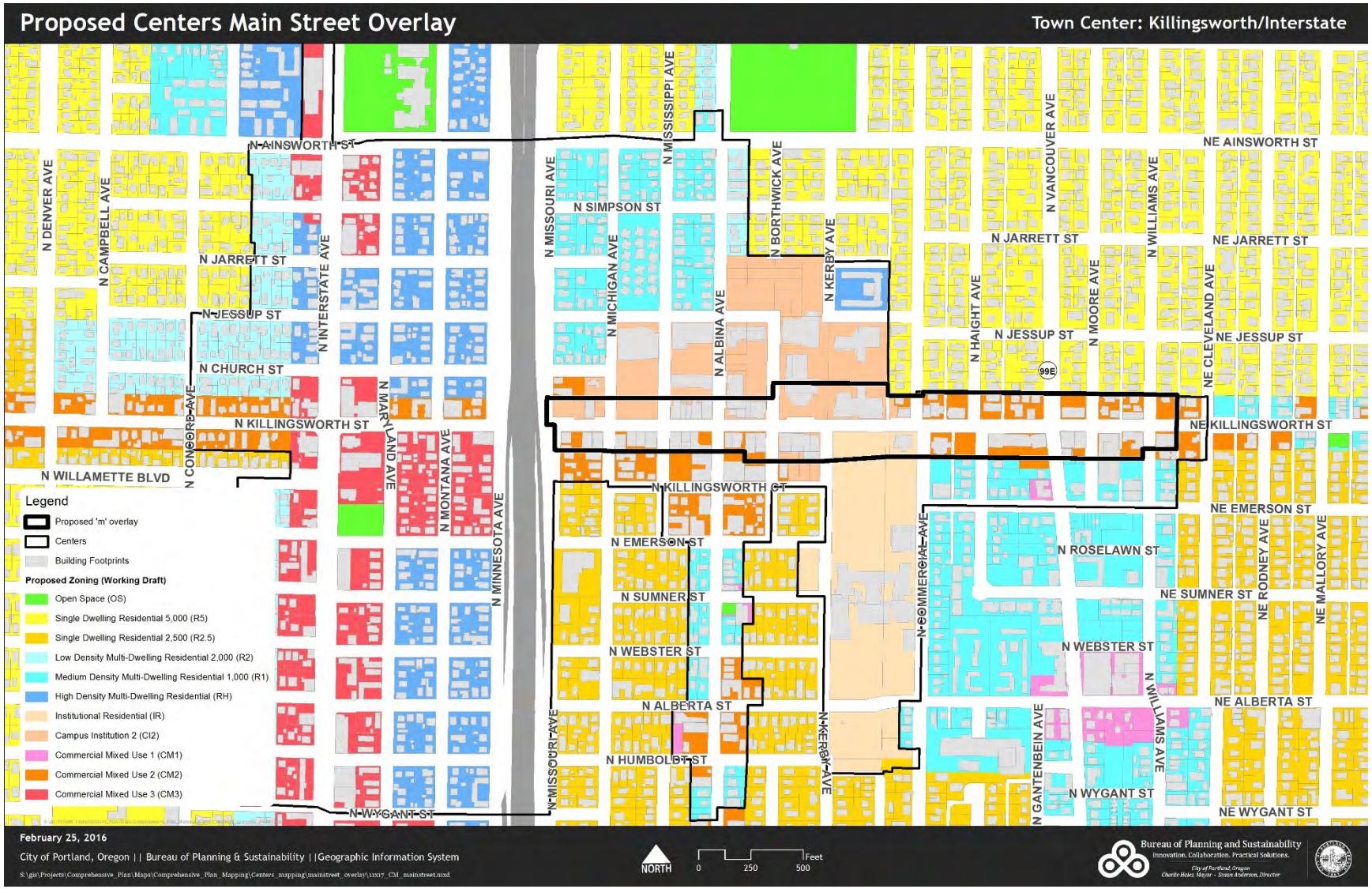
Proposed Centers Main Street Overlay
Town Center: Killingsworth/Interstate
N AINSWORTH ST
N DENVER AVE
N CAMPBELL AVE
N JARRETT ST
N JESSUP ST
N INTERSTATE AVE
N CHURCH ST
N CONCORD AVE
N KILLINGSWORTH ST
N MARYLAND AVE
N MONTANA AVE
N MINNESOTA AVE
N WILLAMETTE BLVD
N WYGANT ST
N MISSISSIPPI AVE
N SIMPSON ST
N MISSOURI AVE
N MICHIGAN AVE
N ALBINA AVE
N BORTHWICK AVE
N KERBY AVE
N VANCOUVER AVE
N HAIGHT AVE
N MOORE AVE
N WILLIAMS AVE
N EMERSON ST
N SUMNER ST
N WEBSTER ST
N ALBERTA ST
N HUMBOLDT ST
N COMMERCIAL AVE
N ROSELAWN ST
N GANTENBEIN AVE
NE AINSWORTH ST
NE JARRETT ST
NE JESSUP ST
NE CLEVELAND AVE
NE KILLINGSWORTH ST
NE EMERSON ST
NE SUMNER ST
NE RODNEY AVE
NE MALLORY AVE
NE WEBSTER ST
NE ALBERTA ST
NE WYGANT ST
99E
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Institutional Residential (IR)
Campus Institution 2 (CI2)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
February 25, 2016
City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System
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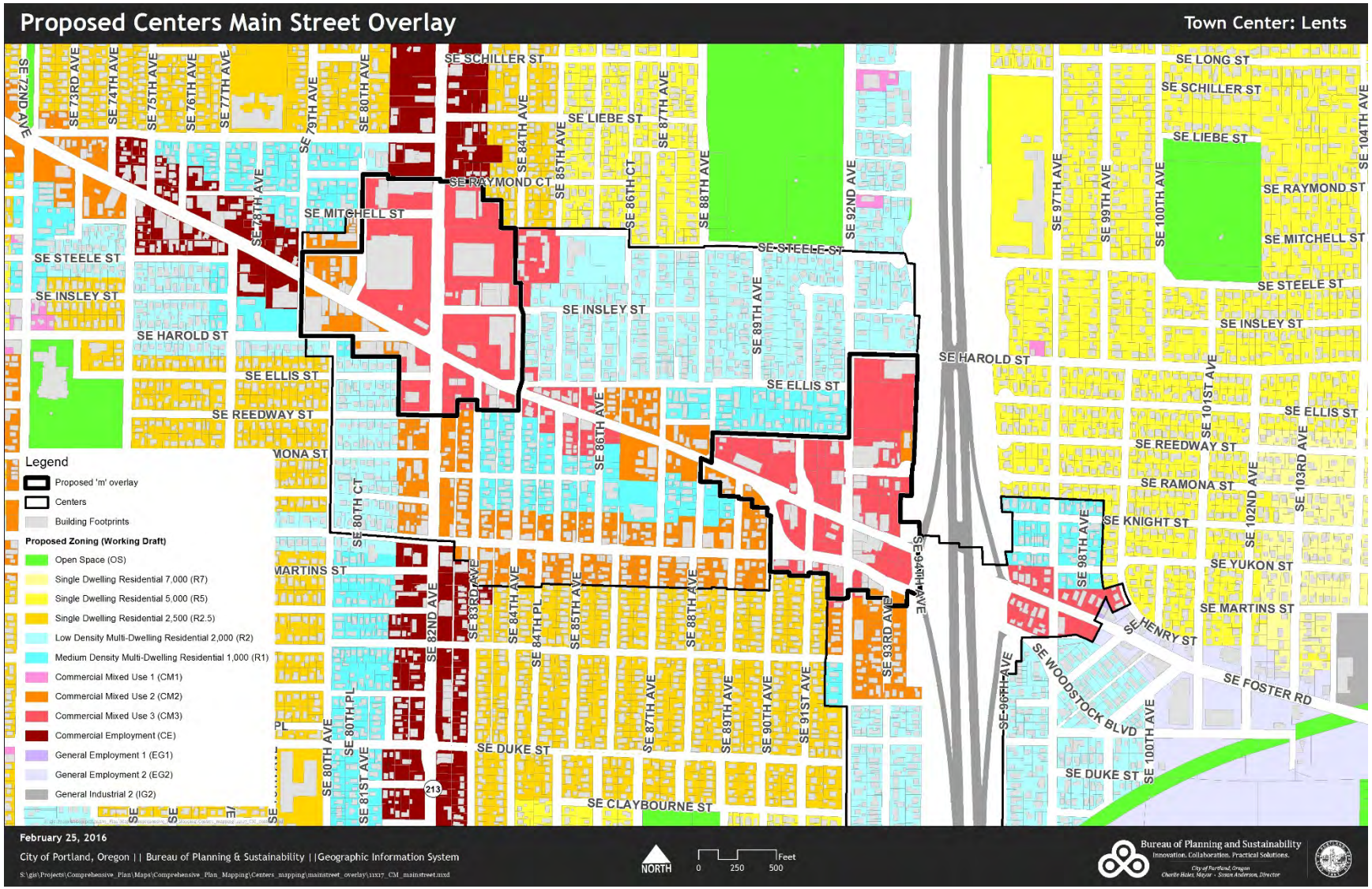
Proposed Centers Main Street Overlay
Town Center: Lents
SE 72ND AVE
SE 73RD AVE
SE 74TH AVE
SE 75TH AVE
SE 76TH AVE
SE 77TH AVE
SE 79TH AVE
SE 80TH AVE
SE SCHILLER ST
SE LIEBE ST
SE 84TH AVE
SE 85TH AVE
SE 86TH CT
SE 87TH AVE
SE 88TH AVE
SE RAYMOND CT
SE MITCHELL ST
SE 78TH AVE
SE STEELE ST
SE INSLEY ST
SE HAROLD ST
SE ELLIS ST
SE REEDWAY ST
SE 89TH AVE
SE 92ND AVE
SE 97TH AVE
SE 99TH AVE
SE 100TH AVE
SE 104TH AVE
SE LONG ST
SE 101ST AVE
SE 103RD AVE
SE 102ND AVE
SE RAMONA ST
SE KNIGHT ST
SE YUKON ST
SE MARTINS ST
SE HENRY ST
SE FOSTER RD
SE WOODSTOCK BLVD
SE 98TH AVE
SE 94TH AVE
SE 93RD AVE
SE 91ST AVE
SE 90TH AVE
SE 82ND AVE
SE 83RD AVE
SE 80TH PL
SE 81ST AVE
SE DUKE ST
SE CLAYBOURNE ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
Commercial Employment (CE)
General Employment 1 (EG1)
General Employment 2 (EG2)
General Industrial 2 (IG2)
February 25, 2016
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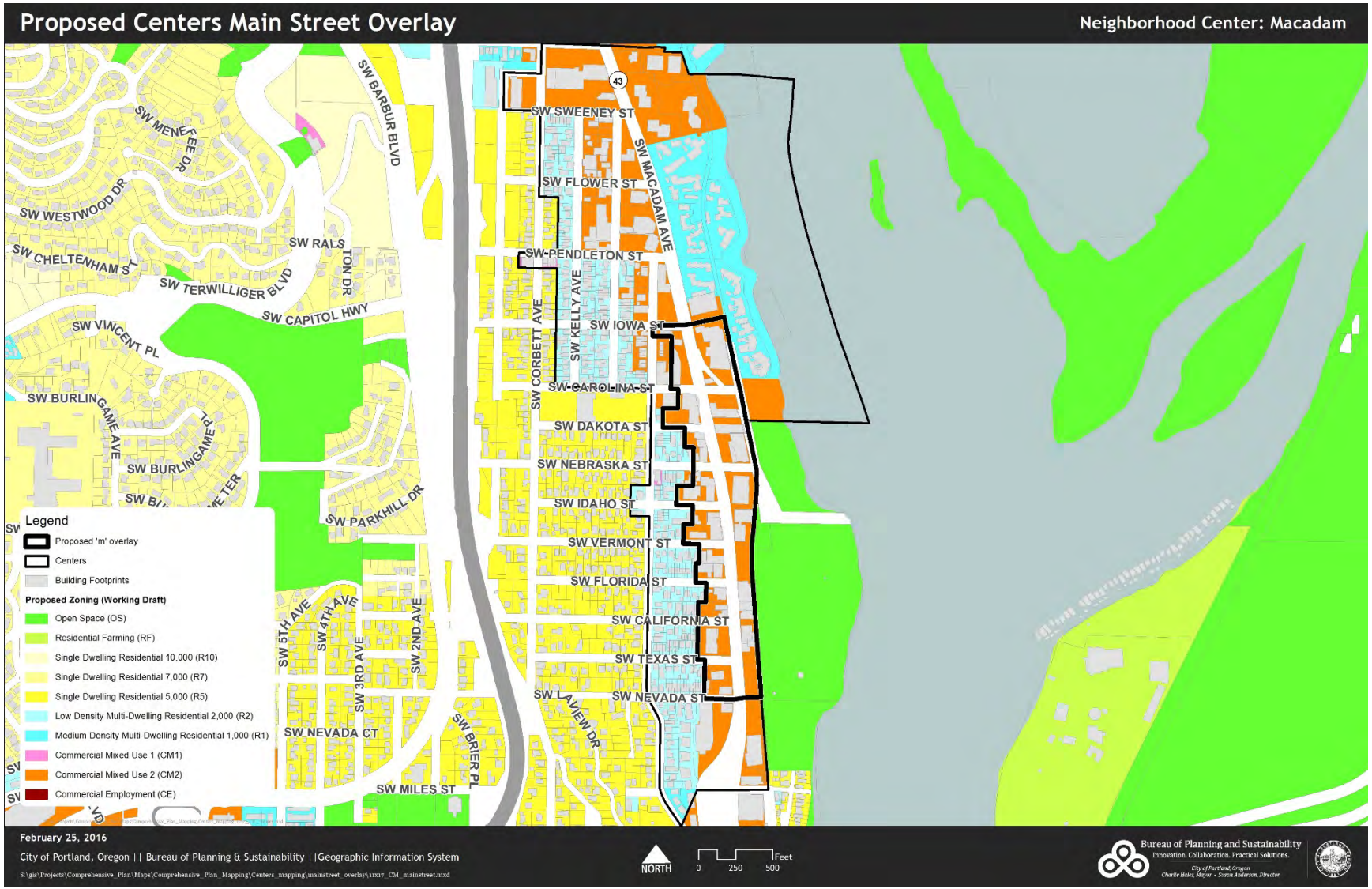
Proposed Centers Main Street Overlay
Neighborhood Center: Macadam
SW BARBUR BLVD
SW MENEFEE DR
SW WESTWOOD DR
SW CHELTENHAM ST
SW RALSTON DR
SW TERWILLIGER BLVD
SW CAPITOL HWY
SW VINCENT PL
SW BURLINGAME AVE
SW BURLINGAME PL
SW PARKHILL DR
SW 5TH AVE
SW 4TH AVE
SW 3RD AVE
SW 2ND AVE
SW NEVADA CT
SW BRIER PL
SW MILES ST
43
SW SWEENEY ST
SW MACADAM AVE
SW FLOWER ST
SW PENDLETON ST
SW KELLY AVE
SW CORBETT AVE
SW IOWA ST
SW CAROLINA ST
SW DAKOTA ST
SW NEBRASKA ST
SW IDAHO ST
SW VERMONT ST
SW FLORIDA ST
SW CALIFORNIA ST
SW TEXAS ST
SW NEVADA ST
SW LAVIEW DR
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Residential Farming (RF)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
February 25, 2016
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City of Portland, Oregon
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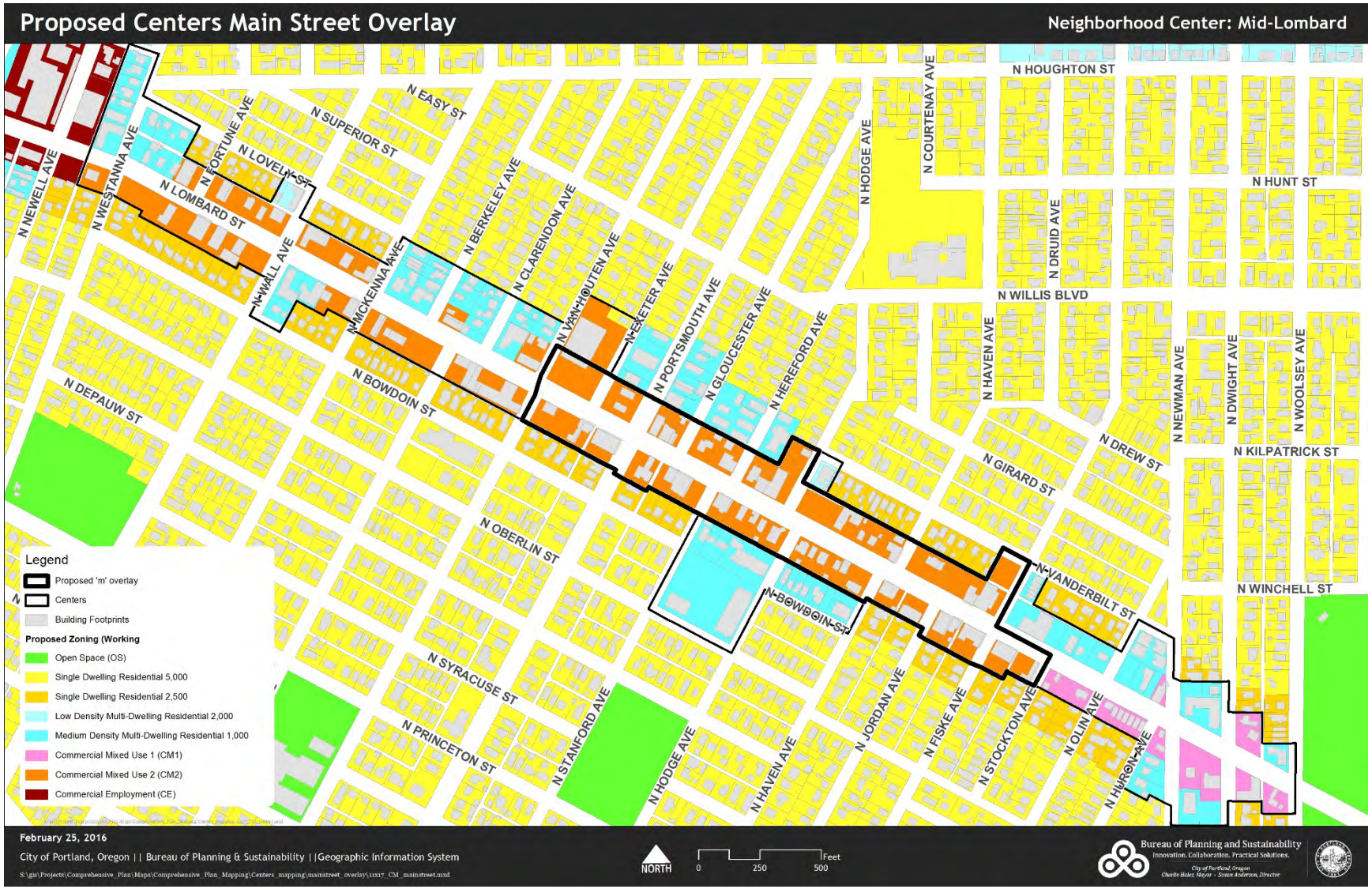
Proposed Centers Main Street Overlay
Neighborhood Center: Mid-Lombard
N HOUGHTON ST
N HUNT ST
N WILLIS BLVD
N KILPATRICK ST
N WINCHELL ST
N EASY ST
N SUPERIOR ST
N LOVELL ST
N FORTUNE AVE
N WESTANNA AVE
N NEWELL AVE
N LOMBARD ST
N WALL AVE
N MCKENNA AVE
N BERKELEY AVE
N CLARENDON AVE
N VAN HOUTEN AVE
N EXETER AVE
N PORTSMOUTH AVE
N GLOUCESTER AVE
N HEREFORD AVE
N HODGE AVE
N COURTENAY AVE
N DRUID AVE
N HAVEN AVE
N NEWMAN AVE
N DWIGHT AVE
N WOOLSEY AVE
N DREW ST
N GIRARD ST
N DEPAUW ST
N BOWDOIN ST
N OBERLIN ST
N VANDERBILT ST
N BOWDOIN ST
N SYRACUSE ST
N PRINCETON ST
N STANFORD AVE
N HODGE AVE
N HAVEN AVE
N JORDAN AVE
N FISKE AVE
N STOCKTON AVE
N OLIN AVE
N HURON AVE
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working
Open Space (OS)
Single Dwelling Residential 5,000
Single Dwelling Residential 2,500
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
February 25, 2016
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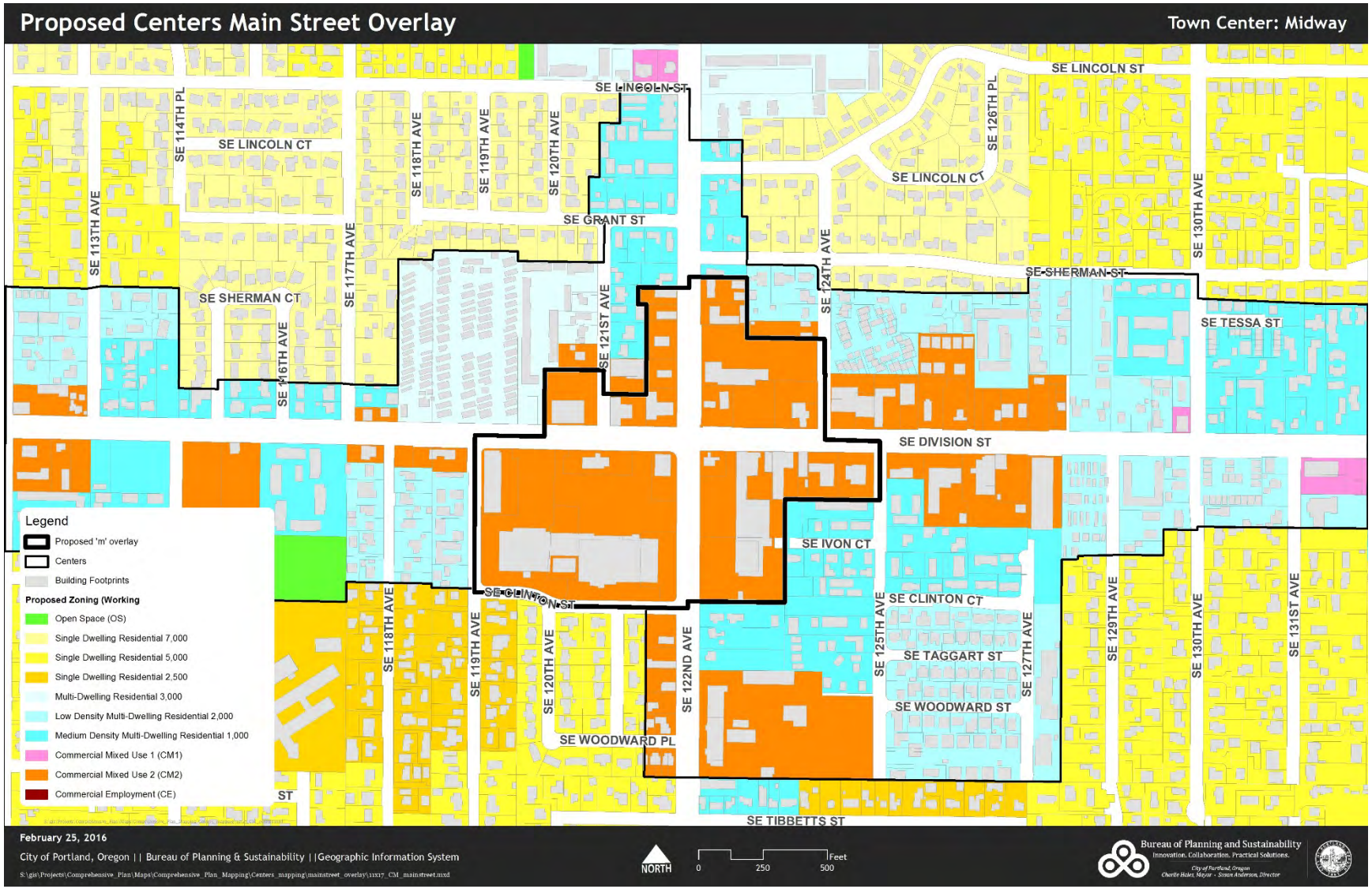
Proposed Centers Main Street Overlay
Town Center: Midway
SE LINCOLN ST
SE LINCOLN CT
SE GRANT ST
SE SHERMAN CT
SE SHERMAN ST
SE TESSA ST
SE DIVISION ST
SE IVON CT
SE CLINTON ST
SE CLINTON CT
SE TAGGART ST
SE WOODWARD ST
SE WOODWARD PL
SE TIBBETTS ST
SE 113TH AVE
SE 114TH PL
SE 116TH AVE
SE 117TH AVE
SE 118TH AVE
SE 119TH AVE
SE 120TH AVE
SE 121ST AVE
SE 122ND AVE
SE 124TH AVE
SE 125TH AVE
SE 126TH PL
SE 127TH AVE
SE 129TH AVE
SE 130TH AVE
SE 131ST AVE
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working
Open Space (OS)
Single Dwelling Residential 7,000
Single Dwelling Residential 5,000
Single Dwelling Residential 2,500
Multi-Dwelling Residential 3,000
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
February 25, 2016
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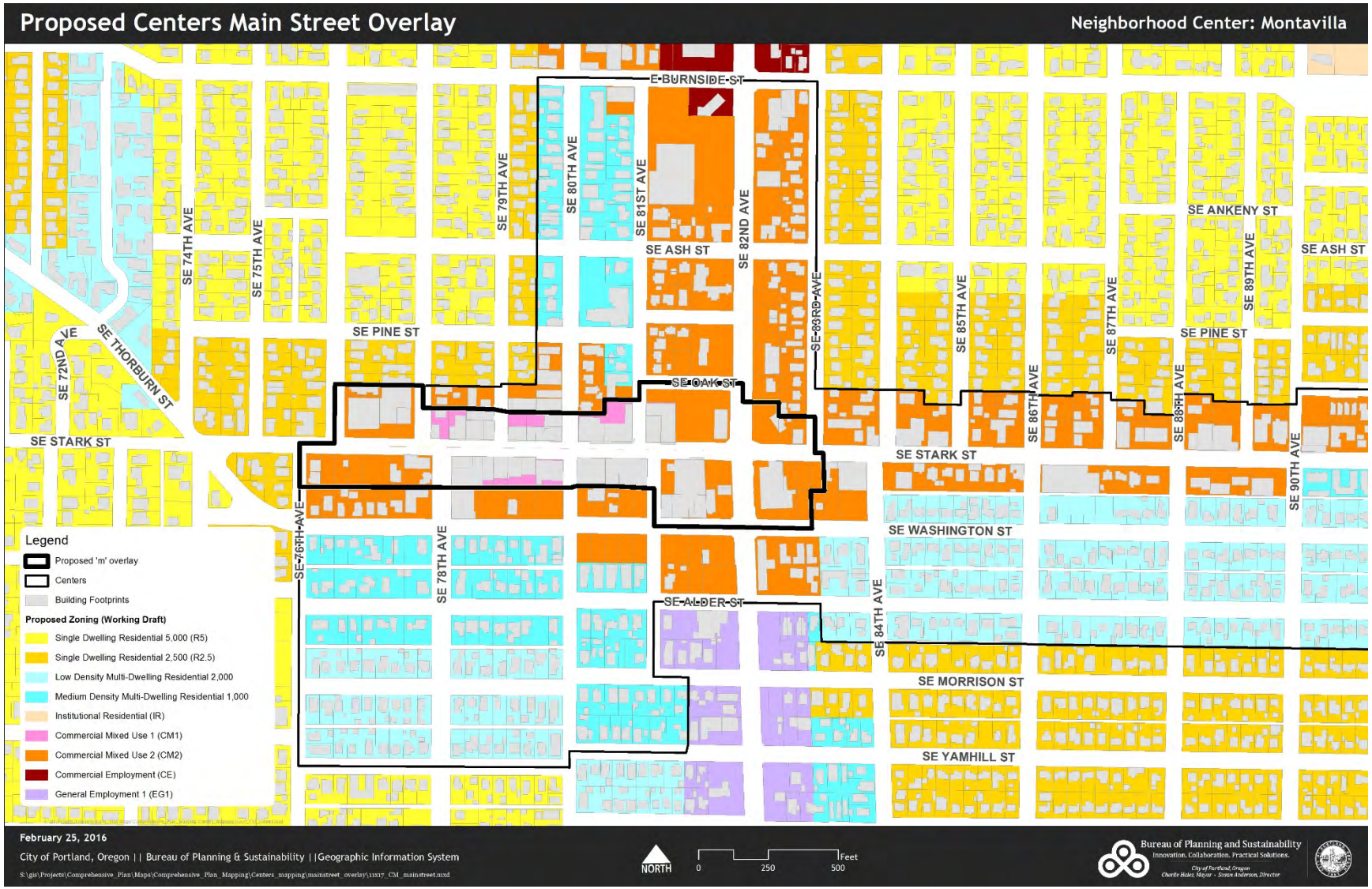
Proposed Centers Main Street Overlay
Neighborhood Center: Montavilla
E BURNSIDE ST
SE 74TH AVE
SE 75TH AVE
SE 79TH AVE
SE 80TH AVE
SE 81ST AVE
SE 82ND AVE
SE 83RD AVE
SE 85TH AVE
SE 86TH AVE
SE 87TH AVE
SE 88TH AVE
SE 89TH AVE
SE 90TH AVE
SE ANKENY ST
SE ASH ST
SE PINE ST
SE OAK ST
SE 72ND AVE
SE THORBURN ST
SE STARK ST
SE WASHINGTON ST
SE 76TH AVE
SE 78TH AVE
SE ALDER ST
SE 84TH AVE
SE MORRISON ST
SE YAMHILL ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Institutional Residential (IR)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 1 (EG1)
February 25, 2016
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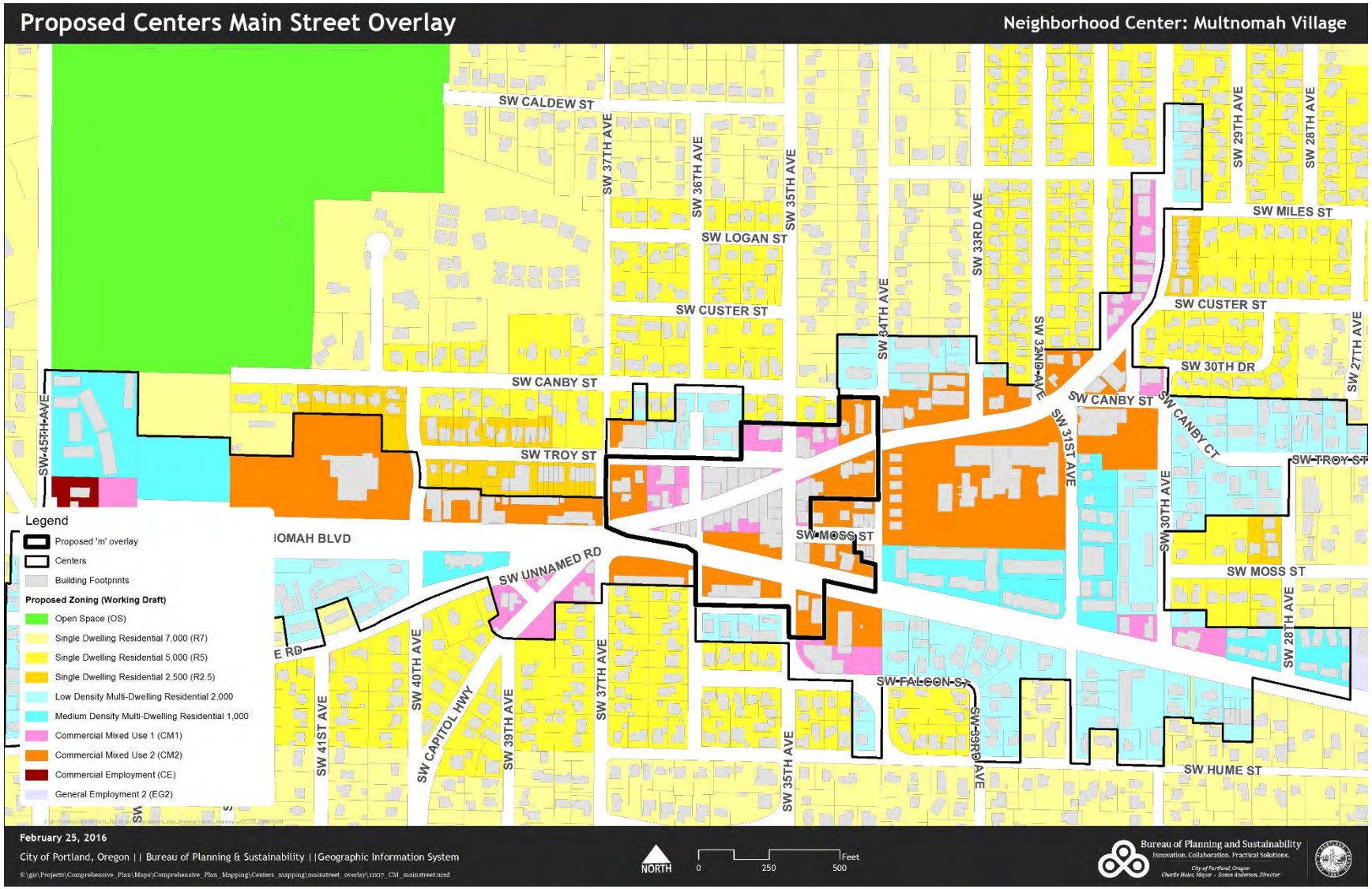
Proposed Centers Main Street Overlay
Neighborhood Center: Multnomah Village
SW CALDEW ST
SW 37TH AVE
SW 36TH AVE
SW 35TH AVE
SW LOGAN ST
SW CUSTER ST
SW CANBY ST
SW TROY ST
SW 45TH AVE
SW 34TH AVE
SW 33RD AVE
SW 32ND AVE
SW 31ST AVE
SW 30TH DR
SW 30TH AVE
SW 29TH AVE
SW 28TH AVE
SW 27TH AVE
SW MILES ST
SW CANBY CT
SW TROY ST
SW MOSS ST
SW UNNAMED RD
SW 41ST AVE
SW 40TH AVE
SW CAPITOL HWY
SW 39TH AVE
SW 37TH AVE
SW 35TH AVE
SW FALCON ST
SW 33RD AVE
SW HUME ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 2 (EG2)
February 25, 2016
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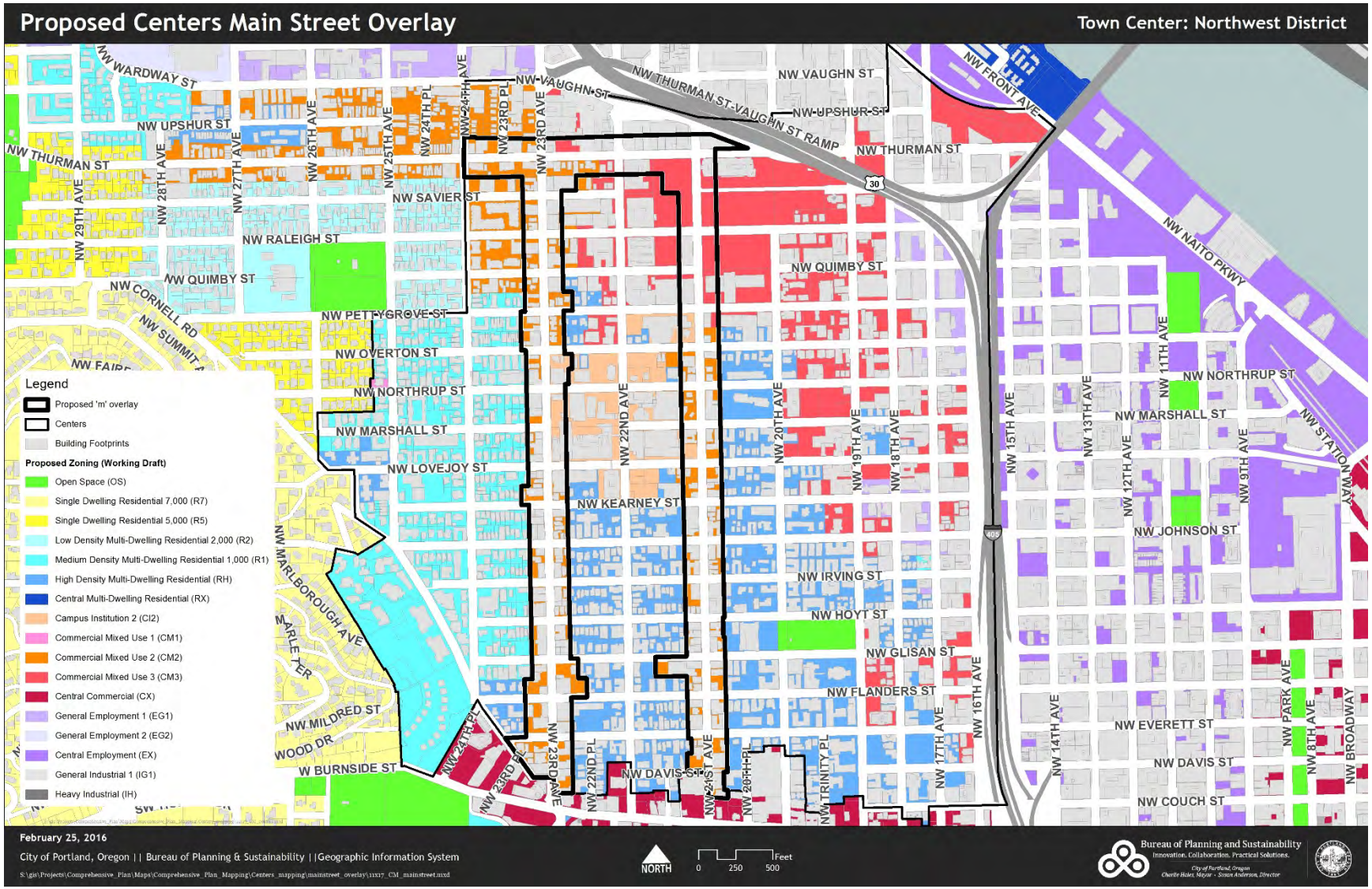
Proposed Centers Main Street Overlay
Town Center: Northwest District
NW WARDWAY ST
NW UPSHUR ST
NW THURMAN ST
NW 29TH AVE
NW 28TH AVE
NW 27TH AVE
NW 26TH AVE
NW 25TH AVE
NW 24TH PL
NW 24TH AVE
NW 23RD PL
NW 23RD AVE
NW VAUGHN ST
NW THURMAN ST-VAUGHN ST RAMP
NW UPSHUR ST
NW THURMAN ST
NW FRONT AVE
NW SAVIER ST
NW RALEIGH ST
NW QUIMBY ST
NW CORNELL RD
NW SUMMIT
NW PETTYGROVE ST
NW OVERTON ST
NW NORTHRUP ST
NW MARSHALL ST
NW LOVEJOY ST
NW KEARNEY ST
NW MARLBOROUGH AVE
MARLE TER
NW MILDRED ST
WOOD DR
W BURNSIDE ST
NW 24TH PL
NW 23RD PL
NW 23RD AVE
NW 22ND PL
NW 22ND AVE
NW DAVIS ST
NW 21ST AVE
NW 20TH PL
NW TRINITY PL
NW 20TH AVE
NW 19TH AVE
NW 18TH AVE
NW 17TH AVE
NW 16TH AVE
NW 15TH AVE
NW 14TH AVE
NW 13TH AVE
NW 12TH AVE
NW 11TH AVE
NW 9TH AVE
NW NAITO PKWY
NW STATION WAY
NW IRVING ST
NW HOYT ST
NW GLISAN ST
NW FLANDERS ST
NW EVERETT ST
NW DAVIS ST
NW COUCH ST
NW JOHNSON ST
NW PARK AVE
NW 8TH AVE
NW BROADWAY
30
405
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Central Multi-Dwelling Residential (RX)
Campus Institution 2 (CI2)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
Central Commercial (CX)
General Employment 1 (EG1)
General Employment 2 (EG2)
Central Employment (EX)
General Industrial 1 (IG1)
Heavy Industrial (IH)
February 25, 2016
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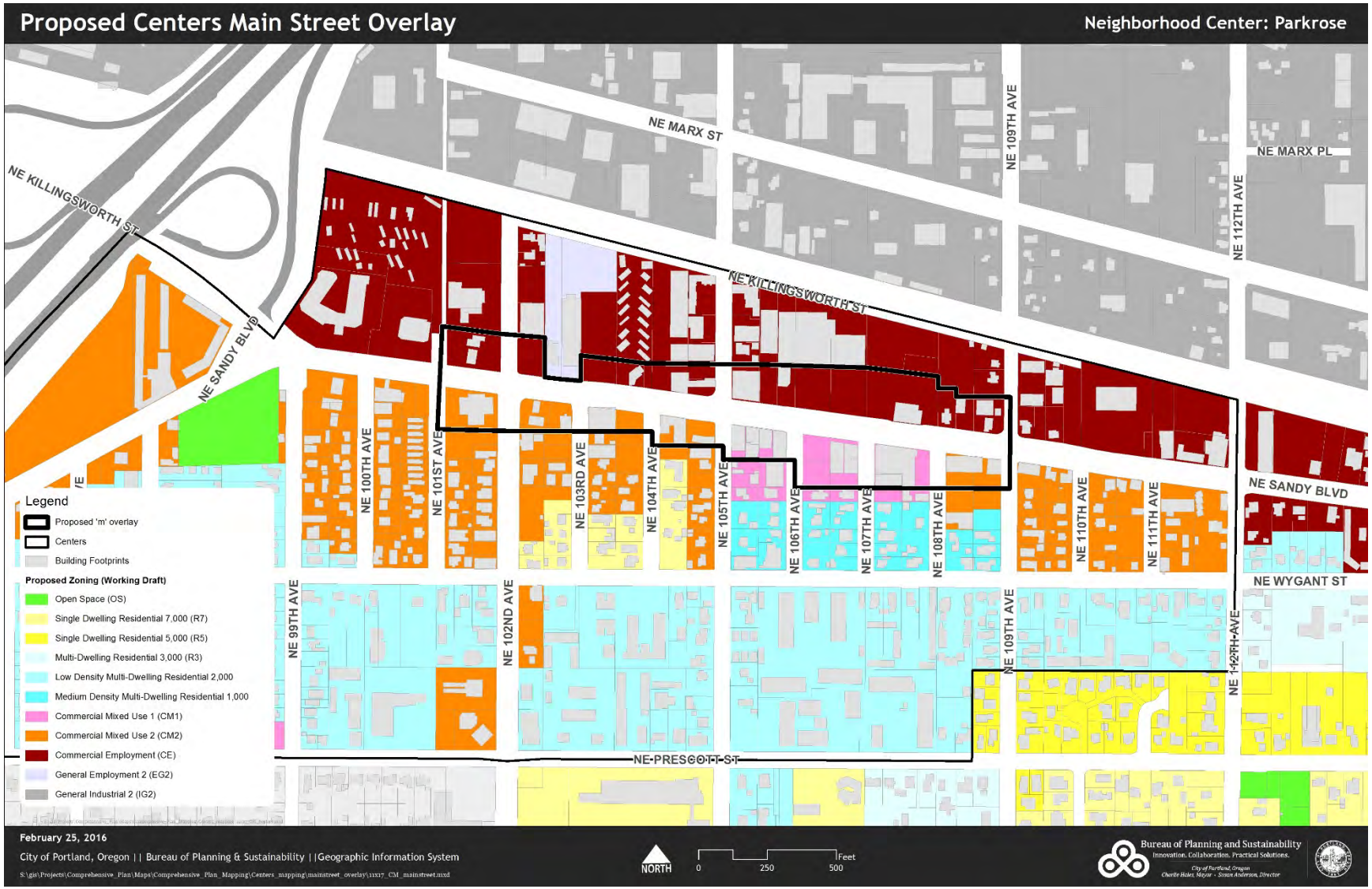
Proposed Centers Main Street Overlay
Neighborhood Center: Parkrose
NE MARX ST
NE 109TH AVE
NE MARX PL
NE 112TH AVE
NE KILLINGSWORTH ST
NE SANDY BLVD
NE 100TH AVE
NE 101ST AVE
NE 103RD AVE
NE 104TH AVE
NE 105TH AVE
NE 106TH AVE
NE 107TH AVE
NE 108TH AVE
NE 110TH AVE
NE 111TH AVE
NE WYGANT ST
NE 99TH AVE
NE 102ND AVE
NE 109TH AVE
NE 112TH AVE
NE PRESCOTT ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 2 (EG2)
General Industrial 2 (IG2)
February 25, 2016
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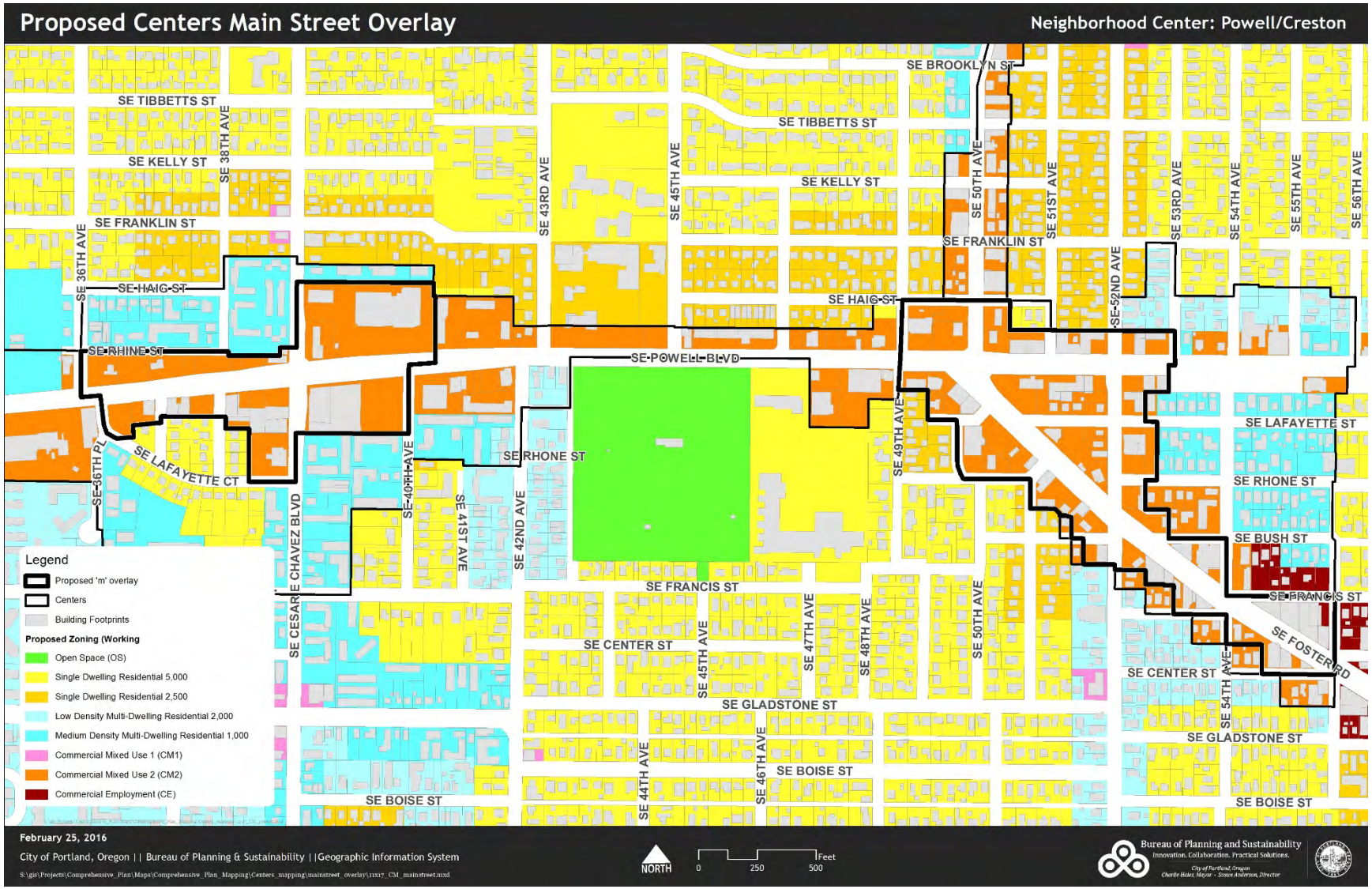
Proposed Centers Main Street Overlay
Neighborhood Center: Powell/Creston
SE TIBBETTS ST
SE KELLY ST
SE FRANKLIN ST
SE HAIG ST
SE RHINE ST
SE POWELL BLVD
SE LAFAYETTE CT
SE LAFAYETTE ST
SE RHONE ST
SE BUSH ST
SE FRANCIS ST
SE CENTER ST
SE GLADSTONE ST
SE BOISE ST
SE FOSTER RD
SE BROOKLYN ST
SE 36TH AVE
SE 36TH PL
SE 38TH AVE
SE 40TH AVE
SE 41ST AVE
SE 42ND AVE
SE 43RD AVE
SE 44TH AVE
SE 45TH AVE
SE 46TH AVE
SE 47TH AVE
SE 48TH AVE
SE 49TH AVE
SE 50TH AVE
SE 51ST AVE
SE 52ND AVE
SE 53RD AVE
SE 54TH AVE
SE 55TH AVE
SE 56TH AVE
SE CESAR E CHAVEZ BLVD
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working
Open Space (OS)
Single Dwelling Residential 5,000
Single Dwelling Residential 2,500
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
February 25, 2016
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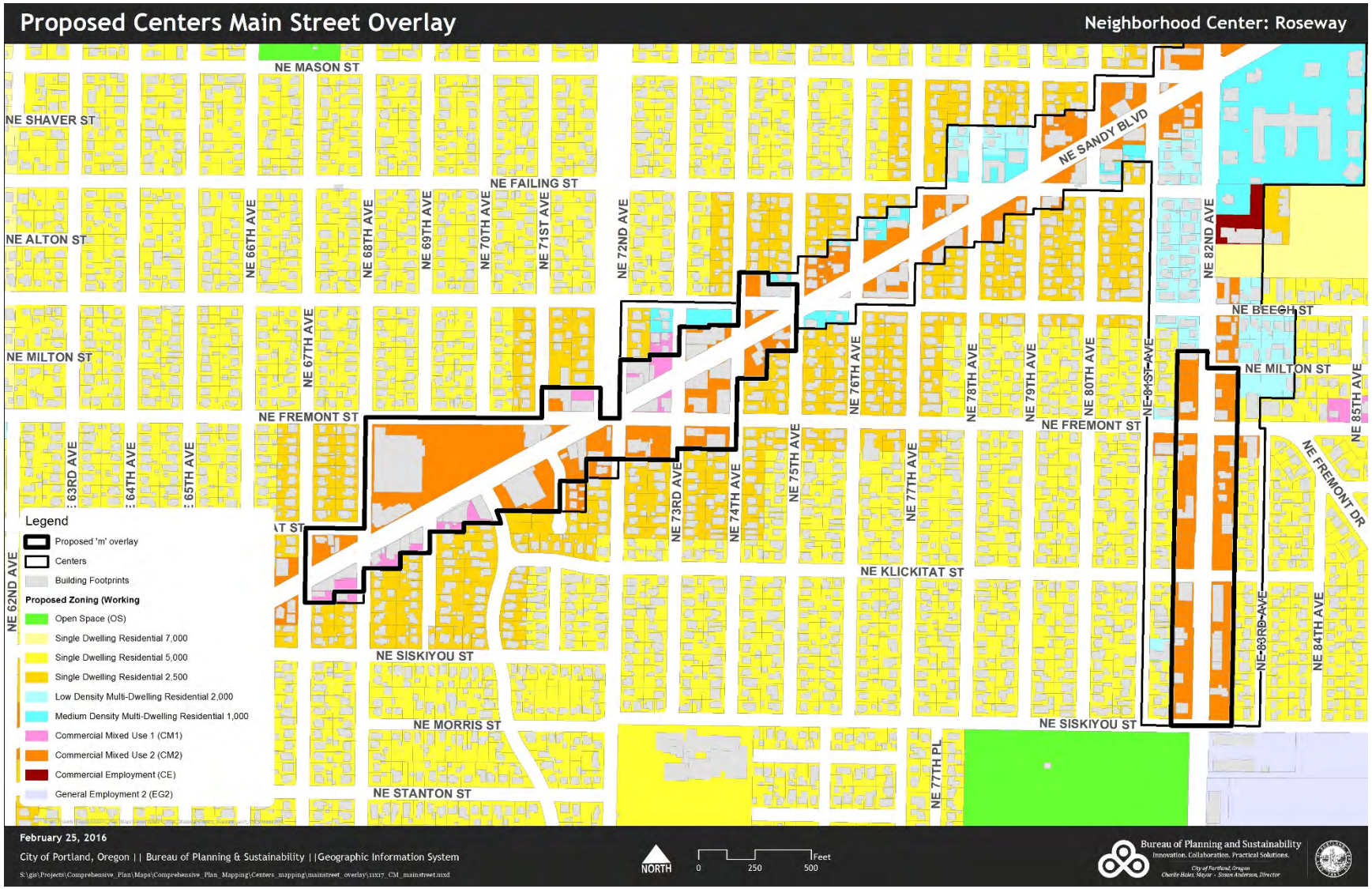
Proposed Centers Main Street Overlay
Neighborhood Center: Roseway
NE MASON ST
NE SHAVER ST
NE ALTON ST
NE MILTON ST
NE FREMONT ST
NE FAILING ST
NE SANDY BLVD
NE BEECH ST
NE KLICKITAT ST
NE SISKIYOU ST
NE MORRIS ST
NE STANTON ST
NE 62ND AVE
NE 63RD AVE
NE 64TH AVE
NE 65TH AVE
NE 66TH AVE
NE 67TH AVE
NE 68TH AVE
NE 69TH AVE
NE 70TH AVE
NE 71ST AVE
NE 72ND AVE
NE 73RD AVE
NE 74TH AVE
NE 75TH AVE
NE 76TH AVE
NE 77TH AVE
NE 78TH AVE
NE 79TH AVE
NE 80TH AVE
NE 81ST AVE
NE 82ND AVE
NE 84TH AVE
NE 85TH AVE
NE 77TH PL
NE FREMONT DR
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working
Open Space (OS)
Single Dwelling Residential 7,000
Single Dwelling Residential 5,000
Single Dwelling Residential 2,500
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 2 (EG2)
February 25, 2016
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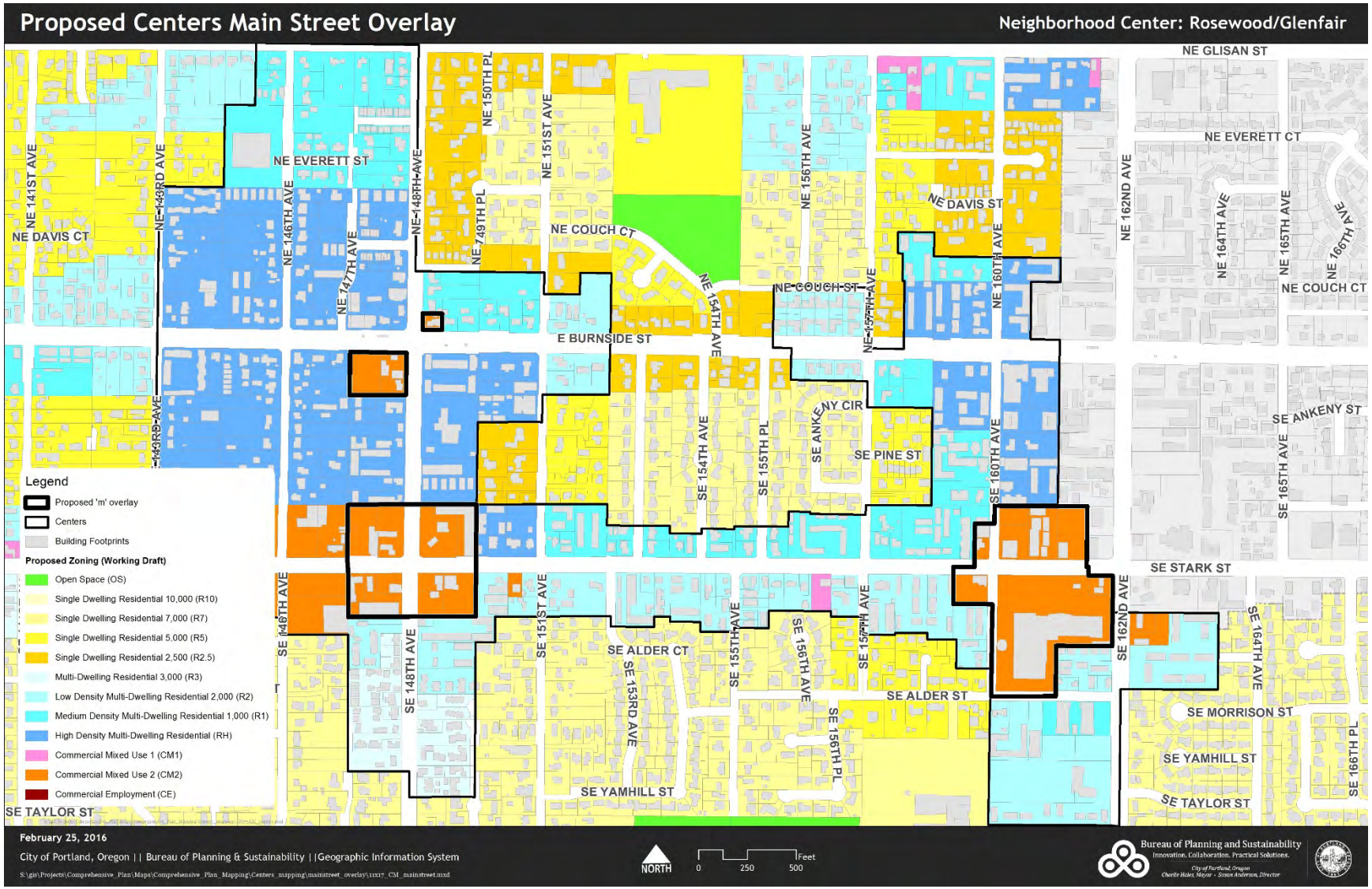
Proposed Centers Main Street Overlay
Neighborhood Center: Rosewood/Glenfair
NE GLISAN ST
NE EVERETT CT
NE EVERETT ST
NE DAVIS CT
NE DAVIS ST
NE COUCH CT
NE COUCH ST
E BURNSIDE ST
SE ANKENY CIR
SE ANKENY ST
SE PINE ST
SE STARK ST
SE ALDER CT
SE ALDER ST
SE MORRISON ST
SE YAMHILL ST
SE TAYLOR ST
NE 141ST AVE
NE 143RD AVE
NE 146TH AVE
NE 147TH AVE
NE 148TH AVE
NE 149TH PL
NE 150TH PL
NE 151ST AVE
NE 154TH AVE
NE 156TH AVE
NE 157TH AVE
NE 160TH AVE
NE 162ND AVE
NE 164TH AVE
NE 165TH AVE
NE 166TH AVE
SE 146TH AVE
SE 148TH AVE
SE 151ST AVE
SE 153RD AVE
SE 154TH AVE
SE 155TH AVE
SE 155TH PL
SE 156TH AVE
SE 156TH PL
SE 157TH AVE
SE 160TH AVE
SE 162ND AVE
SE 164TH AVE
SE 165TH AVE
SE 166TH PL
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Multi-Dwelling Residential 3,000 (R3)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
February 25, 2016
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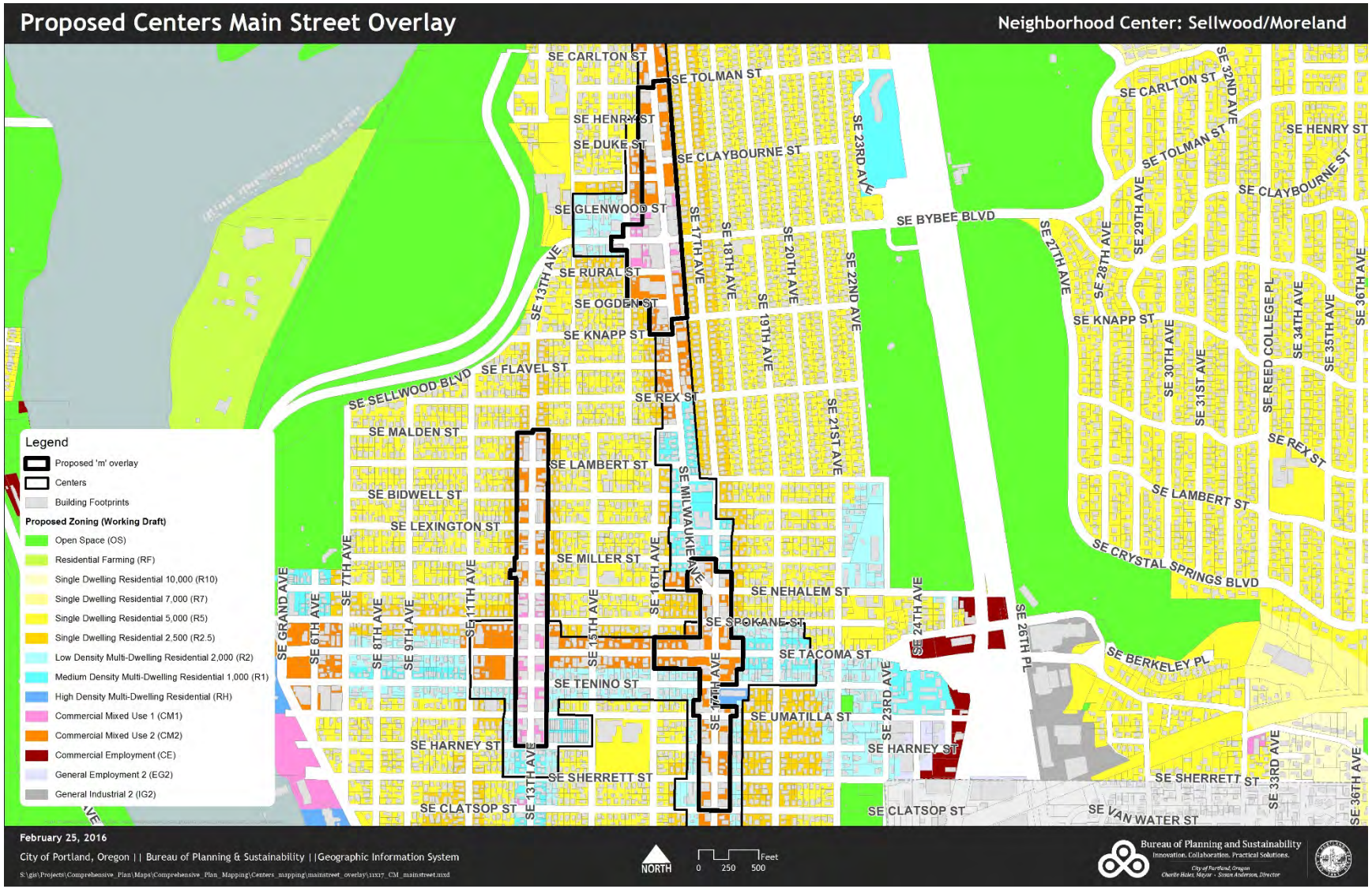
Proposed Centers Main Street Overlay
Neighborhood Center: Sellwood/Moreland
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Residential Farming (RF)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
High Density Multi-Dwelling Residential (RH)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
General Employment 2 (EG2)
General Industrial 2 (IG2)
SE CARLTON ST
SE TOLMAN ST
SE HENRY ST
SE DUKE ST
SE CLAYBOURNE ST
SE GLENWOOD ST
SE RURAL ST
SE OGDEN ST
SE KNAPP ST
SE FLAVEL ST
SE SELLWOOD BLVD
SE REX ST
SE MALDEN ST
SE LAMBERT ST
SE BIDWELL ST
SE LEXINGTON ST
SE MILLER ST
SE NEHALEM ST
SE SPOKANE ST
SE TACOMA ST
SE TENINO ST
SE UMATILLA ST
SE HARNEY ST
SE SHERRETT ST
SE CLATSOP ST
SE BYBEE BLVD
SE CRYSTAL SPRINGS BLVD
SE BERKELEY PL
SE VAN WATER ST
SE 13TH AVE
SE 17TH AVE
SE 18TH AVE
SE 19TH AVE
SE 20TH AVE
SE 21ST AVE
SE 22ND AVE
SE 23RD AVE
SE 24TH AVE
SE 26TH PL
SE 27TH AVE
SE 28TH AVE
SE 29TH AVE
SE 30TH AVE
SE 31ST AVE
SE 32ND AVE
SE 33RD AVE
SE 34TH AVE
SE 35TH AVE
SE 36TH AVE
SE REED COLLEGE PL
SE GRAND AVE
SE 6TH AVE
SE 7TH AVE
SE 8TH AVE
SE 9TH AVE
SE 11TH AVE
SE 15TH AVE
SE 16TH AVE
SE MILWAUKIE AVE
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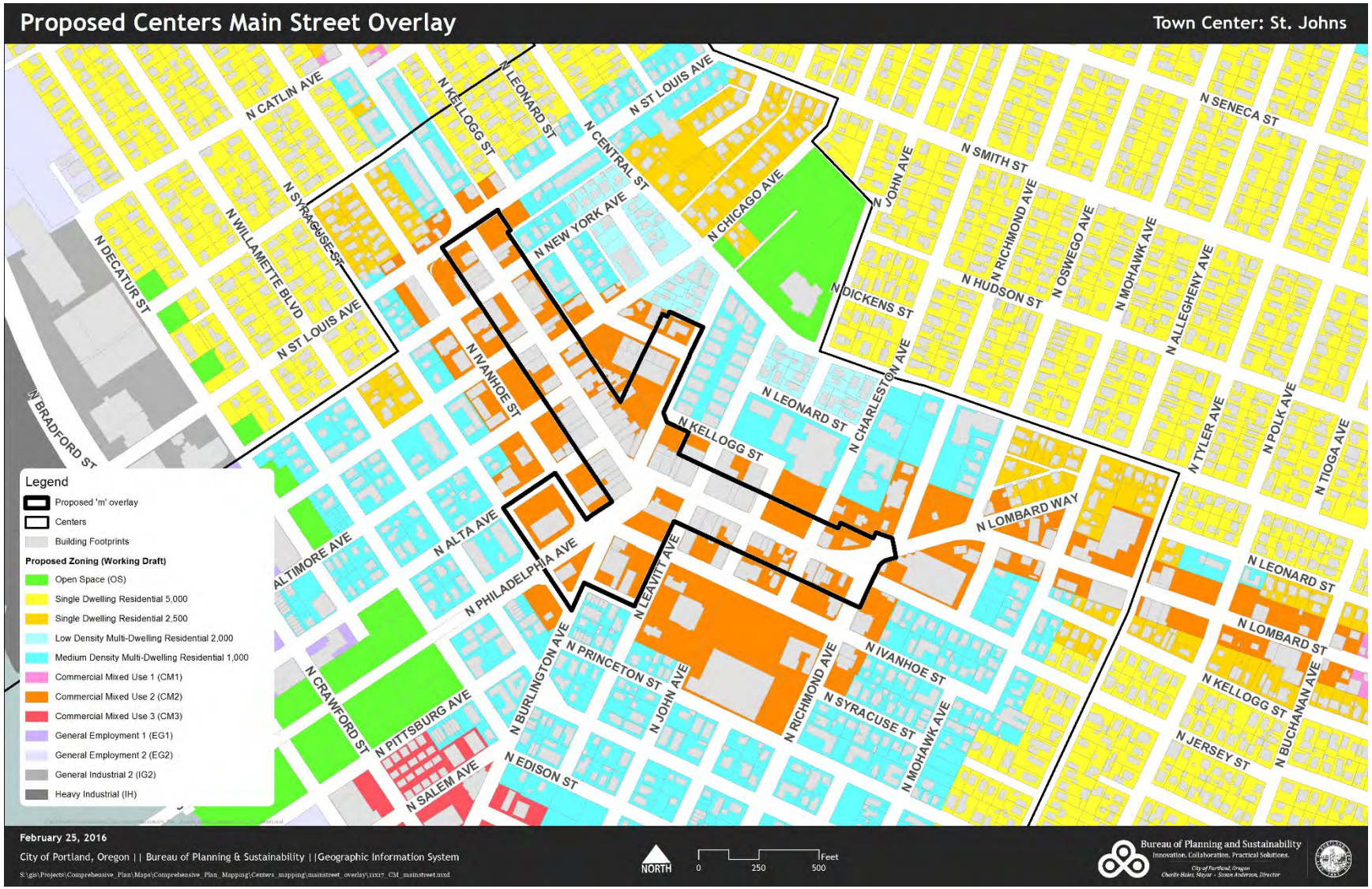
Proposed Centers Main Street Overlay
Town Center: St. Johns
N CATLIN AVE
N KELLOGG ST
N LEONARD ST
N ST LOUIS AVE
N CENTRAL ST
N SENECA ST
N SMITH ST
N JOHN AVE
N CHICAGO AVE
N NEW YORK AVE
N SYRACUSE ST
N DECATUR ST
N WILLAMETTE BLVD
N ST LOUIS AVE
N DICKENS ST
N RICHMOND AVE
N OSWEGO AVE
N MOHAWK AVE
N ALLEGHENY AVE
N HUDSON ST
N IVANHOE ST
N BRADFORD ST
N CHARLESTON AVE
N LEONARD ST
N KELLOGG ST
N TYLER AVE
N POLK AVE
N TIOGA AVE
N LOMBARD WAY
N ALTA AVE
N PHILADELPHIA AVE
N LEAVITT AVE
N LEONARD ST
N LOMBARD ST
N PRINCETON ST
N IVANHOE ST
N BURLINGTON AVE
N JOHN AVE
N RICHMOND AVE
N SYRACUSE ST
N KELLOGG ST
N BUCHANAN AVE
N CRAWFORD ST
N PITTSBURG AVE
N MOHAWK AVE
N JERSEY ST
N SALEM AVE
N EDISON ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000
Single Dwelling Residential 2,500
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
General Employment 1 (EG1)
General Employment 2 (EG2)
General Industrial 2 (IG2)
Heavy Industrial (IH)
February 25, 2016
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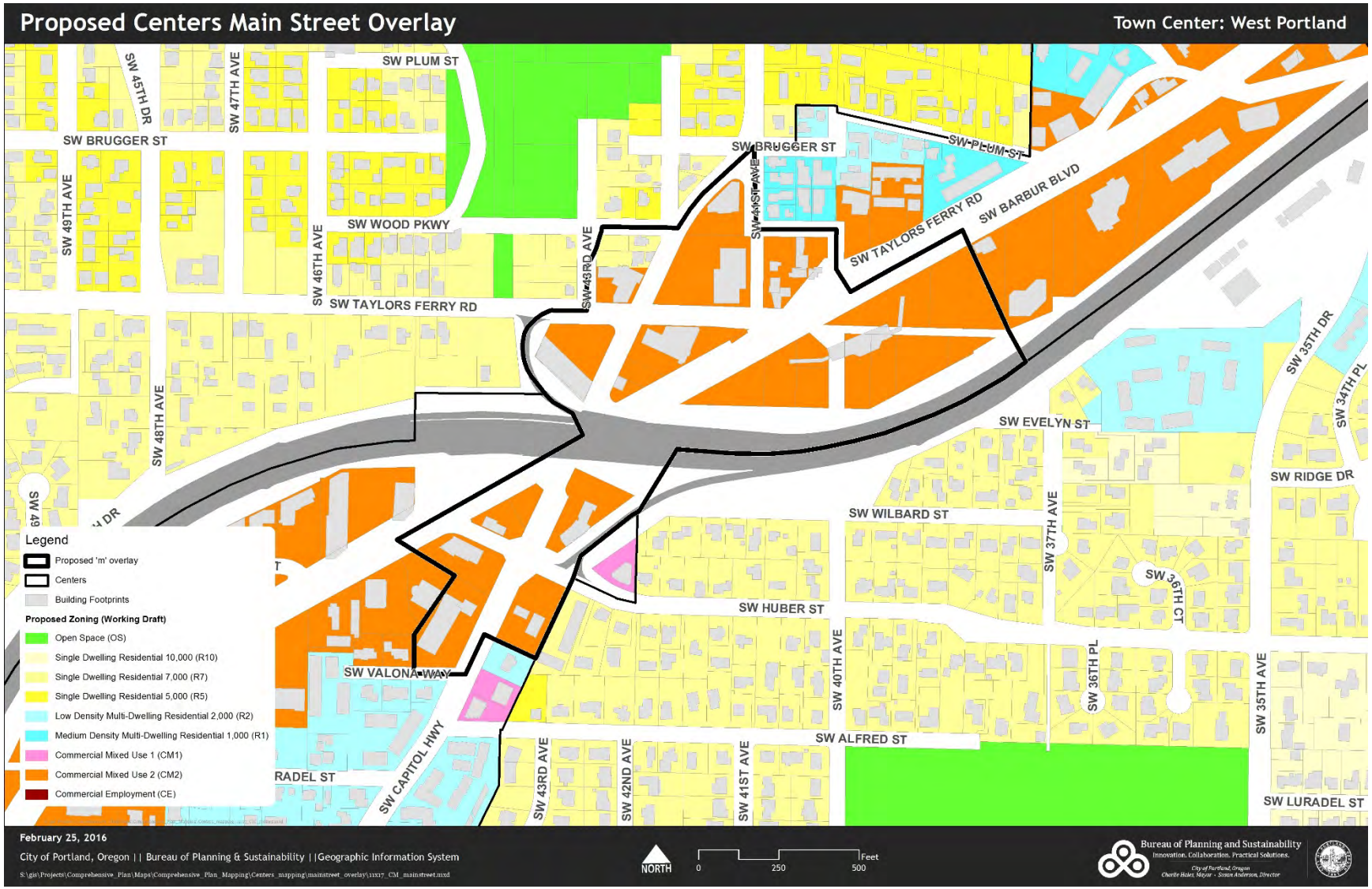
Proposed Centers Main Street Overlay
Town Center: West Portland
SW PLUM ST
SW 45TH DR
SW 47TH AVE
SW BRUGGER ST
SW 49TH AVE
SW WOOD PKWY
SW 46TH AVE
SW TAYLORS FERRY RD
SW 43RD AVE
SW 48TH AVE
SW BARBUR BLVD
SW EVELYN ST
SW 35TH DR
SW 34TH PL
SW RIDGE DR
SW WILBARD ST
SW 37TH AVE
SW 36TH CT
SW HUBER ST
SW 40TH AVE
SW 36TH PL
SW 35TH AVE
SW VALONA WAY
SW CAPITOL HWY
SW ALFRED ST
SW 43RD AVE
SW 42ND AVE
SW 41ST AVE
SW LURADEL ST
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 10,000 (R10)
Single Dwelling Residential 7,000 (R7)
Single Dwelling Residential 5,000 (R5)
Low Density Multi-Dwelling Residential 2,000 (R2)
Medium Density Multi-Dwelling Residential 1,000 (R1)
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Employment (CE)
February 25, 2016
City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System
NORTH
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250
500
Feet
Bureau of Planning and Sustainability
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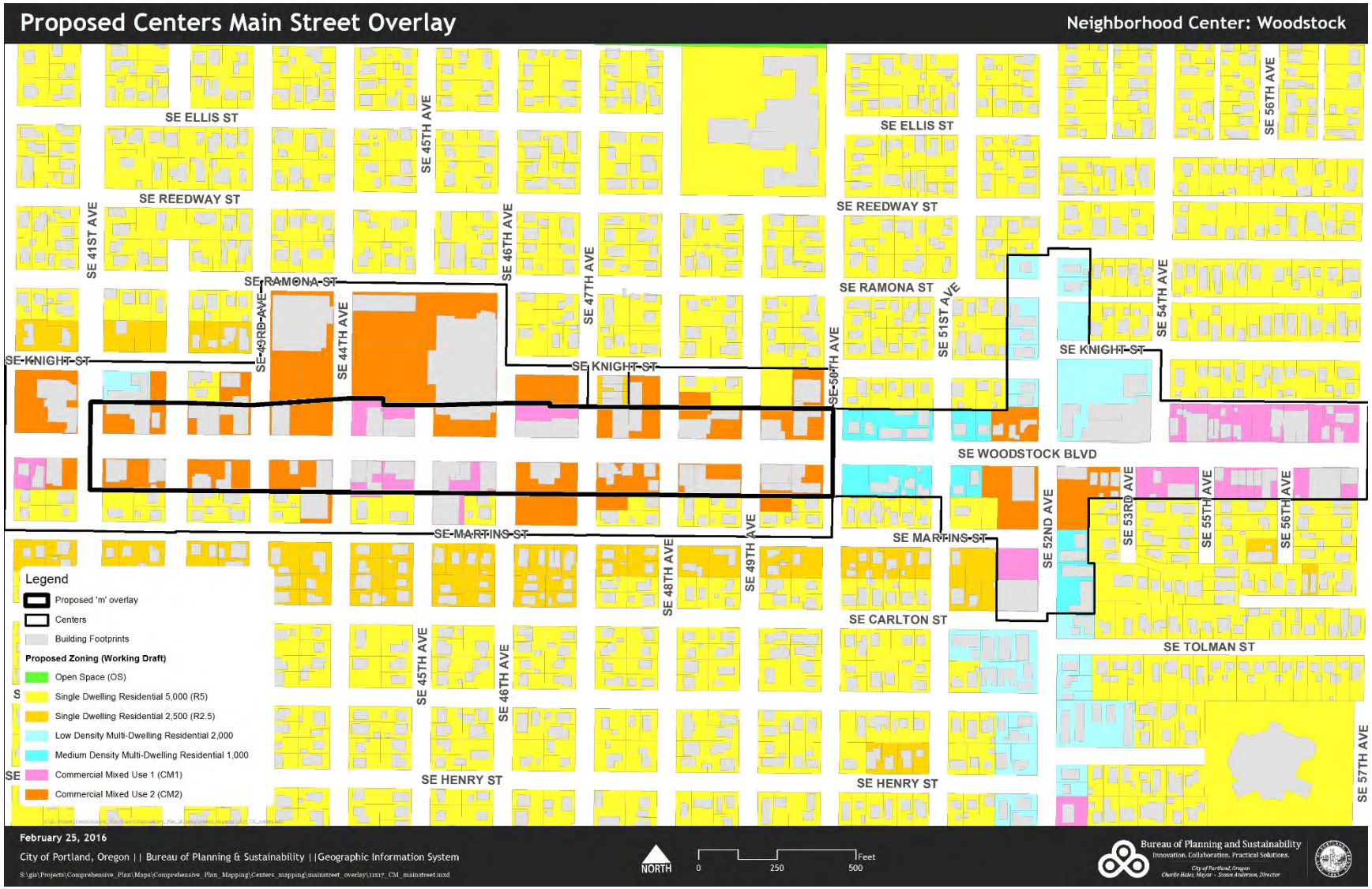
Proposed Centers Main Street Overlay
Neighborhood Center: Woodstock
SE ELLIS ST
SE REEDWAY ST
SE RAMONA ST
SE KNIGHT ST
SE MARTINS ST
SE WOODSTOCK BLVD
SE CARLTON ST
SE TOLMAN ST
SE HENRY ST
SE 41ST AVE
SE 43RD AVE
SE 44TH AVE
SE 45TH AVE
SE 46TH AVE
SE 47TH AVE
SE 48TH AVE
SE 49TH AVE
SE 50TH AVE
SE 51ST AVE
SE 52ND AVE
SE 53RD AVE
SE 54TH AVE
SE 55TH AVE
SE 56TH AVE
SE 57TH AVE
Legend
Proposed 'm' overlay
Centers
Building Footprints
Proposed Zoning (Working Draft)
Open Space (OS)
Single Dwelling Residential 5,000 (R5)
Single Dwelling Residential 2,500 (R2.5)
Low Density Multi-Dwelling Residential 2,000
Medium Density Multi-Dwelling Residential 1,000
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
February 25, 2016
City of Portland, Oregon | | Bureau of Planning & Sustainability | |Geographic Information System
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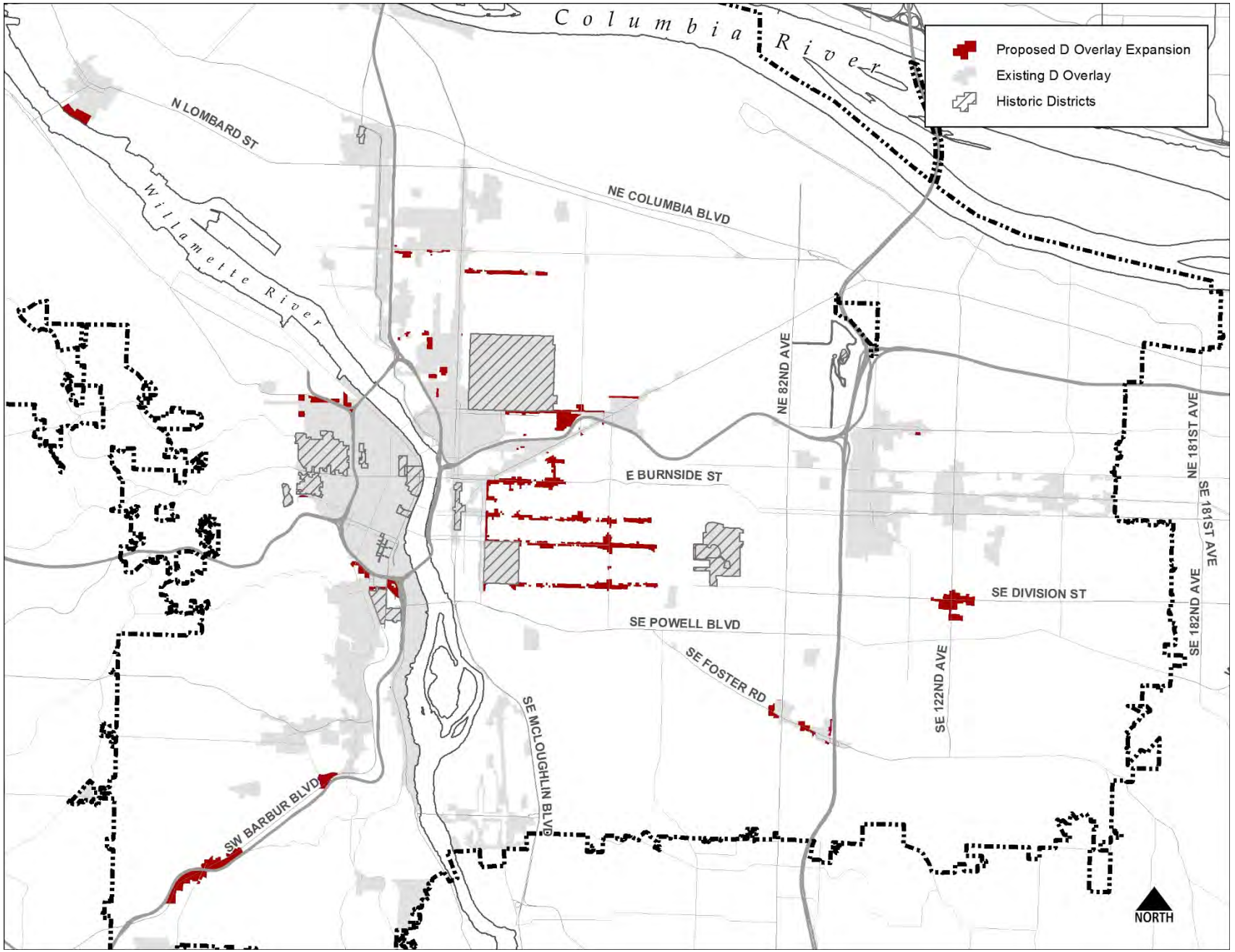
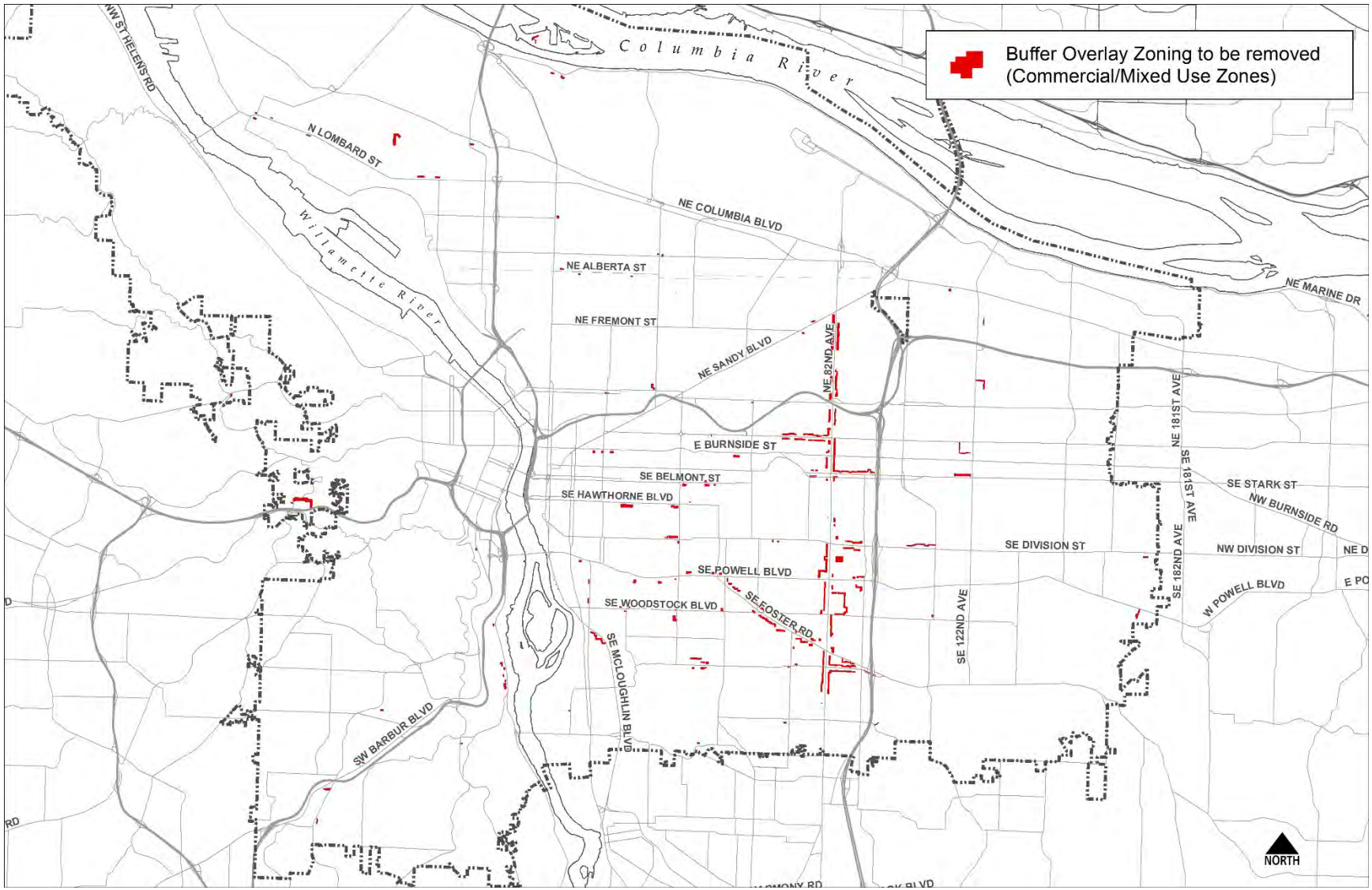

Columbia River
Proposed D Overlay Expansion
Existing D Overlay
Historic Districts
N LOMBARD ST
Willamette River
NE COLUMBIA BLVD
NE 82ND AVE
E BURNSIDE ST
NE 181ST AVE
SE 181ST AVE
SE DIVISION ST
SE POWELL BLVD
SE 182ND AVE
SE FOSTER RD
SE 122ND AVE
SE MCLOUGHLIN BLVD
SW BARBUR BLVD
NORTH


Buffer Overlay Zoning to be removed
(Commercial/Mixed Use Zones)
Columbia River
Willamette River
NW ST HELENS RD
N LOMBARD ST
NE COLUMBIA BLVD
NE ALBERTA ST
NE FREMONT ST
NE SANDY BLVD
NE 82ND AVE
NE MARINE DR
NE 181ST AVE
SE 181ST AVE
E BURNSIDE ST
SE BELMONT ST
SE HAWTHORNE BLVD
SE STARK ST
NW BURNSIDE RD
SE DIVISION ST
NW DIVISION ST
SE POWELL BLVD
W POWELL BLVD
SE WOODSTOCK BLVD
SE FOSTER RD
SE 182ND AVE
SE 122ND AVE
SE MCLOUGHLIN BLVD
SW BARBUR BLVD
NORTH

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VIII. Appendices

Appendix A: City of Portland/TriMet Letter of Intent

Appendix B: Preliminary List of Subsequent Amendments

Appendix C: Mixed Use Zones Project – Assessment Report (under separate cover)

Appendix D: Mixed Use Zones Project – Code Concepts Report (under separate cover)

Appendix E: EcoNW Density Bonus Evaluation (forthcoming - under separate cover)

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TRIMET

Letter of Intent

The City of Portland and TriMet have a shared intention to work in partnership to identify the transit service and supporting land use, community development and transportation policies, programs and projects needed to support planned growth, consistent with the region's 2040 adopted vision and plans.

The City of Portland is updating its Comprehensive Plan and Transportation System Plan (TSP), which will prioritize transit-oriented centers and corridors to accommodate expected population and employment growth while minimizing traffic growth. TriMet is also developing its Service Enhancement Plans to work with communities to create long-term visions for the future development of the transit system. These three planning efforts can lead to high-quality transit to areas identified for growing residential and employment land uses.

In order to help achieve the climate, health, environmental, housing, economic, and equity goals and objectives of regional and City plans, the City and TriMet are committing to a joint work plan to address areas where coordination is necessary for success, such as where City facilities are used by TriMet vehicles or where City plans call for intensified transit service to meet job and housing demands.

This work plan will inform the development and adoption of a service agreement or Memorandum of Understanding (MOU) showing how the City and TriMet will coordinate on transit service in the City. The Parties intend to complete this by the end of 2016 to coincide with the City's completion of Periodic Review.

This service agreement or MOU would strengthen coordination of three mutually-reinforcing responsibilities:

- Adoption of transit-supportive land use plans (City, Bureau of Planning and Sustainability)
- Investments that provide transit-supportive infrastructure, such as sidewalks and safe crossings, and programs, such as transit signal priority, and transportation and parking demand management (City, Bureau of Transportation, Portland Development Commission)
- Transit operations, vehicles and infrastructure (TriMet)

Additional background and details on proposed and supporting activities are provided in Attachment A.

Date: 7-26-15

Mayor Charlie Hales, Commissioner in Charge
Portland Bureau of Planning & Sustainability

Date: 8-26-15

Steve Novick, Commissioner in Charge
Portland Bureau of Transportation

Date: 9/1/2015

Neil McFarlane, General Manager
TriMet

Attachment A.

Background

A fundamental guiding policy behind this effort is the Region 2040 Growth Concept, which calls for housing and employment growth to be focused into more active, mixed use, pedestrian-friendly activity centers that are connected by high-frequency or high-capacity transit corridors. One of the key ingredients to success for these activity centers is providing a multi-modal transportation system that ensures transportation choices and the continued mobility of people and goods throughout the region.

Frequent, high quality transit service is essential to supporting strong job centers and healthy neighborhoods. The existing transit system has facilitated the growth of regional and neighborhood centers, in keeping with the regional vision. This has helped create vibrant downtowns and neighborhoods where employees, residents and visitors can meet many of their needs with transit, on foot, or by bike, thereby reducing congestion, cutting greenhouse gas emissions, and allowing more economic activity and population and employment growth in these areas at a lower cost than expanding state and local roadways.

Transit is an essential ladder of opportunity to help people reach economic security. Expanding high quality, frequent transit will improve low-cost access to daily needs, jobs, and education for all, especially those who have limited or no access to a private vehicle. In order to ensure greater fairness, an equity lens is, and will be, used to improve safe, reliable access to quality transit service in a way that is inclusive of all Portlanders. For this to be successful, the City and TriMet will need to engage with a variety of other partners to ensure that improving transit is part of a broader strategy to maintain and expand affordable housing and increase economic opportunity in a way that is inclusive and recognizes the risk of racial disparities.

The City of Portland desires to deliver on the 2040 vision and has expectations to capture a significant share of the region's projected population growth and to efficiently serve that growth long into the future without a major increase in highway or road capacity. The extent of existing infrastructure makes the City well poised to address its growth potential by increasing transportation capacity with a balanced, multimodal system based on transit, bicycles, and pedestrians. The transit portion of this system will be a seamless balance of bus, light rail, streetcars, ADA paratransit and related services.

Under Oregon law, there are legal mechanisms to ensure that Transportation System Plans and Land Use Plans are coordinated. Transportation System Plans, however, traditionally focus on capital investment plans, not ongoing transit operations. The City and TriMet are seeking a mechanism to more clearly express and acknowledge that land use, capital investments, and ongoing operations are bound together.

Proposed Activities

The City of Portland and TriMet have a long history of partnership on the planning, funding, construction and operations of this integrated transit network. The City has been a major supporter and financial contributor to TriMet transit system expansions. TriMet has consistently invested in operating high-frequency service along Portland's main streets and through its centers. In addition, TriMet has supported the City's pursuit of developing the Streetcar system and has taken on a larger share of its operations.

It is in this spirit of continuing partnership that we now embark on this workplan to formalize understanding of our mutual commitments so that both parties have a promise of stability for future planning where transit service, land use plans and uses, infrastructure are all mutually dependent for success.

Transit and higher density zoning alone are not sufficient to produce the levels of development and transit use to meet regional goals. Without safe pedestrian and bicycle access to transit, high-quality transit

stops, fast and reliable transit operations, parking management, affordable transit-oriented development and effective demand management, the City, TriMet and the region are unlikely to meet their goals.

TriMet's future investment and improving and expanding the frequent transit network will be prioritized based on considerations that include the level of local access investments, transit-supportive policies and regulations, and priority treatments. TriMet and the City will work together to update corridors with transit-supportive investments to help support both frequent transit service and transit-oriented development that supports affordability and access to opportunity for all Portlanders.

With this understanding, the City and TriMet envision the following types of activities will be part of the workplan:

- Transit-supportive land use commitments by the City, reflective of Comprehensive Plan and Regional Growth Vision;
- Policy and program commitments by the City that support the use of transit, including parking and travel demand management (TDM);
- Operational and capital investments by the City and other partners that support the performance of transit in terms of safety, efficiency, reliability and accessibility, including:
    - Sidewalks, crossings and other treatments to make accessing transit safer and more desirable;
    - Transit signal priority, right of way and other system management treatments to improve speed and reliability;
- Service commitments by TriMet that support the City's plans, tied to designated land uses and prioritized in alignment with TriMet's Board-adopted Service Guidelines Policy, which emphasizes five priority considerations to provide the framework for service planning decision-making: Equity, Demand, Productivity, Connections and Growth.

These activities recognize the specialized roles played by the various parties involved in the work plan:

- Bureau of Planning & Sustainability – Land Use Planning and Policy
- Bureau of Transportation – Transportation Infrastructure, Operations, Programs, Planning and Policy
- TriMet – Transit Service, Infrastructure, Planning and Policy

In order to prepare residents and businesses to take advantage of opportunities for increased prosperity, the parties will work with PDC and the Housing Bureau develop a strategy to mitigate displacement and gentrification and to achieve equitable access to opportunity (e.g. workforce development and procurement practices that encourage the participation of disadvantaged business enterprises).

Achieving equitable outcomes will require concerted attention to demographic and other data and inclusive public participation. TriMet and the City will assess the capacity of the community to participate in the work plan and recommend specific implementing actions.

Supporting Activities

TriMet and City agencies, including BPS, PBOT, Housing, and PDC, will implement the Powell-Division Action Plan, which will address displacement and housing issues, and will use the process to inform future high capacity transit corridor planning and implementation actions.

In order to inform the work in the areas above, TriMet is collaborating with the City on its "Growing Transit Communities" project funded by the Transportation and Growth Management (TGM) grant program administered by ODOT and DLCD. Over the next 12 months, this planning process will develop transit-supportive investment plans for 2 to 5 transit corridors. Tools for prioritizing

investments will be developed and applied in each corridor. The suite of tools will be developed with the intention of being replicable for use in other corridors and by other jurisdictions.

One place where this type of partnership approach is already being applied is prioritizing service improvements on SE 122nd Avenue to improve connections for nearby residents to concentrations of jobs (such as in the Columbia Corridor) and other activity centers:

- The City is providing transit-supportive land use designations and including necessary sidewalk and crossing safety improvements in its proposed Comprehensive Plan and TSP.
- TriMet is developing service improvement plans through its Service Enhancement Plan process and is implementing improvements on an annual basis as budget allows.

The City and TriMet have also collaborated and sought additional funding from the TGM grant program to develop an Enhanced Transit Corridors study, which would identify corridors where projected growth may require new and innovative service models be deployed to meet demand, combined with enhanced safety, access and operational treatments, travel and parking demand management, to help ensure the benefits of the new service model are fully realized.

More generally, moving forward, the City and TriMet will seek to jointly develop plans, projects and funding requests for federal, state and regional opportunities to advance the objectives described herein.

As a regional agency, TriMet has the responsibility to balance investments across all of the jurisdictions it serves in line with regional and agency policy. Nothing in this proposed workplan is designed to limit TriMet's ability to fulfill that responsibility. This working arrangement and agreements also can consciously serve as a template for other partnerships between TriMet and other jurisdictions it serves in the region.

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Appendix B: Draft Preliminary List of Subsequent Code Amendments

DRAFT - Preliminary List of Subsequent Code Amendments			
section	**title**	**Issues**	**Reconciliation**
33.288	Special Street Setbacks	Setbacks must be landscaped to at least the L1 standard (no reference to allowances for pedestrian surfaces).	Consider deleting or modifying landscaped setback requirement, given 33.130 and M overlay requirements for a portion of transit street setback to be improved for pedestrian use.
33.410	Buffer zone	Applies to and references the C zones	Delete C zone provisions, given new 33.130 provisions that are similar.
33.480	Scenic Resources Zones	20' minimum street setback (C zones) – applies to a CM1 property in Garden Home.	Consider modifying to relate to the 10' maximum setback.
33.521	East Corridor	• Building height (up to 100' in CM3) • FAR (4:1 in CM3 and some CM2, additional 2:1 FAR for residential development in one area). • Two-tier step down transitions. • Ground floor windows requirement references CX windows standard.	• Potentially adjust base FARs and possibly building heights to align with 33.130 base/bonus approaches. • Consider deleting plan district step down transitions (since step downs included in 33.130). • Modify ground-floor windows requirement, reflecting 33.130 changes and application of M overlay.
33.526	Gateway	• Building height (up to 75' in CM2) • FAR (3:1 in CM2, with additional 2:1 FAR for residential development). • Two-tier step down transitions. • Ground floor windows requirement references CX windows standard. • Includes provisions for EX and IR zones, which may be eliminated in Gateway.	• Potentially adjust CM2 base FARs and possibly building heights to align with 33.130 base/bonus approaches. • Consider deleting plan district step down transitions (since step downs included in 33.130). • Modify ground-floor windows requirement, reflecting 33.130 changes (no separate CX requirements). • Amend references to EX and IR zones.
33.532	Hayden Island	• Building height (base height of 50'/80' in some CE zoned areas)	• Potentially adjust base building heights and residential bonus FARs to

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DRAFT - Preliminary List of Subsequent Code Amendments			
section	**title**	**Issues**	**Reconciliation**
		• FAR bonuses (FAR for residential development can be up to 3.75:1 in some CE zoned areas) • Step-down transitions to residential zones.	align with 33.130 base/bonus approaches. • Consider deleting plan district step down transitions (since step downs included in 33.130).
33.536	Hollywood	• Building height (up to 120' in some locations for buildings that include residential) • FAR (floor area in residential or parking uses is not limited in some areas) • Bonuses included for residential development and open space • Two-tier step down transitions. • Drive-through facilities allowed to be rebuilt as part of urban-scale development (Subdistrict B). • 15% landscape requirement for residential buildings in CS zone. • Enhanced pedestrian street standards	• Potentially adjust base FARs and possibly base heights to align with 33.130 base/bonus approaches. • Consider if residential and open space bonuses should be deleted/modified, given 33.130 emphasis on affordable housing bonus and the plaza bonus. • Consider deleting plan district step down transitions (since included in 33.130). • Consider modifying urban drive-through allowance to align with similar 33.130 regulation. • Consider deleting landscape requirement, given new 33.130 landscape requirements. • Consider deleting enhanced pedestrian street standards (addressed by m-overlay).
33.538	Kenton	• Building height (65' allowed in a CM2 location) • FAR (6:1 allowed in a CM2 location) • Active building use area Map 538-5	• Potentially adjust base FARs and possibly base heights to align with 33.130 base/bonus approaches, or rezone to CM3 • Consider deleting active building use area requirement (addressed by m-overlay).
33.550	Macadam	• FAR limited to 2:1 (all zones, including CM2 and CE)	• Need to determine if 33.130 bonuses will be allowed or not in the plan district.

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DRAFT - Preliminary List of Subsequent Code Amendments			
section	**title**	**Issues**	**Reconciliation**
33.561	North Interstate	• Building height (up to 100' in some CM3 areas, and up to 125' in some locations through discretionary design review) • FAR (4:1 in some CM3 areas. • Height step downs abutting and across streets from RF-1 zones • Active building use required • Ground floor windows requirement references CX windows standard.	• Potentially adjust base FARs and possibly base heights to align with 33.130 base/bonus approaches. • Consider deleting plan district step down transitions (since included in 33.130). • Consider modifying active building use requirement to align with similar m-overlay regulations. • Modify ground-floor windows requirement, reflecting 33.130 changes (no separate CX requirements).
33.562	Northwest	• Base building height (up to 75' in CM3 and future EG1) • Base FAR (up to 4:1 in some CM3 and future EG1 areas) • Bonus height and FAR (up to 120' bonus height in some locations, and various bonus FAR provisions, including for affordable housing) • Ground floor active use requirements • Use of accessory parking for commercial parking	• Potentially adjust base FARs, base heights, and bonuses to align with 33.130 base/bonus approaches. • Consider whether or not EX plan district height and FAR allowances should continue for areas being rezoned to EG1. • Consider deleting ground floor active use requirements (addressed by m-overlay). • Consider whether changes are needed to allowances for accessory parking to be used as commercial parking, given new base zone regulations.
33.567	Powell Boulevard	New residential uses prohibited in commercial zones.	Need to determine if affordable housing bonus, in the form in-lieu-of fees, can be used in the plan district
33.583	St Johns	• Drive-through facilities allowed to be rebuilt as part of urban-scale development. • Exterior activities in EX (CM3) zone.	• Consider modifying urban drive-through allowance to align with similar 33.130 regulation. • Consider deleting allowances for specific exterior activities in the EX/CM3 zones now

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DRAFT - Preliminary List of Subsequent Code Amendments			
section	**title**	**Issues**	**Reconciliation**
		• Bonus height and FAR for housing in a location with CN2/CM2 zoning (up to 55' height, and additional .25 FAR for non-residential component)	that they are allowed in the base zone. • Consider modifying CN2/CM2 bonuses to align with 33.130 base/bonus approaches.

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Mixed Use Zones Project

Proposed Zoning Code and Zoning Map Amendments

Planning and Sustainability Commission

March 22, 2016

Bureau of Planning and Sustainability
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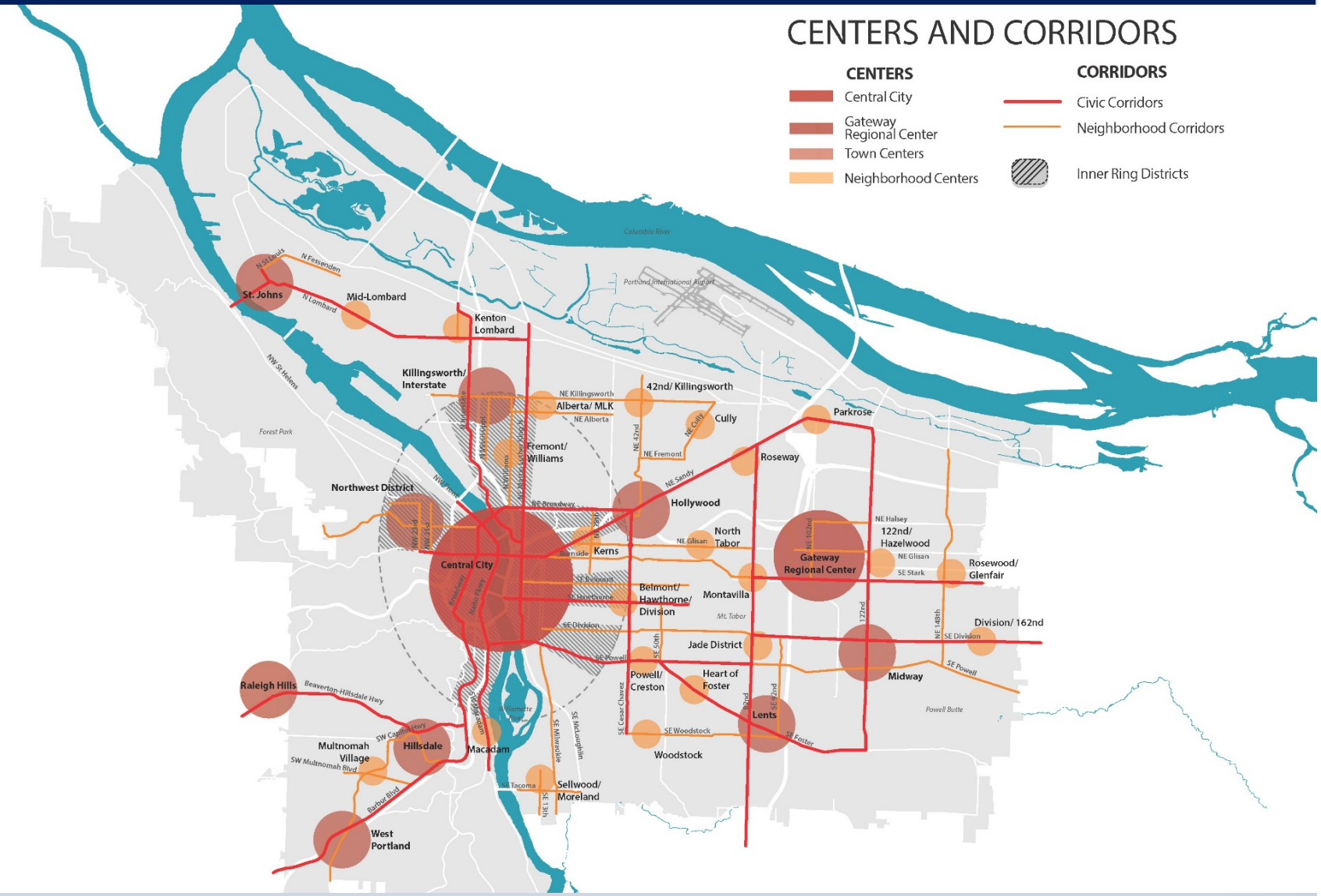
Mixed Use Zones Project

Implementation of Comprehensive Plan Centers & Corridors Policies



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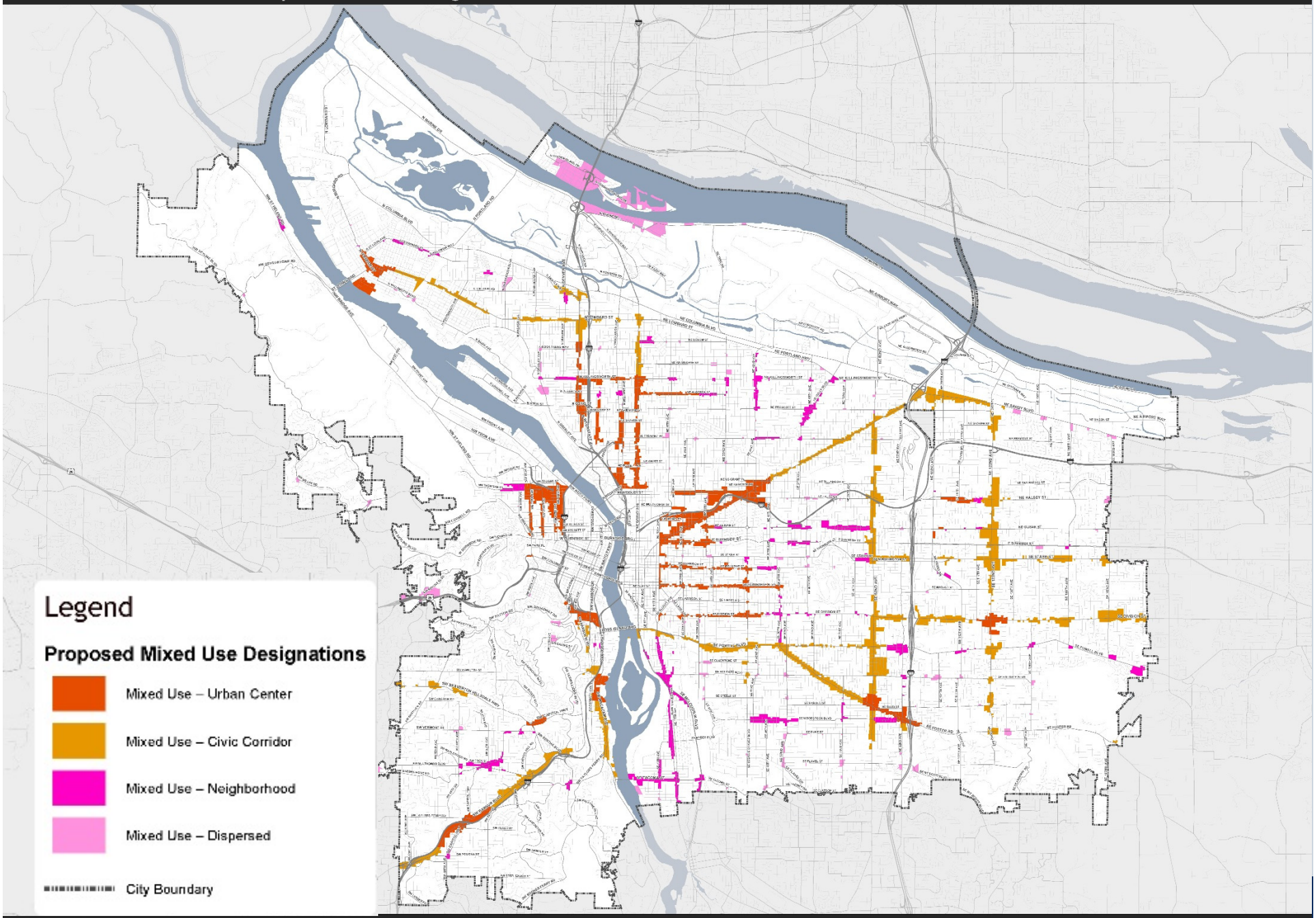
Draft Recommended Plan Map - Mixed Use Designations



September 15, 2015

City of Portland, Oregon // Bureau of Planning & Sustainability // Geographic Information System

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Comp Plan/Zone Relationships

Comp Plan Designation	Corresponding Implementing Zones	Non-Corresponding Allowed Zones
Mixed-Use Dispersed	CM1	CE, R2, R3, R2.5, R5, R7, OS
Mixed-Use Neighborhood	CM1, CM2, CE	R2, R3, R2.5, R5, OS
Mixed-Use Civic Corridor	CM1, CM2, CM3, CE	R1, R2, R3, R2.5, R5, OS
Mixed-Use Urban Center	CM1, CM2, CM3	CX, CE, EX, EG1, IG1 RH, R1, R2, R2.5, OS

Mixed Use Zones Objectives

- Create zones and supporting codes that respond to the new Comp Plan & UDF – support commercial and housing growth
- Address issues such as building scale, transitions, required retail areas, residential area/uses, etc.
- Better address design and context, integration with historic and local character
- Allow market-feasible mixed-use development among varied pattern areas and locations
- Supply housing that is affordable for Portland incomes
- Allow a variety of commercial and employment uses/development as appropriate to the type of place
- Consider the equity implications of all approaches

Public Process Highlights

- Formed Project Advisory Committee – Winter 2014
- Formed Technical Advisory Group – Winter 2014
- Neighborhood Walks (7) – Spring 2014
- Architect, Developer, Housing, Business Roundtables – Summer 2014
- Preliminary Concept Workshops – Fall 2014
- Revised Concept Info Sessions – Winter 2015
- Resident and Shopper Surveys – Spring 2015
- Discussion Draft Meetings – Fall 2015

Summary of Mixed Use Zones Project Elements

Creates new Framework of Mixed Use Zones

- CM1, CM2, CM3, CE zones
- New Zoning Map

Re-write of Commercial Mixed Use Base Zone: 33.130

- New FAR Structure with Bonuses
- New Development and Design standards

Applies new Centers Main Street Overlay Zone: 33.415

- Creates active uses; pedestrian emphasis

Expands area of Design Overlay Zone: 33.420

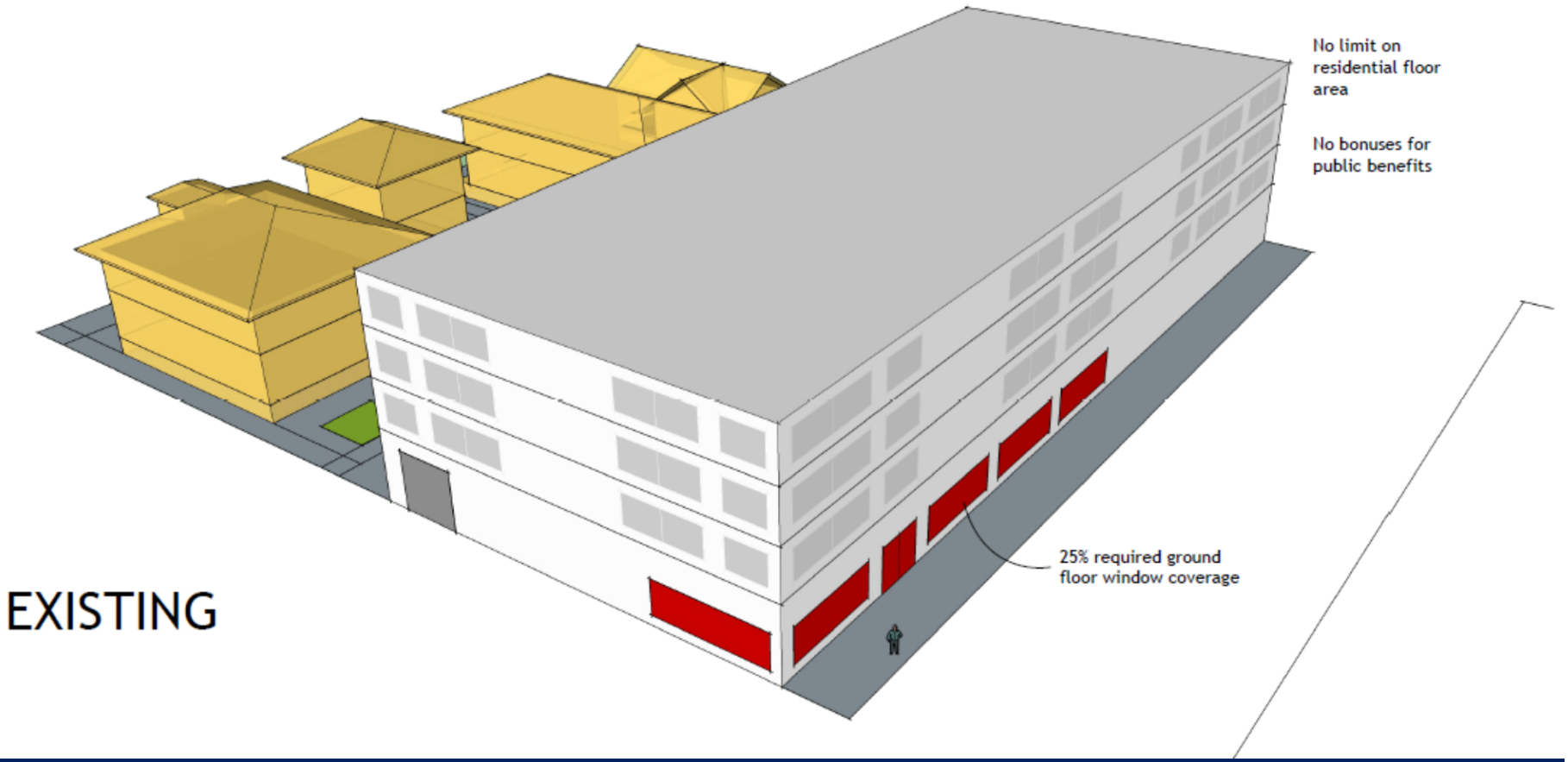
- Applied in all "Mixed Use-Urban Center" areas

New Transportation Requirements: 33.266 and 33.852

- TDM applies to development with more than 10 units
- Parking exemption for small lots; new residential maximums

Summary of Mixed Use Zones Project

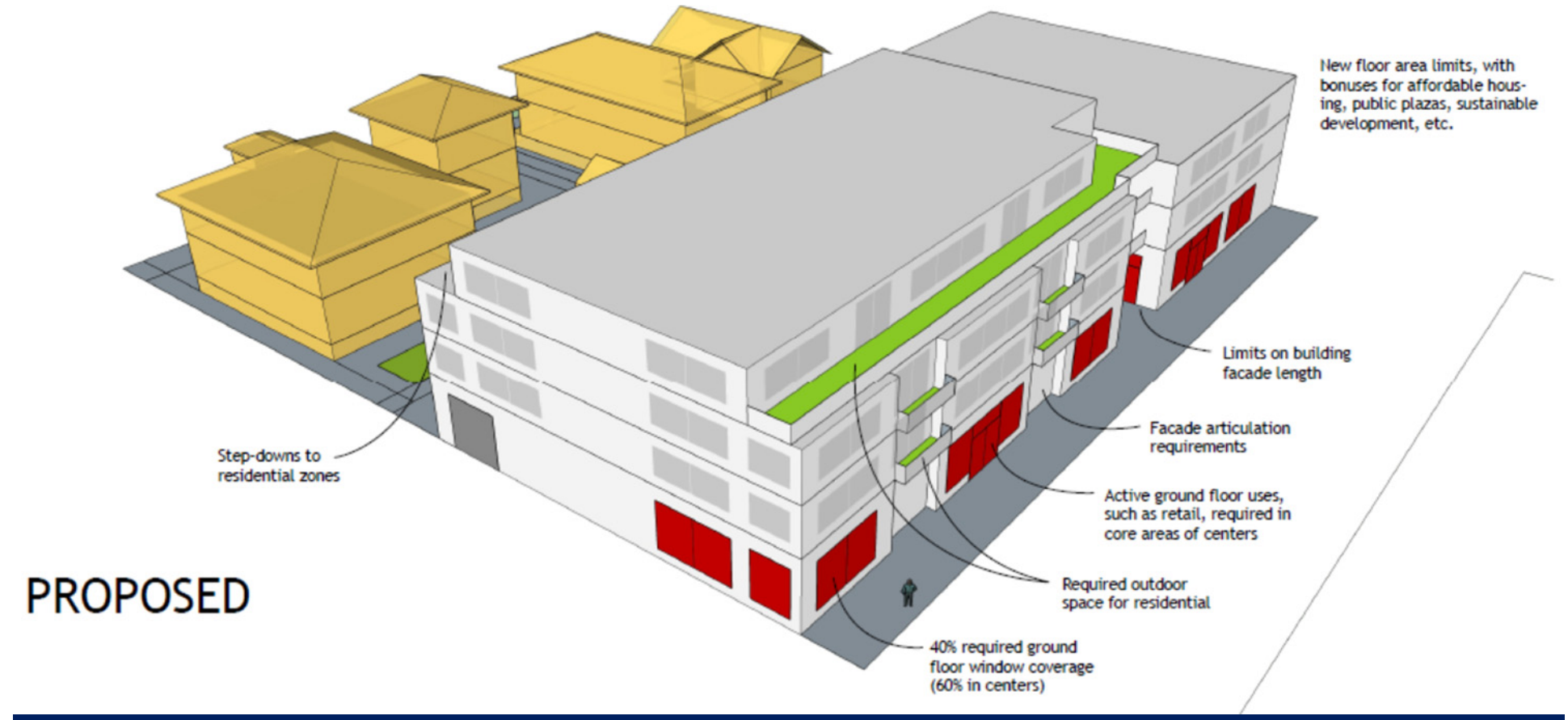
Changes to Development Standards



- No limits on residential floor area, few design standards
- No bonuses for public benefits

Summary of Mixed Use Zones Project

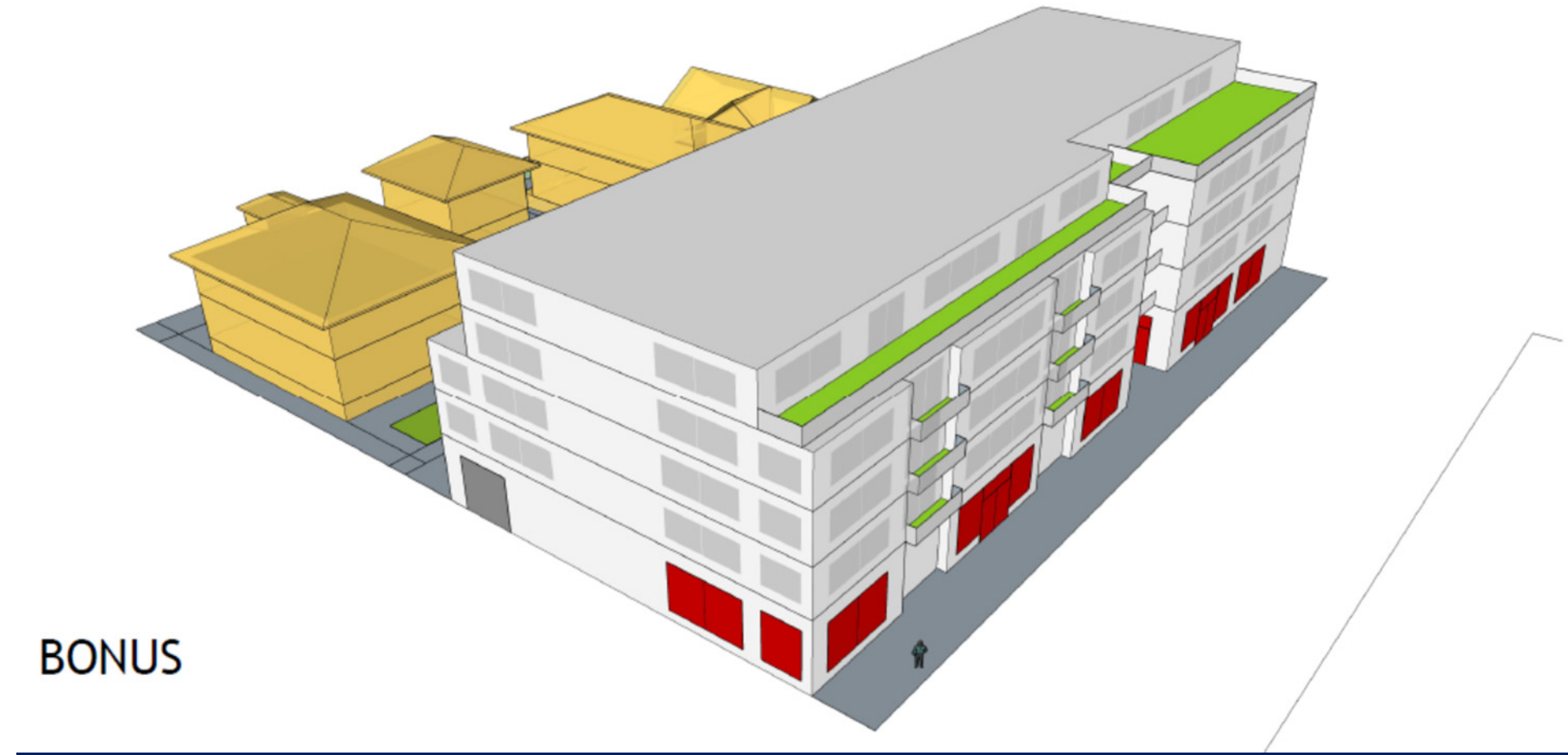
Changes to Development Standards



- New floor area limits
- New design-related standards, residential outdoor space requirements

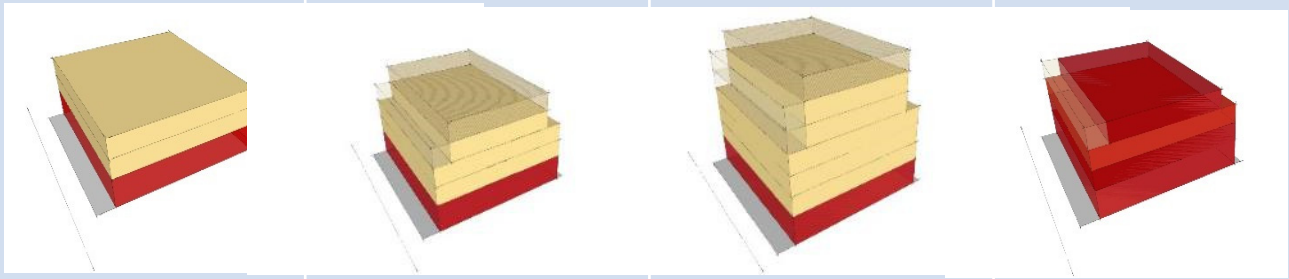
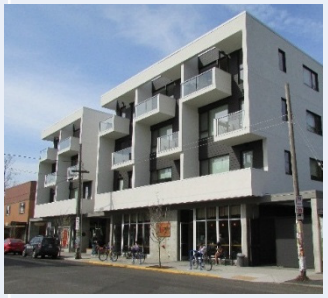
Summary of Mixed Use Zones Project

Changes to Development Standards



- Bonuses for affordable housing and affordable commercial space
- Additional bonus height linked to design review overlay

New Zones

	Commercial Mixed Use 1 (CM1)	Commercial Mixed Use 2 (CM2)	Commercial Mixed Use 3 (CM3)	Commercial Employment (CE)
Preliminary Form				
Examples				
Height Limit FAR	35’ (3) 1.5:1	45’ (4) 2.5:1	65’ (6) 3:1	45’ (4) 2.5:1
Bonus Ht Limit Bonus FAR	35’ (3) 2.5:1	55’ (5)* 4:1 * In key locations	75’ (7) 5:1	45’ (4) 3:1

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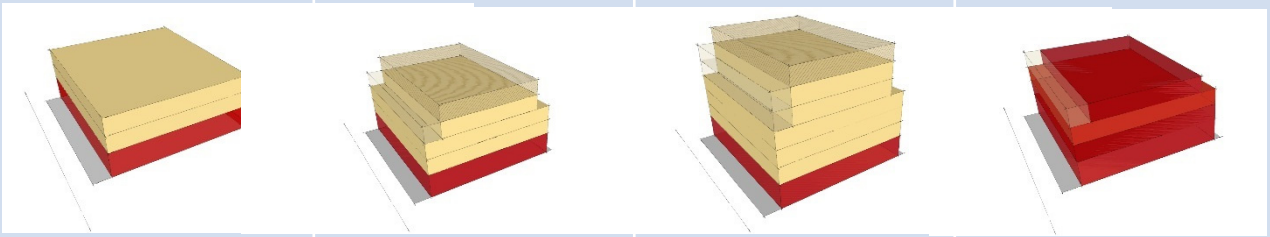
New Zones

	Commercial Mixed Use 1 (CM1)	Commercial Mixed Use 2 (CM2)	Commercial Mixed Use 3 (CM3)	Commercial Employment (CE)
Form				
Commercial Uses	Array of small retail, service and office	Broader array of retail, service, and office	Broad array of retail, service, and office	Broad array of retail, service, office, and auto-oriented with drive through
Residential Uses	Allow	Allow	Allow	Allow (no bonus)
Industrial Uses	Limit	Allow employment uses with few off-site impacts	Allow employment uses with few off-site impacts	Allow light industrial uses w/ few off-site impacts
Institutional Uses	Allow	Allow	Allow	Allow

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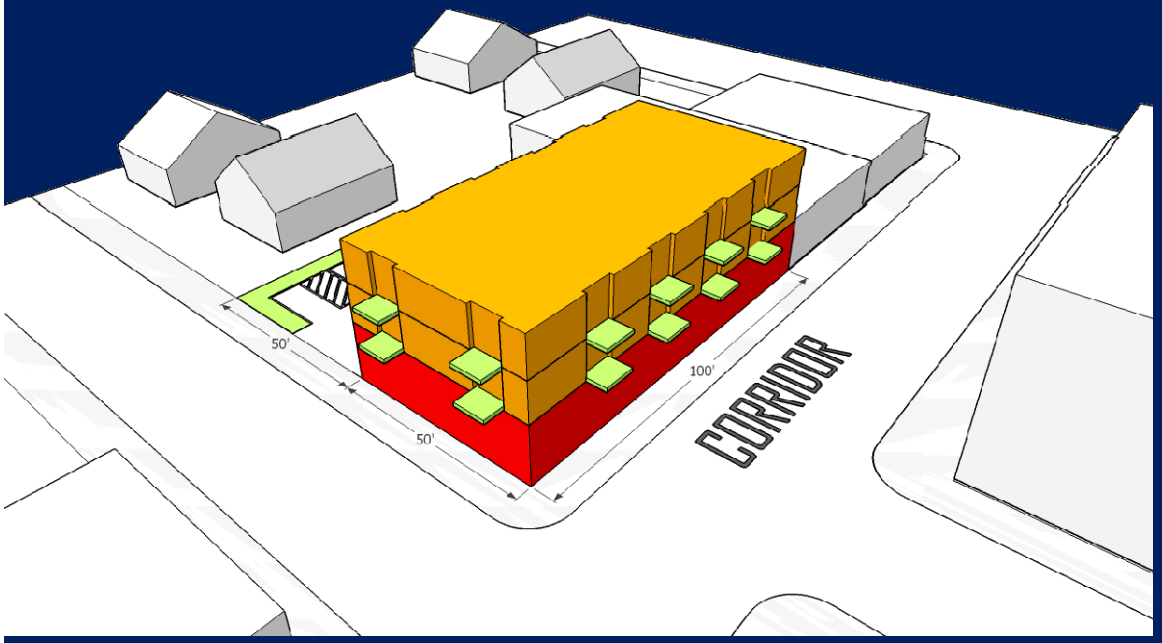
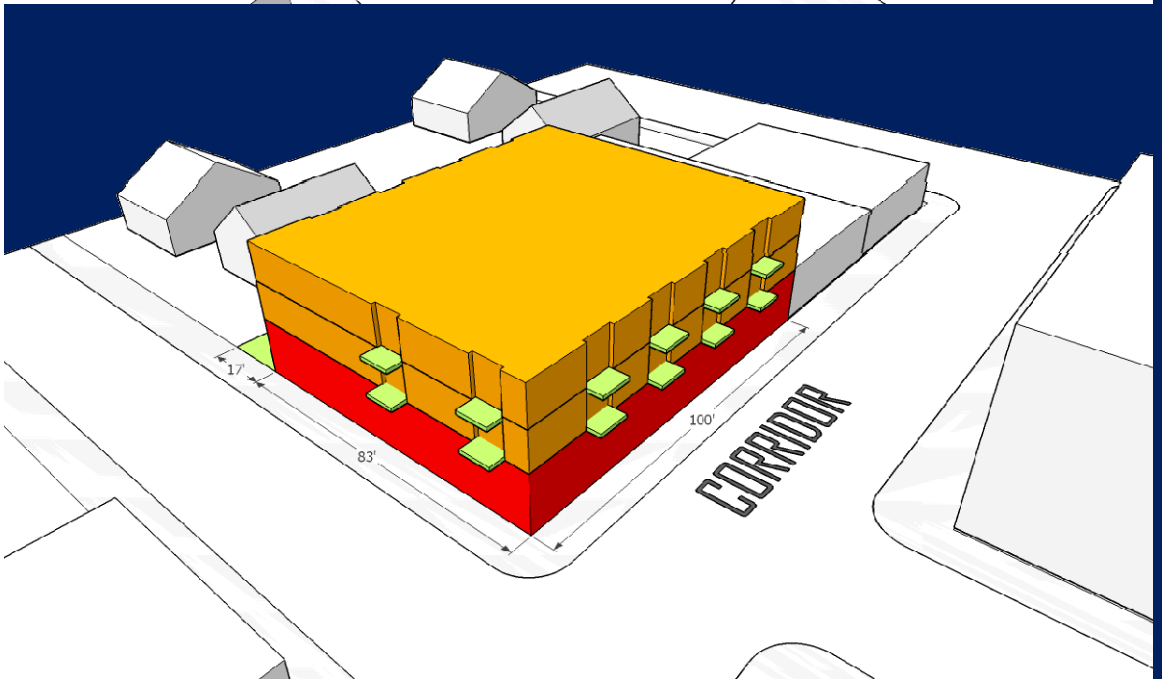
Revised Prototype models – CM1 Zone

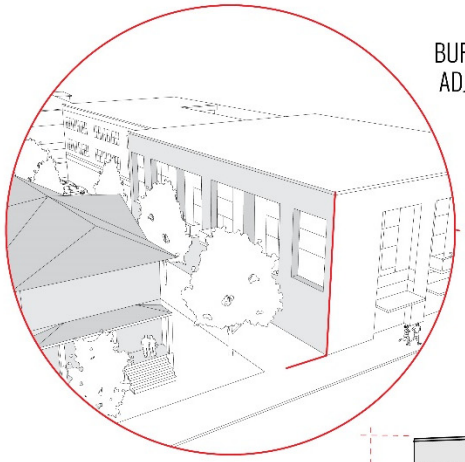


Maximum - No Bonus

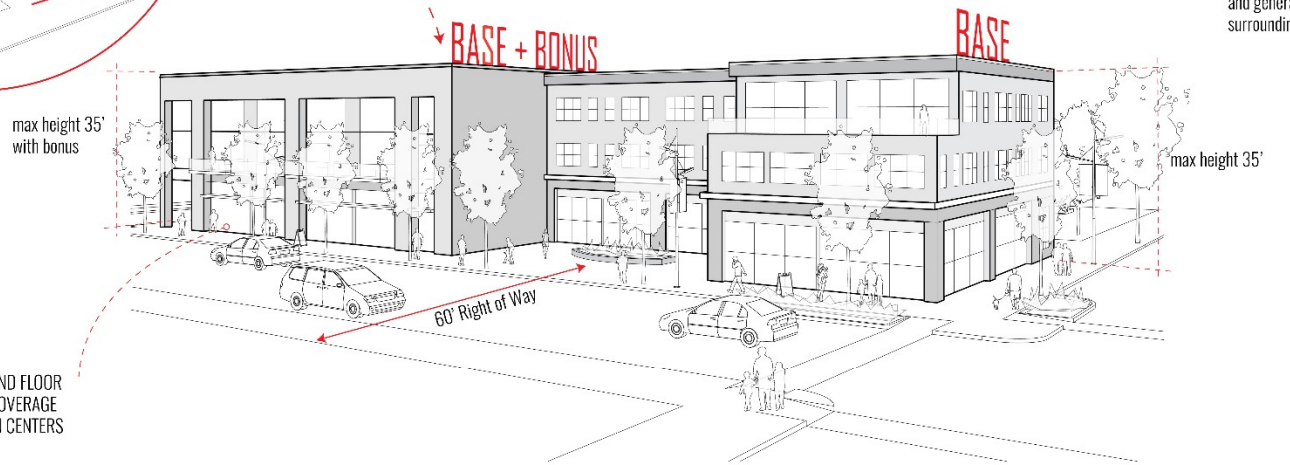


Maximum - With Bonus

Example Models – CM1 Zone



BUFFERING BETWEEN CM & ADJACENT RESIDENTIAL ZONING



**This drawing illustrates the maximum building envelope for the base and the base plus bonus. Multiple variations of these building prototypes are allowed within the regulations.

EXAMPLE

CM1

PROTOTYPE FOR COMMERCIAL MIXED USE 1

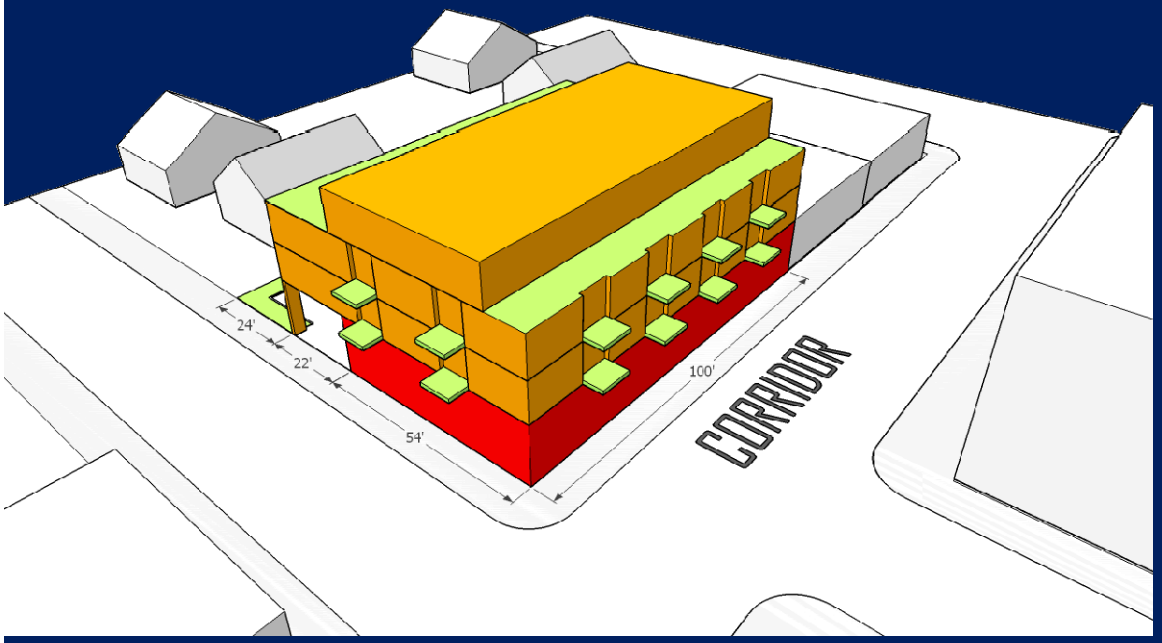
This small-scale commercial mixed use zone is intended for sites in smaller mixed use nodes within lower density residential areas, as well as on neighborhood corridors, and at the edges of neighborhood centers, town centers and regional centers. This zone allows a mix of commercial and residential uses. The size of commercial uses are limited in some locations to mimize impacts on adjacent residential uses. Buildings in this zone are generally expected to be up to three stories. Development is intended to be pedestrian oriented and generally compatable with the scale of surrounding residentially zoned areas.

QUICK STATS

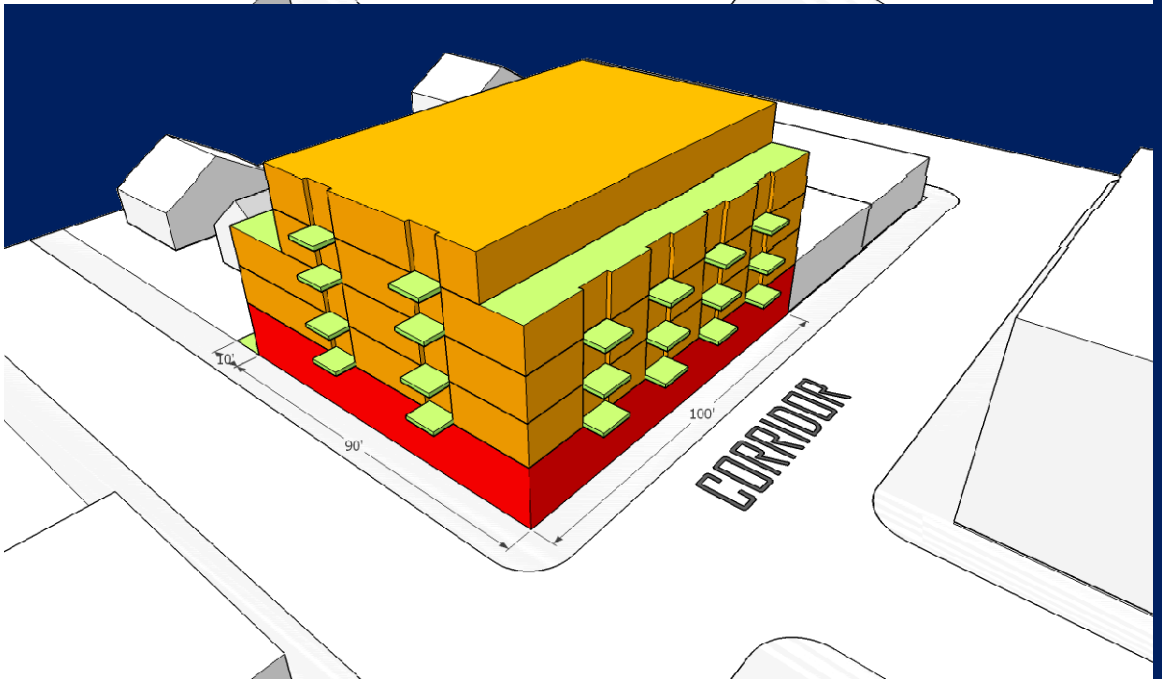
BASE:
Max FAR 1.5:1
Max Height: 35 ft

BASE + BONUS:
Max FAR 2.5:1
Max Height: 35 ft

Revised Prototype models – CM2 Zone

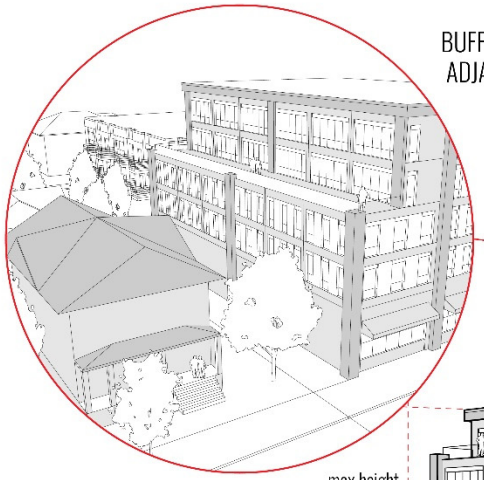


Maximum - No Bonus

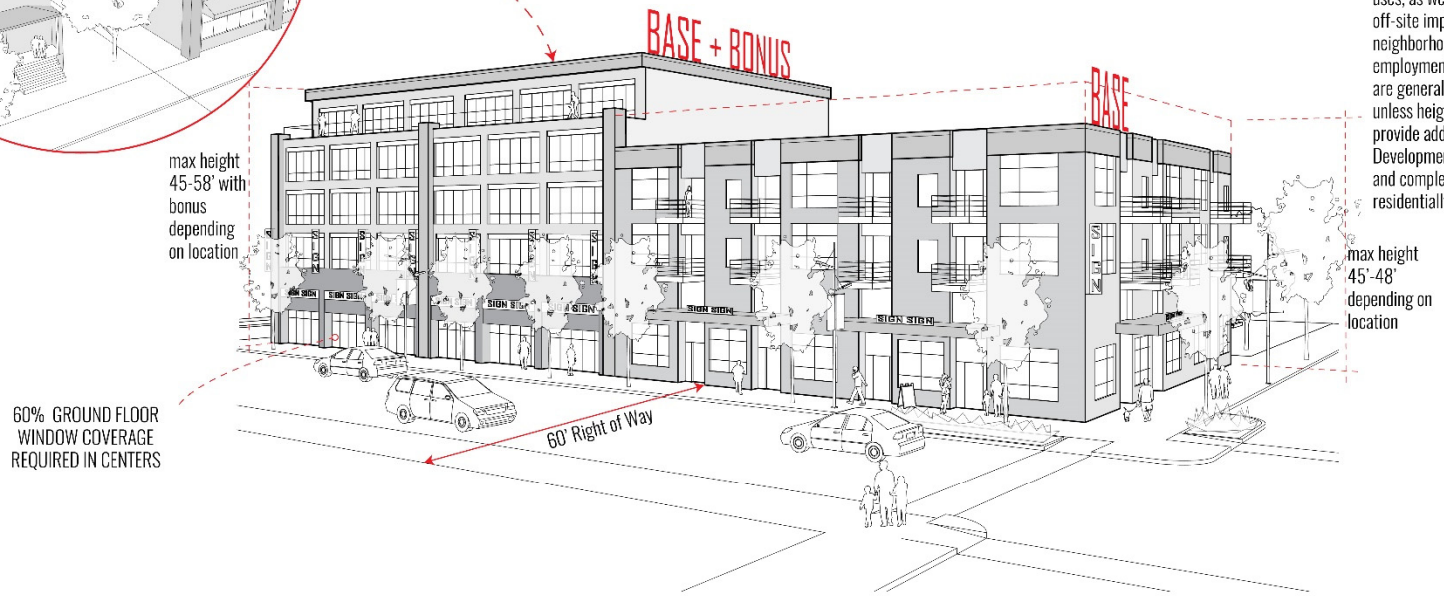


Maximum - With Bonus

Example Models – CM2 Zone



BUFFERING BETWEEN CM & ADJACENT RESIDENTIAL ZONING



**This drawing illustrates the maximum building envelope for the base and the base plus bonus. Multiple variations of these building prototypes are allowed within the regulations.

EXAMPLE

CM2

PROTOTYPE FOR COMMERCIAL MIXED USE 2

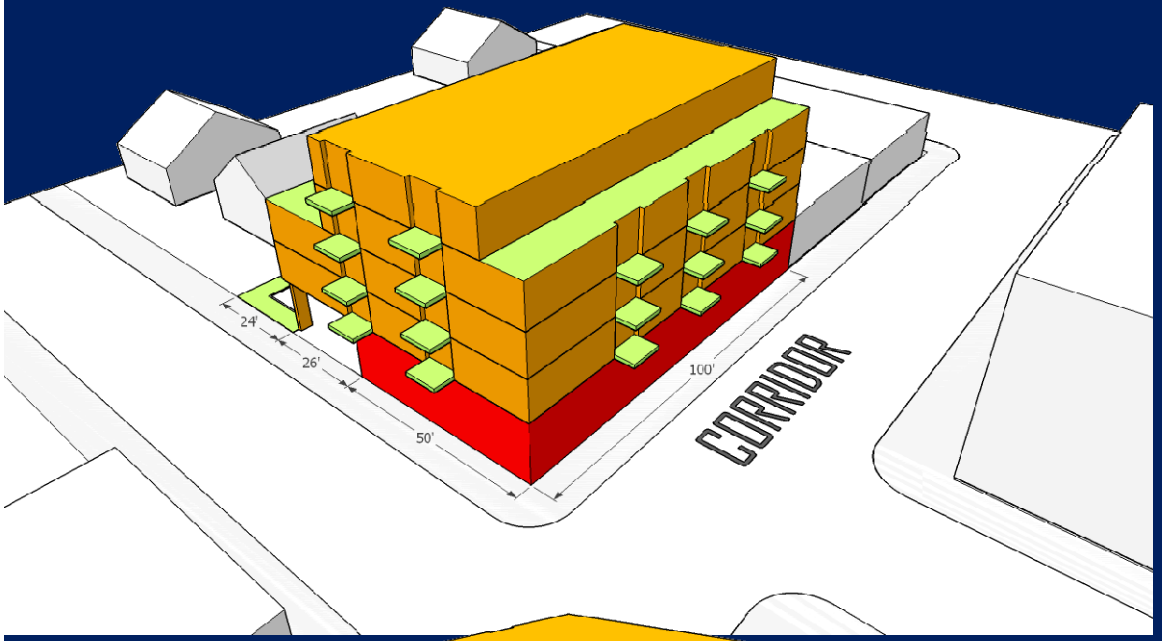
This medium- scale commercial mixed use zone is intended for sites in a variety of centers and corridors, and in smaller mixed use areas that are well served by frequent transit or within a larger area zoned for multi-dwelling development. The zone allows a mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Use regulations encourage neighborhood scale retail and services, and employment opportunities. Buildings in this zone are generalyl expected to be up to four stories, unless height and floor area bonuses are used to provide additional community benefits. Development is intended to be pedestrian-oriented and complement the scale of surrounding residentially zoned areas.

QUICK STATS

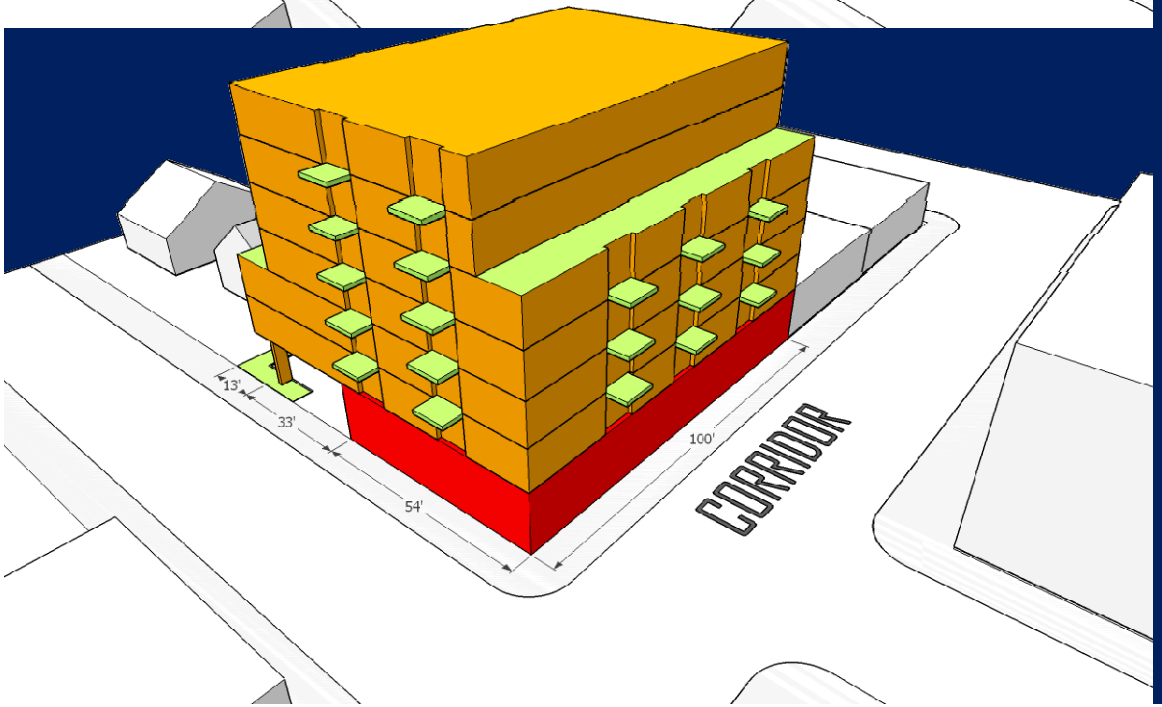
BASE:
Max FAR 2.5:1
Max Height 45 ft - 48ft

BASE + BONUS:
Max FAR 4:1
Max Height 45 ft - 58 ft
(depending on location)

Revised Prototype models – CM3 Zone

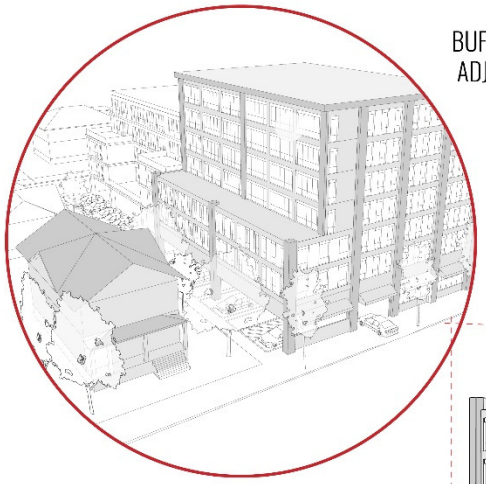


Maximum - No Bonus



Maximum - With Bonus

Example Models – CM3 Zone

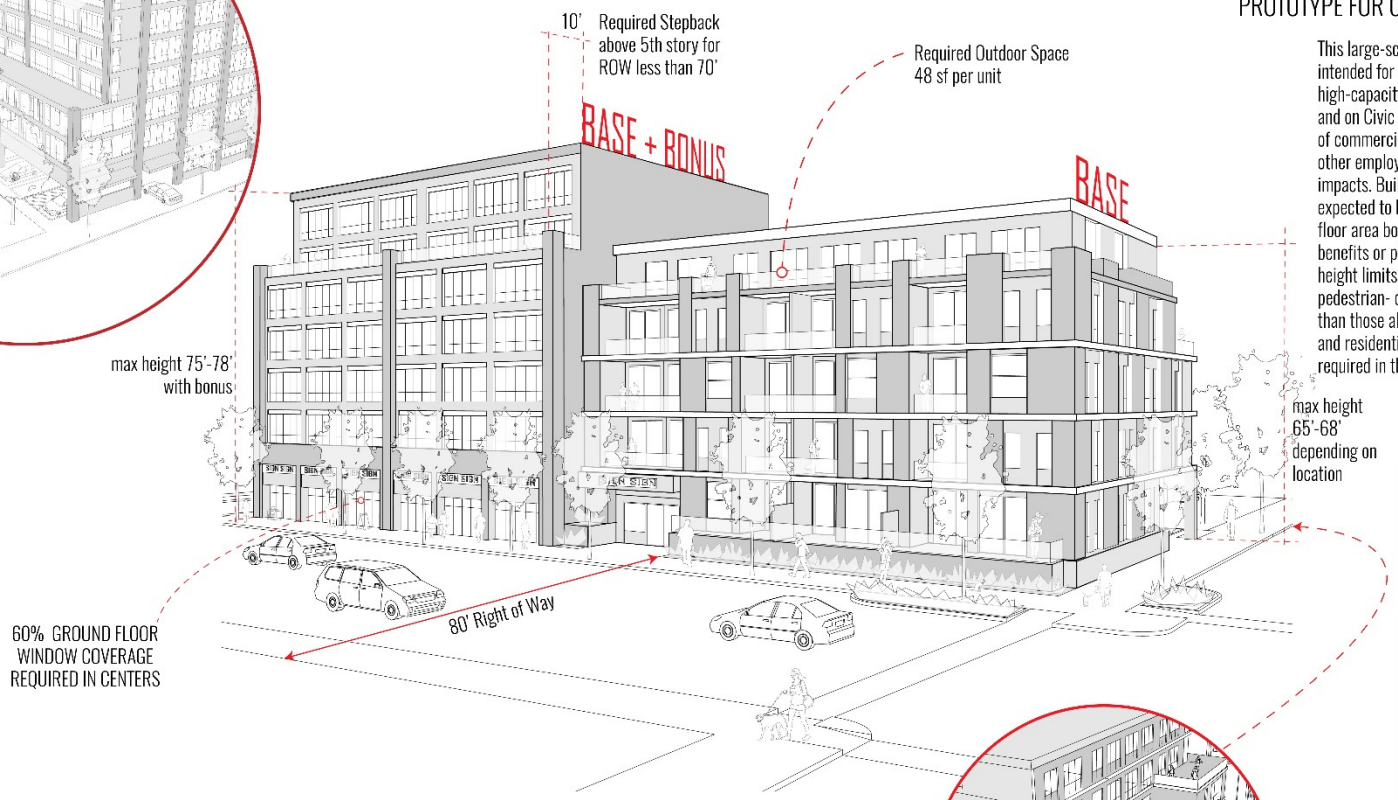


BUFFERING BETWEEN CM & ADJACENT RESIDENTIAL ZONING

CM3

PROTOTYPE FOR COMMERCIAL MIXED USE 3

This large-scale commercial mixed use zone is intended for sites close to the Central City, in high-capacity transit station areas, town centers, and on Civic Corridors. This zone allows a wide mix of commercial and residential uses, as well as other employment uses that have limited off-site impacts. Buildings in this zone are generally expected to be up to six stories, unless height and floor area bonuses are used to provide community benefits or plan district provisions specify other height limits. Development is intended to be pedestrian- oriented, but buildings may be larger than those allowed in lower intensity mixed use and residential zones. Design review is typically required in this zone.



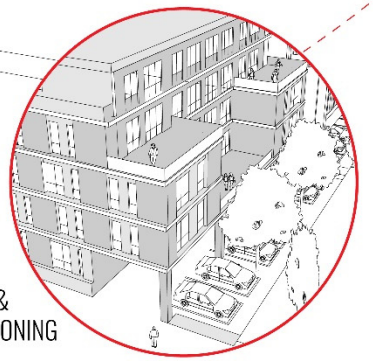
QUICK STATS

BASE:
Max FAR 3:1
Max Height: 65 ft - 68 ft

BASE + BONUS:
Max FAR 5:1
Max Height: 75 ft - 78 ft

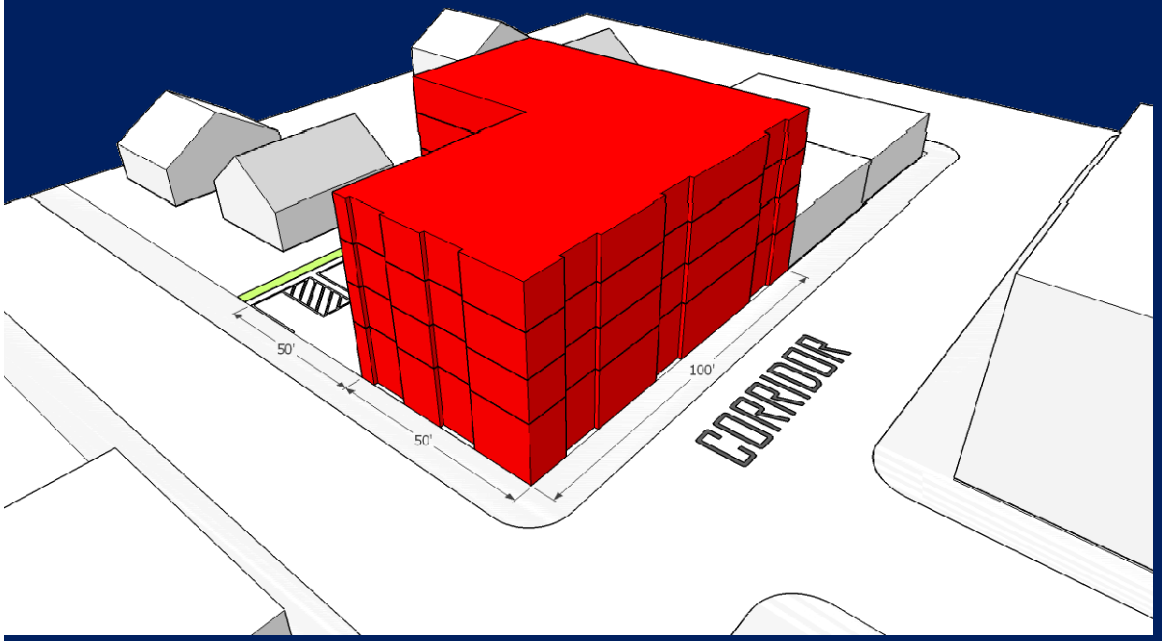
**This drawing illustrates the maximum building envelope for the base and the base plus bonus. Multiple variations of these building prototypes are allowed within the regulations.

EXAMPLE

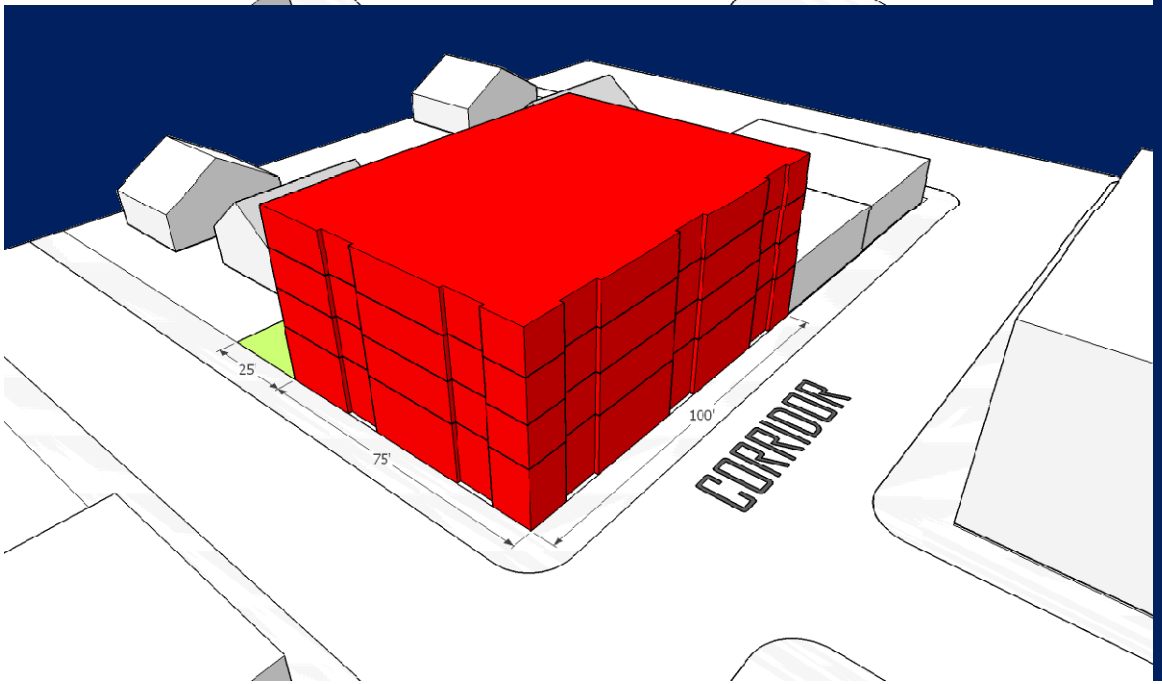


BUFFERING BETWEEN CM & ADJACENT RESIDENTIAL ZONING

Revised Prototype models – CE Zone

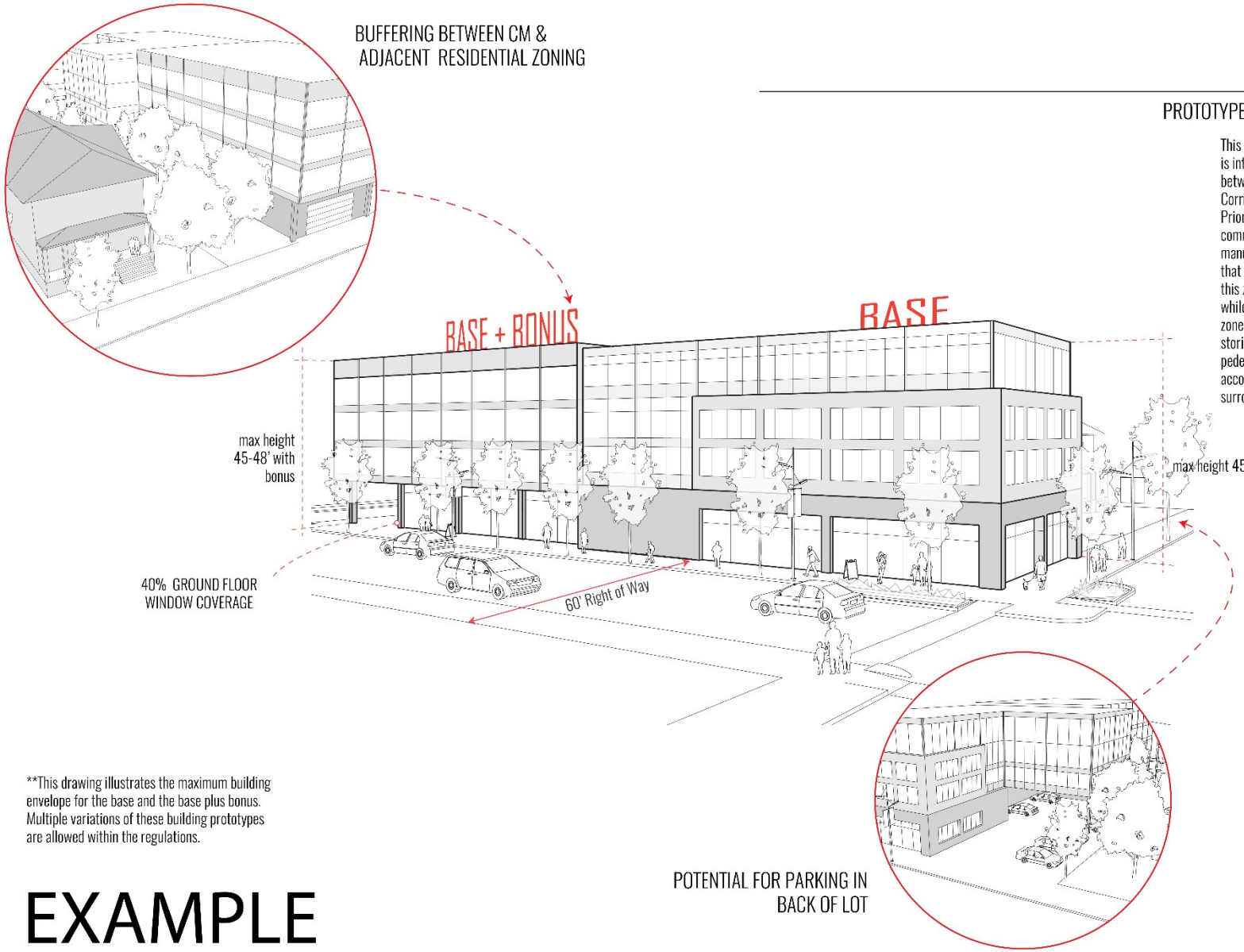


Maximum - No Bonus



Maximum - With Bonus

Example Models – CE Zone



**This drawing illustrates the maximum building envelope for the base and the base plus bonus. Multiple variations of these building prototypes are allowed within the regulations.

EXAMPLE

CE

PROTOTYPE FOR COMMERCIAL EMPLOYMENT

This medium-scale commercial employment zone is intended for sites along corridors in areas between designated centers, especially along Civic Corridors that are also Major Truck Streets or Priority Truck Streets. The zone allows a mix of commercial uses, as well as some light manufacturing and distribution / employment uses that have few off-site impacts. The emphasis of this zone is on commercial and employment uses, while allowing residential uses. Buildings in this zone are generally expected to be up to four stories. Development is intended to be pedestrian-oriented, as well as auto accommodating, and complement the scale of surrounding areas.

QUICK STATS

BASE:

Max FAR 2.5:1

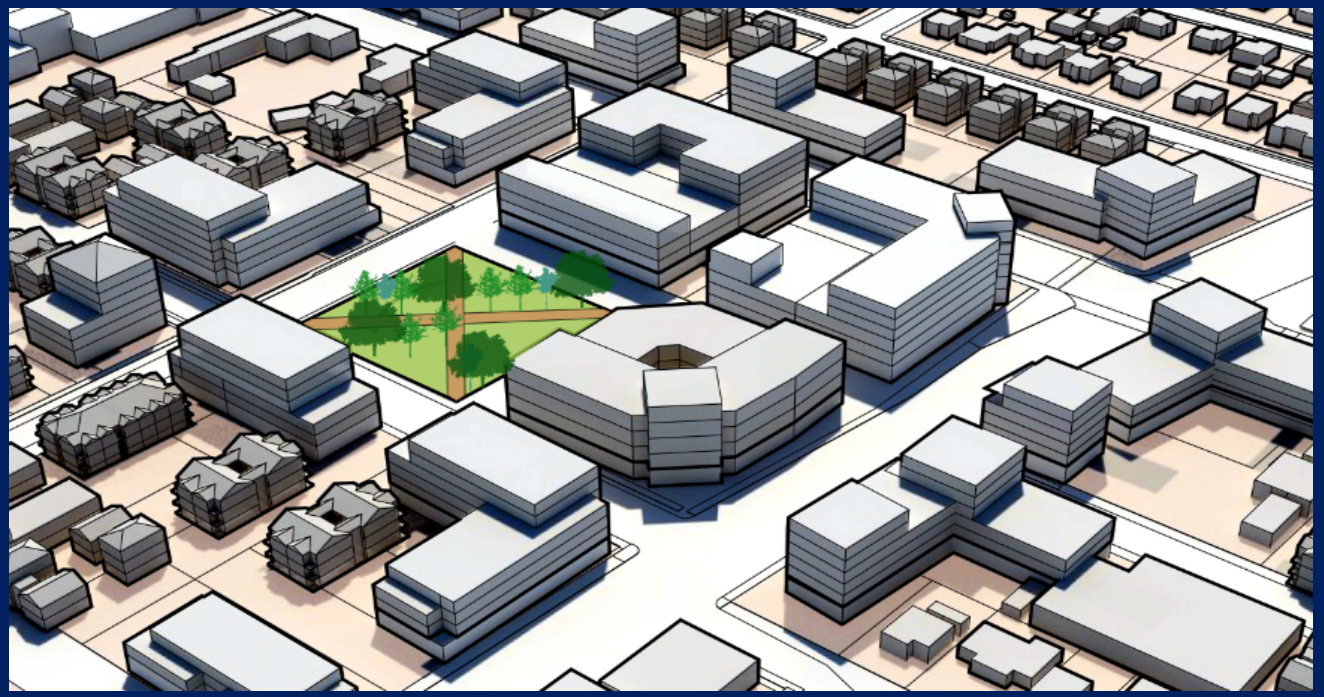
Max Height: 45 ft

Development Incentives

Bonus Options for Public Benefits

Bonus Element	% of bonus FAR achievable
Affordable housing units (80% MFI)	Up to 100%
Affordable commercial space (25% < market)	Up to 50%
Related: Historic resource transfer of development rights	Up to 50%

Development Incentives



Planned Development Bonus

Allow taller buildings and bonus FAR on large sites (2+ acres) when approved though a Type III land use review, with requirements for

- Affordable housing
- Public open space
- Low-carbon buildings
- Design review and scale transitions

Ord. 188177, Vol. 2.5, page 14254

Proposed Draft Zoning Map

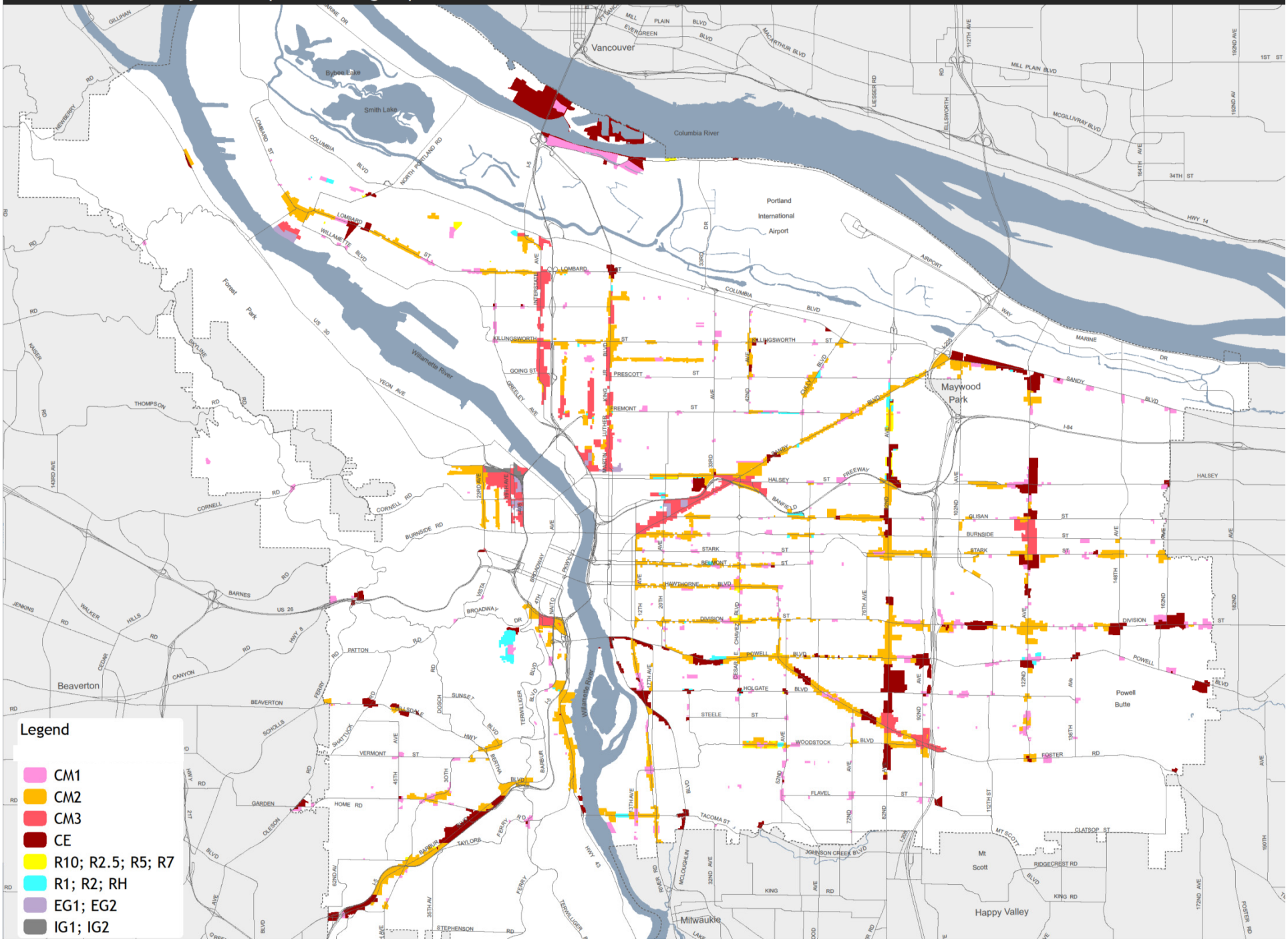
Created by applying conversion table + fine tuning based on selected criteria

	Current Zone						
Proposed Comp Plan Designation	**CN1/2**	**CO1/2**	**CM**	**CS**	**CG**	**EX**	**CX**
Mixed Use Dispersed	CM1	CM1	CM1	CM1	CM1[#] CE[#]	CM1	n/a
Mixed Use Neighborhood	CM1	CM1[+] CM2[+]	CM2	CM2	CM2[#] CE[#]	CM2	n/a
Mixed Use Civic Corridor	CM1	CM1[+] CM2[+]	CM2	CM2	CM2[#] CE[#]	CM3	CM3
Mixed Use Urban Center	CM1	CM1[+] CM2[+]	CM2	CM2	CM2[#] CE[#]	CM3	CM3

\+ CM1 proposed for CO1 zones; CM2 proposed for CO2 zones

\# CM zones applied to UDF Centers; CE applied to UDF Corridors.

Mixed Use Zones Project - Proposed Zoning Map



Zoning Concept:
Zone Application Locational Characteristics

Zone	Locational Characteristics
CM3	• Near high-capacity transit stations and on streetcar corridors. • Town centers, civic corridors, and other locations close to the Central City. • Where community plans call for intense mixed-use development.
CM2	• Broad range of locations with good transit service.
CM1	• Edges of centers as a transition to lower-density residential areas. • Neighborhood Corridors and transit streets outside centers. • Small dispersed commercial areas or streets not identified as corridors. • Identified 'low-rise commercial storefront' areas in neighborhood centers.
CE	• On corridors in locations in between centers; places with commercial or employment emphasis; auto-oriented configurations. • Locations adjacent to the Industrial Sanctuary designation.

Ord. 188177, Vol. 2.5, page 14257

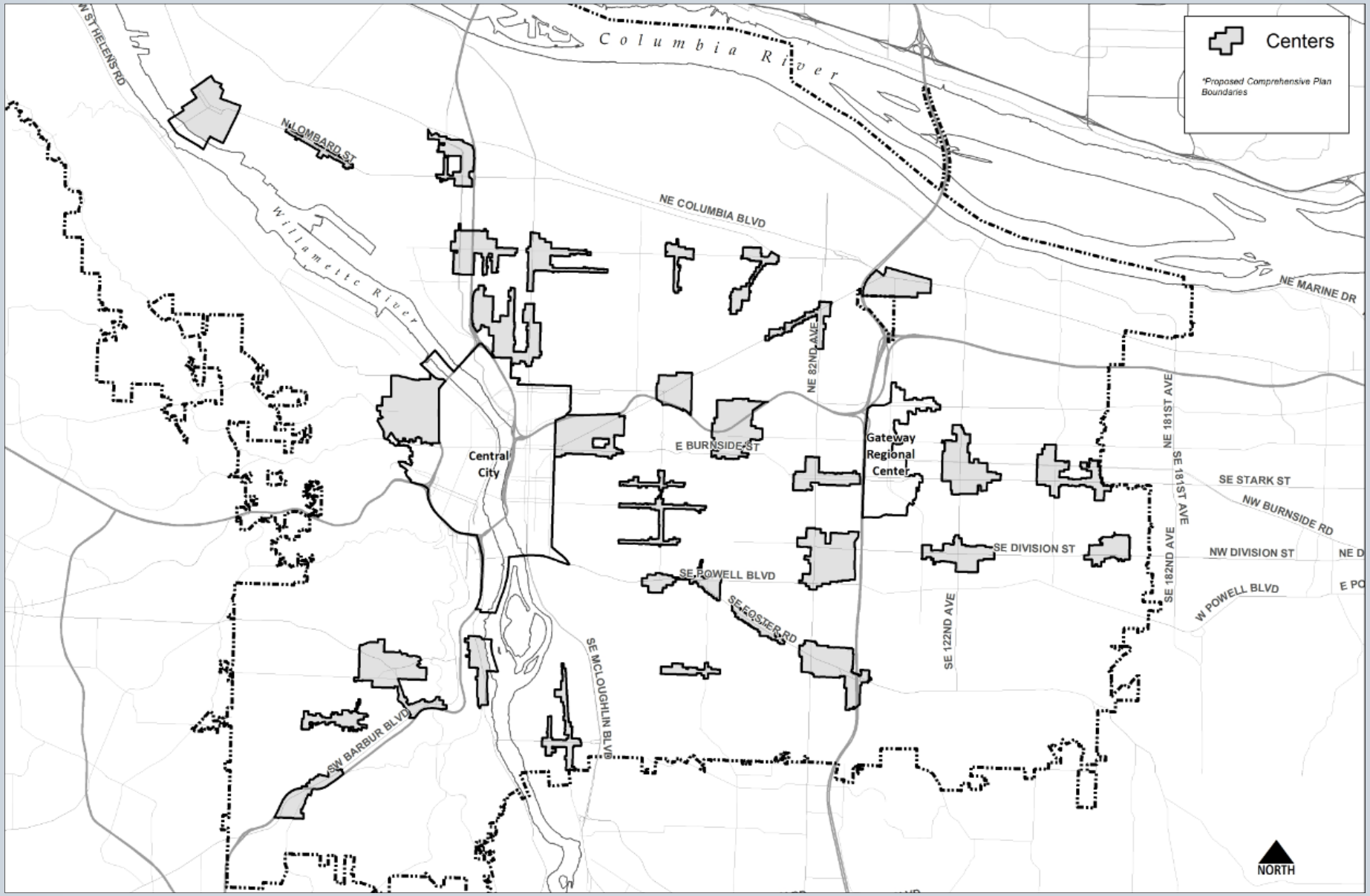
Centers Main Street Overlay Zone

- Require active/commercial ground floor use
- Provide 3’ height flexibility in CM2, CM3 zones
- Enhanced ground floor windows – 60%
- Stronger requirements for street orientation
- Minimum FAR
- Limit/prohibit non-pedestrian uses: drive thru, quick vehicle servicing, self-storage

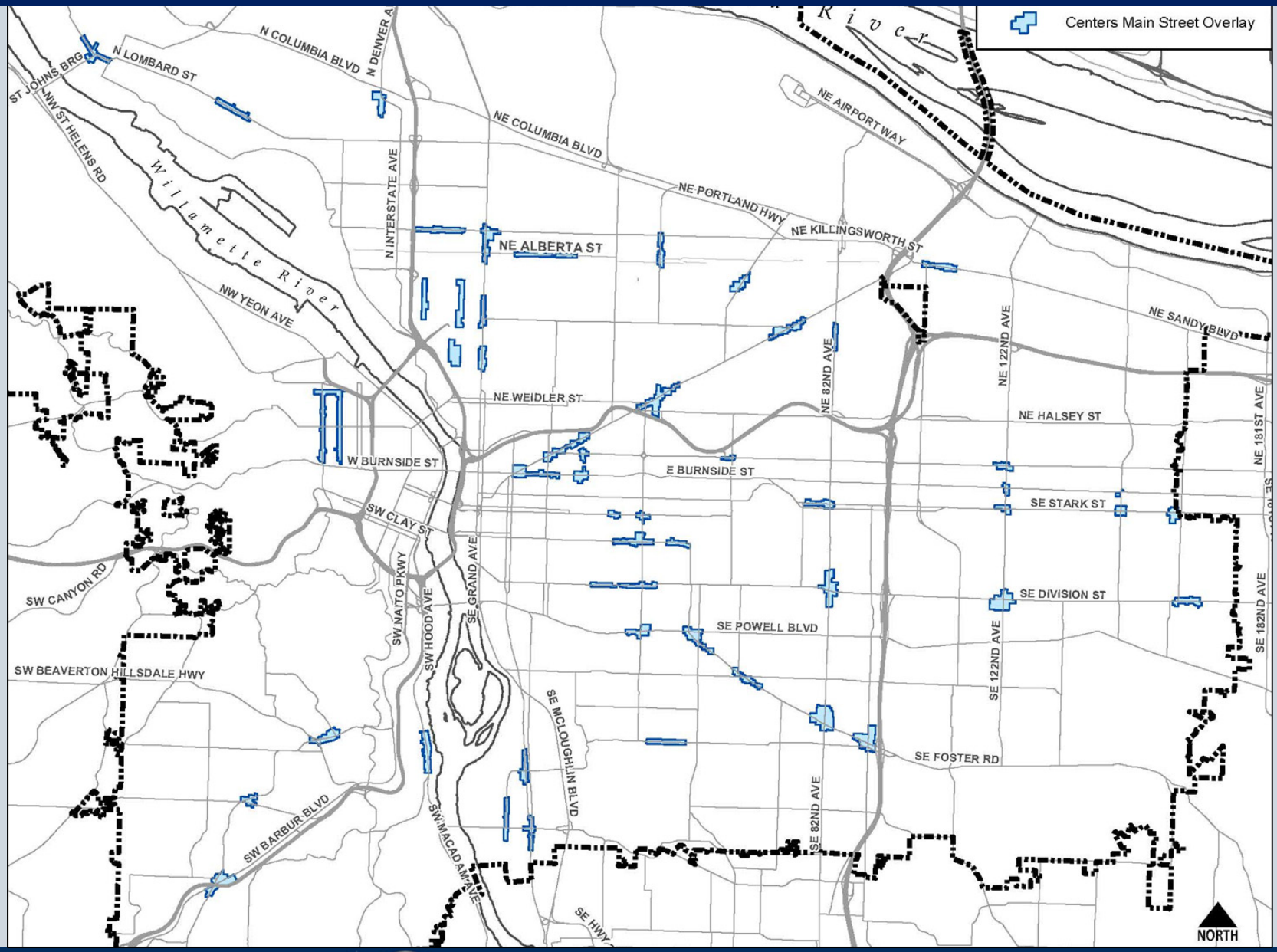




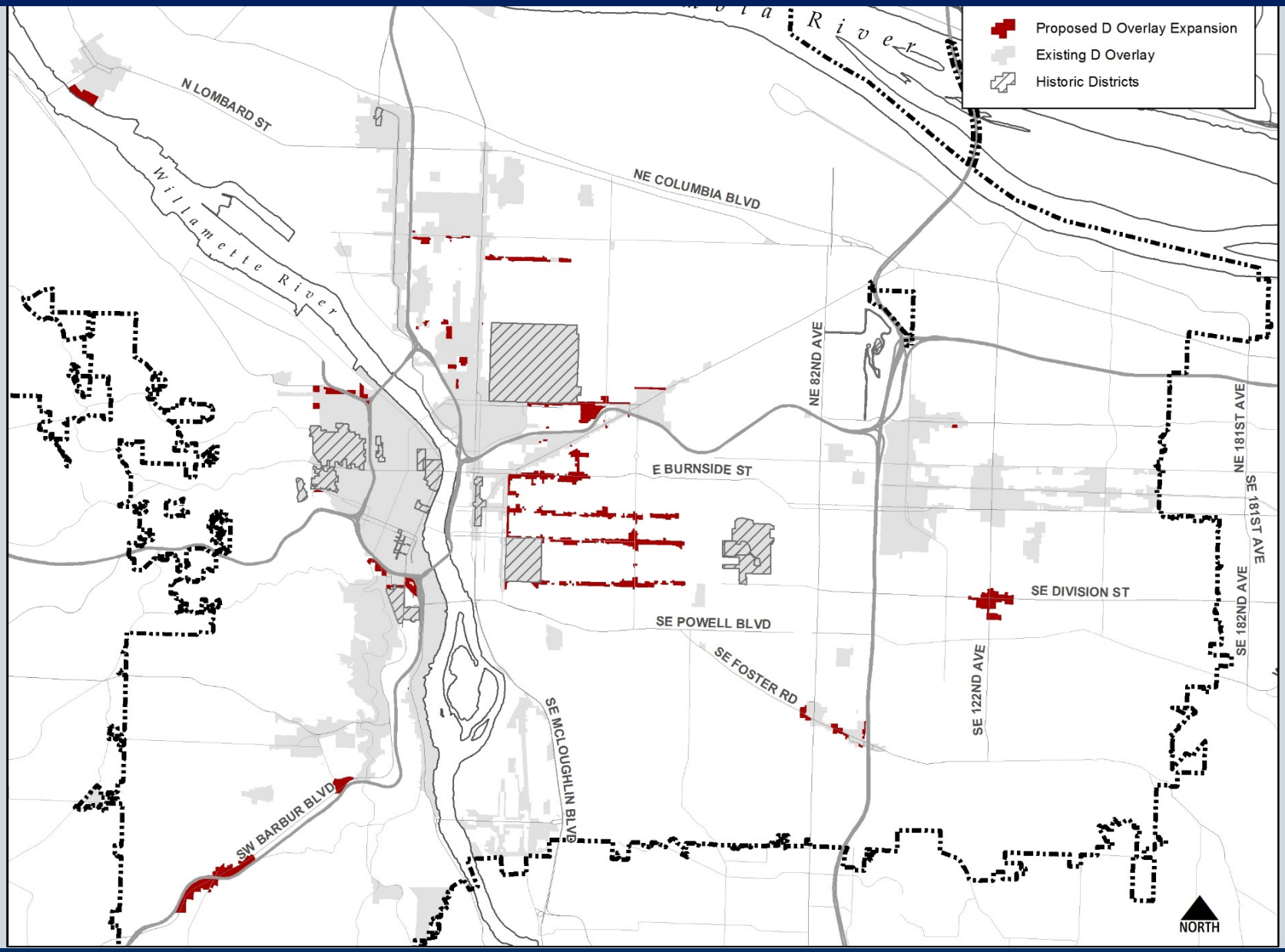
Comprehensive Plan Center Boundaries (commercial + multidwelling areas)



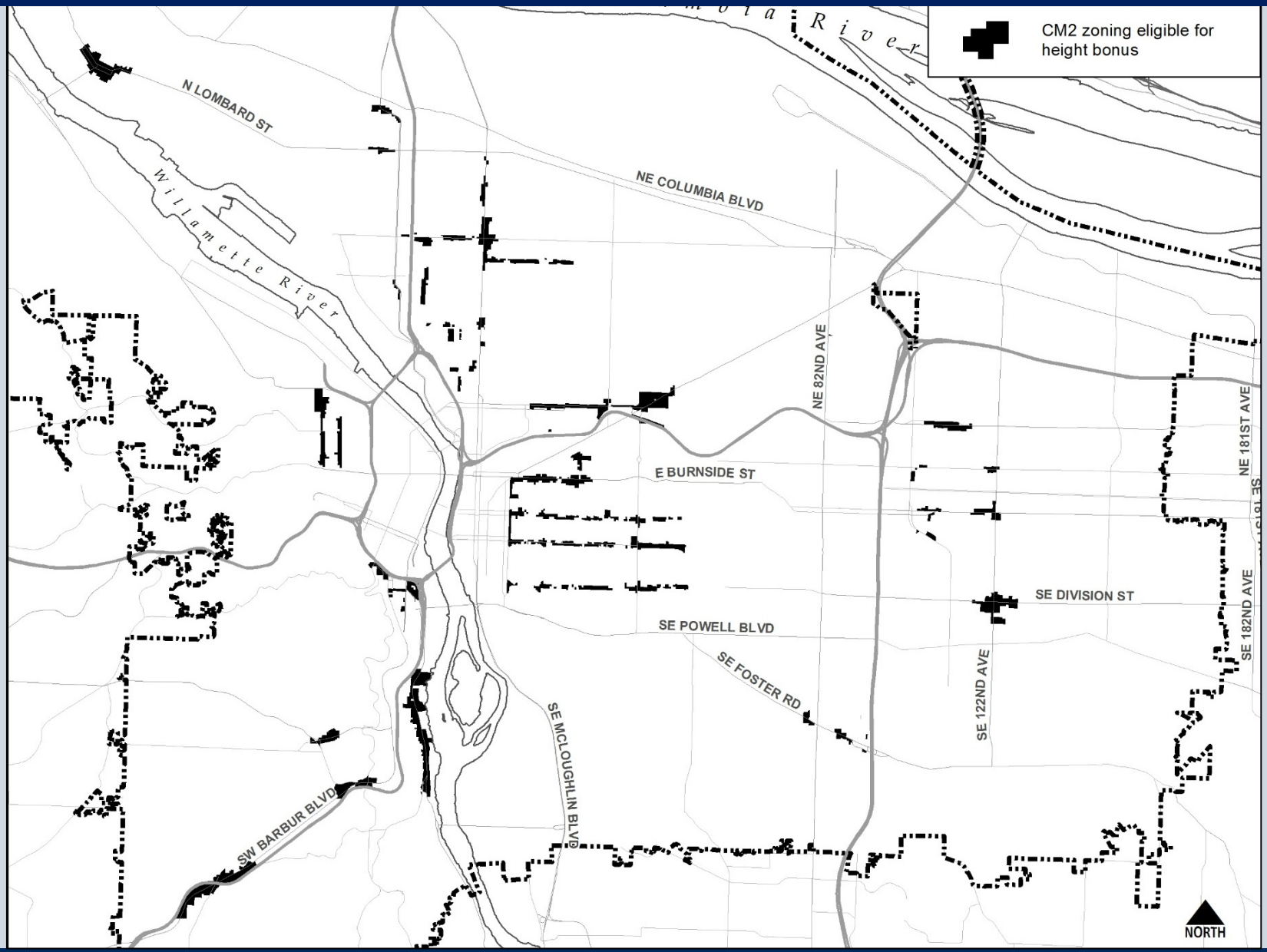
New Centers Main Street Overlay



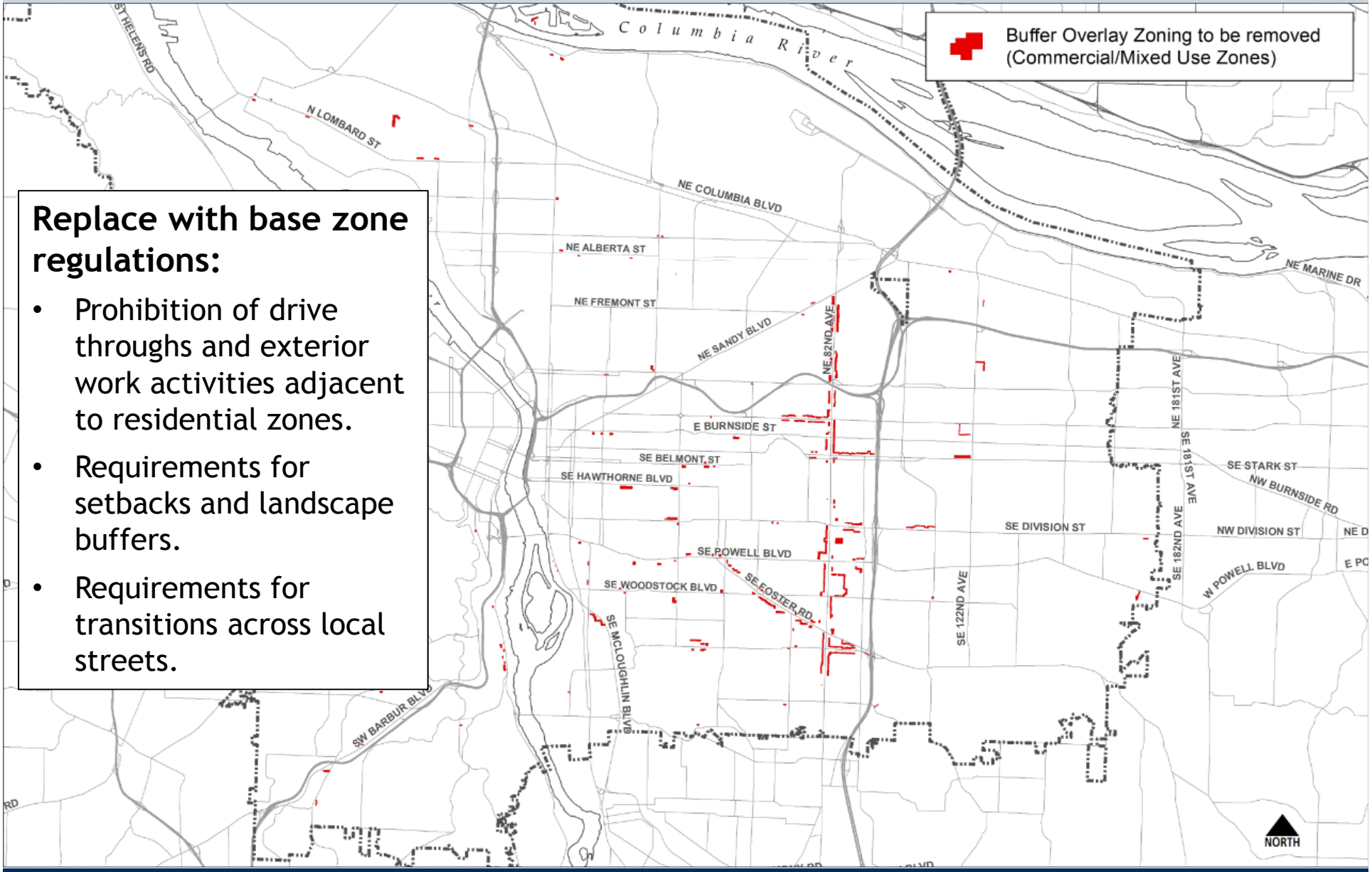
Expansion of Design Review Overlay



CM2 Bonus Height Areas (up to 55') – linked to design review overlay



Buffer overlay to be removed from commercial/mixed use zones



Replace with base zone regulations:

- Prohibition of drive throughs and exterior work activities adjacent to residential zones.
- Requirements for setbacks and landscape buffers.
- Requirements for transitions across local streets.

Mapping: Low-rise Commercial Storefront Areas



Intent

- ***Respond to community interest in preserving the character of these areas, while continuing to provide ample capacity for growth in the majority of mixed use areas.***
- ***Continuation of the scale and characteristics of older main street areas where low-rise (1-2 story) Streetcar Era storefront buildings are predominant.***
- ***Retain allowances for retail/commercial uses to reinforce their roles as core commercial areas that are anchors to complete communities.***

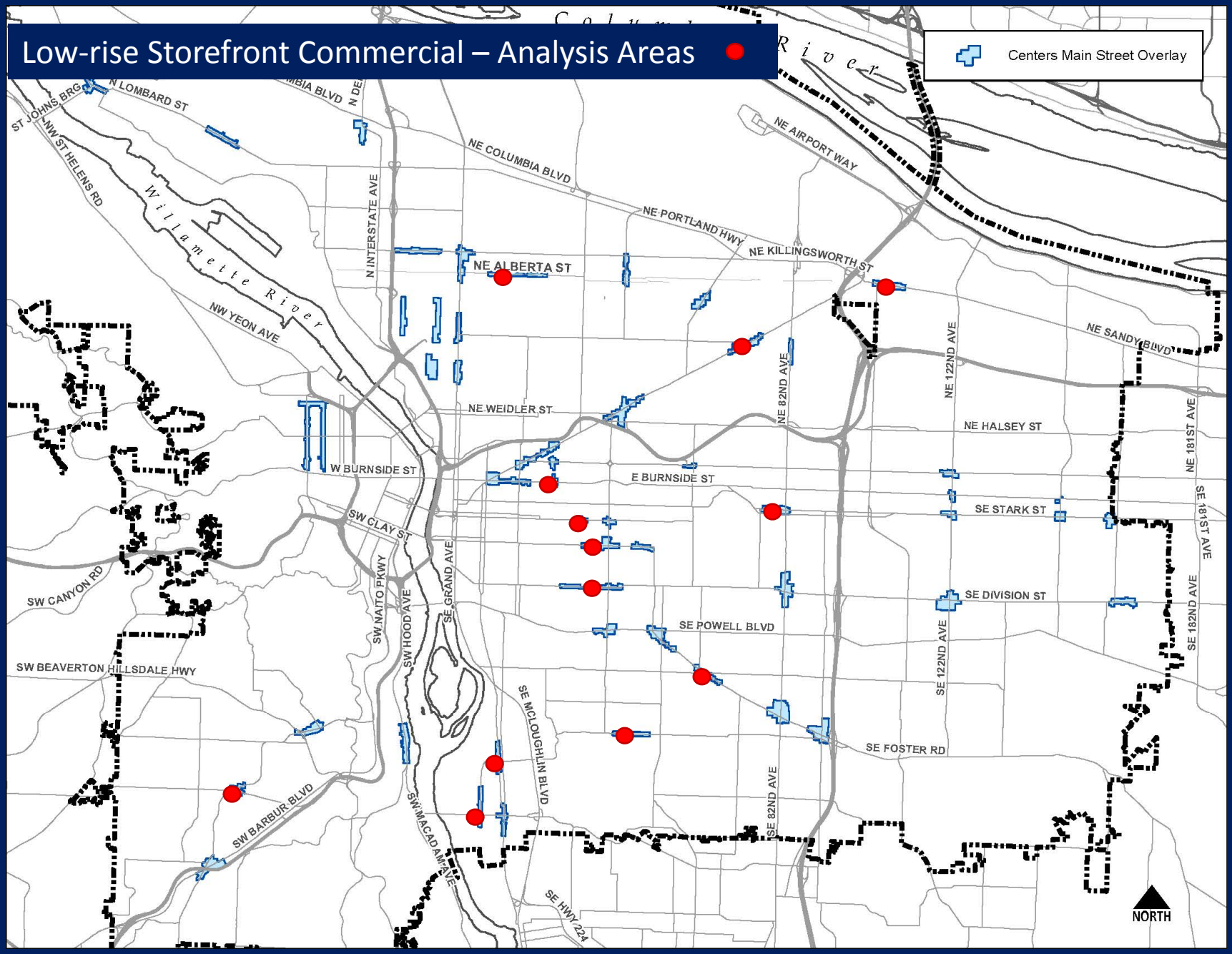
Mapping: Low-rise Commercial Storefront Areas

Special zoning approaches for areas with concentrations of 1-2 story streetcar-era storefront buildings, where

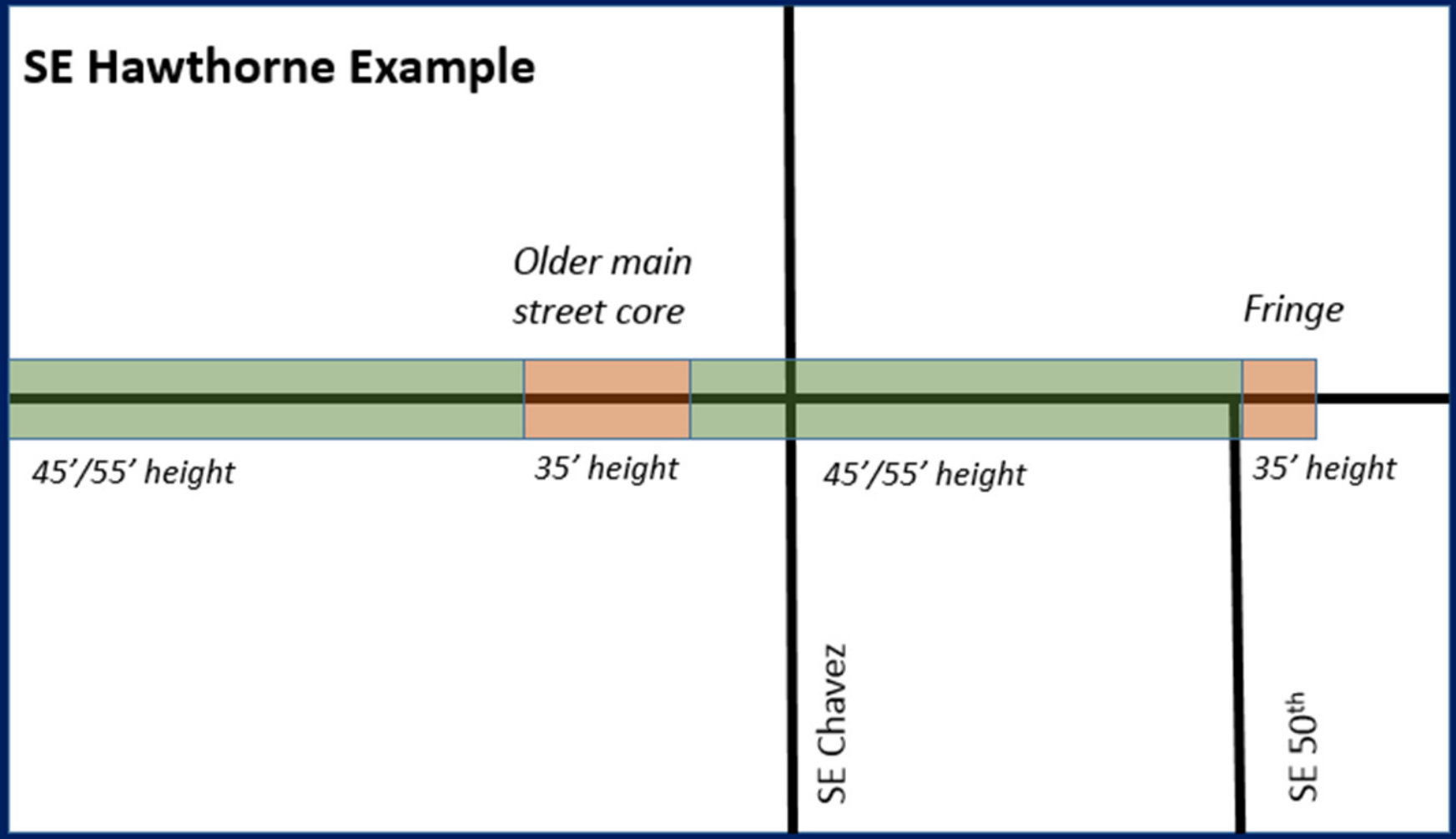
- ***These buildings are the predominant type of development for at least a 2-block or 400' length of corridor.***
- ***Are located in neighborhood centers.***



Low-rise Storefront Commercial – Analysis Areas



Mapping: Low-rise Commercial Storefront Areas



Proposed Approach: lower scale (35') in old main street core and corridor fringes
greater scale (45'/55') in majority of corridor

Mapping: Low-rise Commercial Storefront Areas



Multnomah Village – core area



Moreland – SE Milwaukie & Bybee



Sellwood – SE 13th Avenue

Mapping: Low-rise Commercial Storefront Areas



SE Belmont, 33rd – 35th



SE Hawthorne, 35th – 38th



SE Division, 35th – 37th

Mapping: Low-rise Commercial Storefront Areas



SE Woodstock, 44th – 47th



Montavilla – SE Stark, 78th – 81st



SE Foster, 63rd – 67th

Mapping: Low-rise Commercial Storefront Areas



NE Alberta, 17th – 19th



Parkrose – NE Sandy near 105th



NE 28th (north of Burnside)



Roseway – NE Sandy around 67th & 72nd

Mapping: Low-rise Commercial Storefront Areas

Regulatory Approach

- CM1 base zone – 35’ height
- Apply through “m overlay” zone:
  - 2:1 FAR
  - Larger retail/commercial uses allowed than in other CM1 areas to reflect location in core commercial areas
  - Full lot coverage allowed and no required landscaping



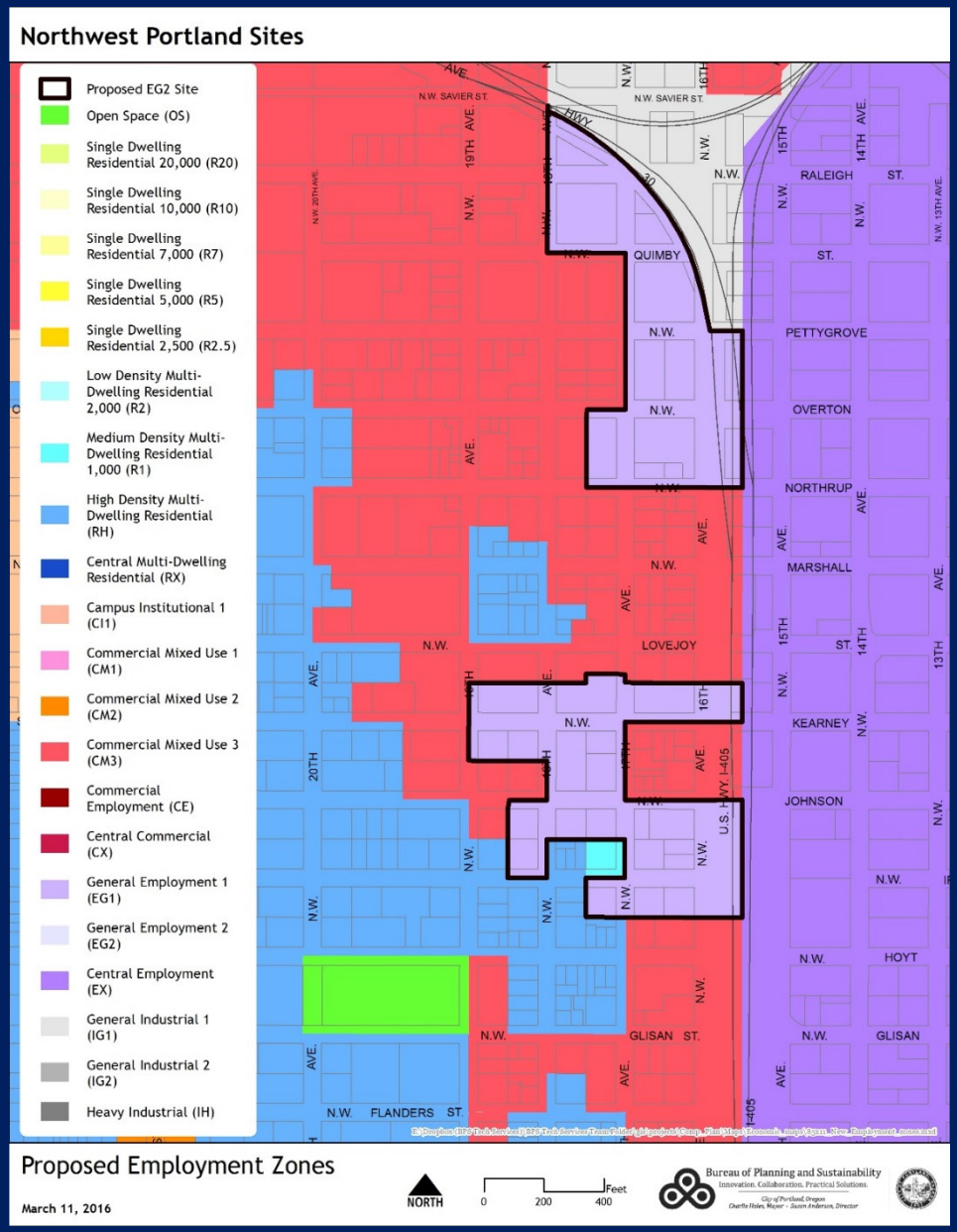
Mapping: Employment Areas (EXd to EG1)



Intent

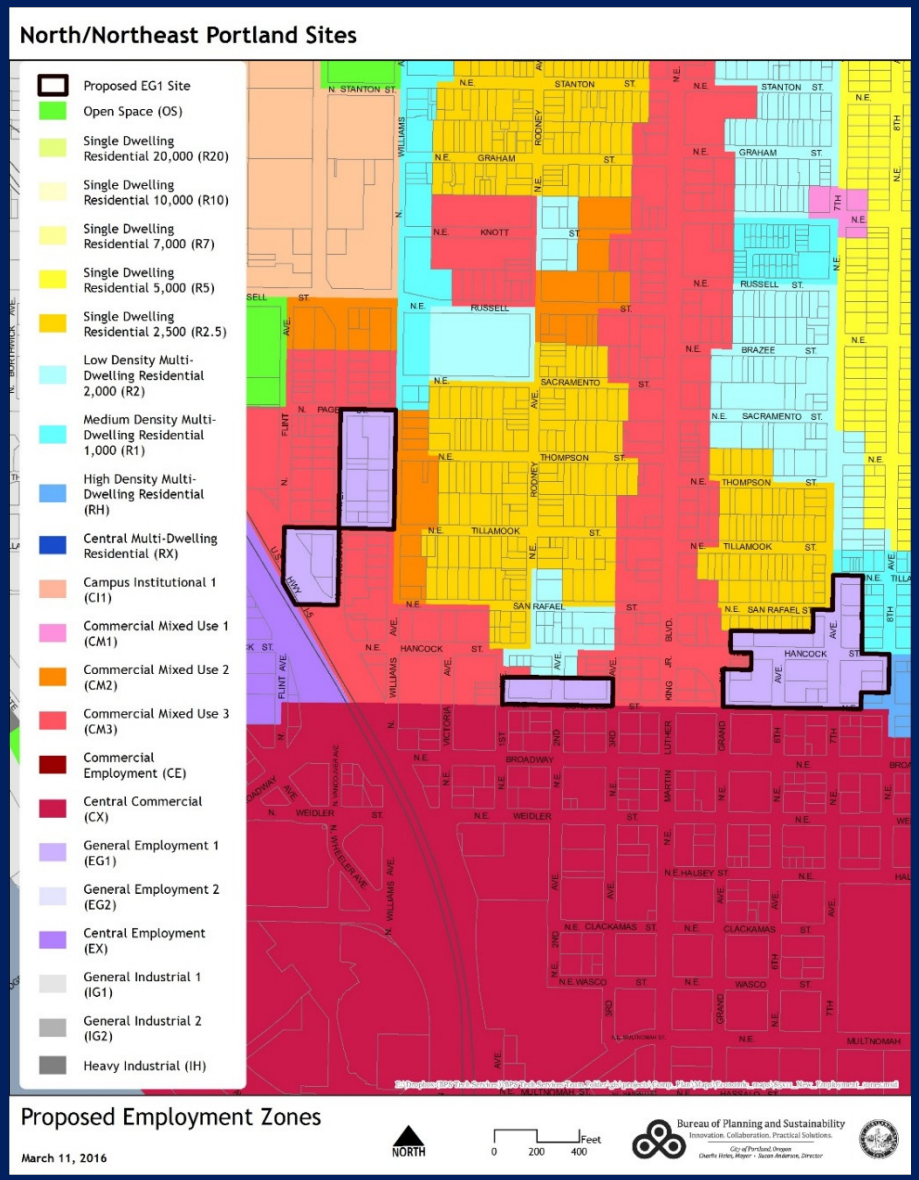
- *Continuation of employment uses*
- *Minimize redevelopment pressures*
- *Accommodate operations such as truck movement and storage*
- *Retain Mixed Use – Urban Center Comp Plan designation, for long-term guidance*

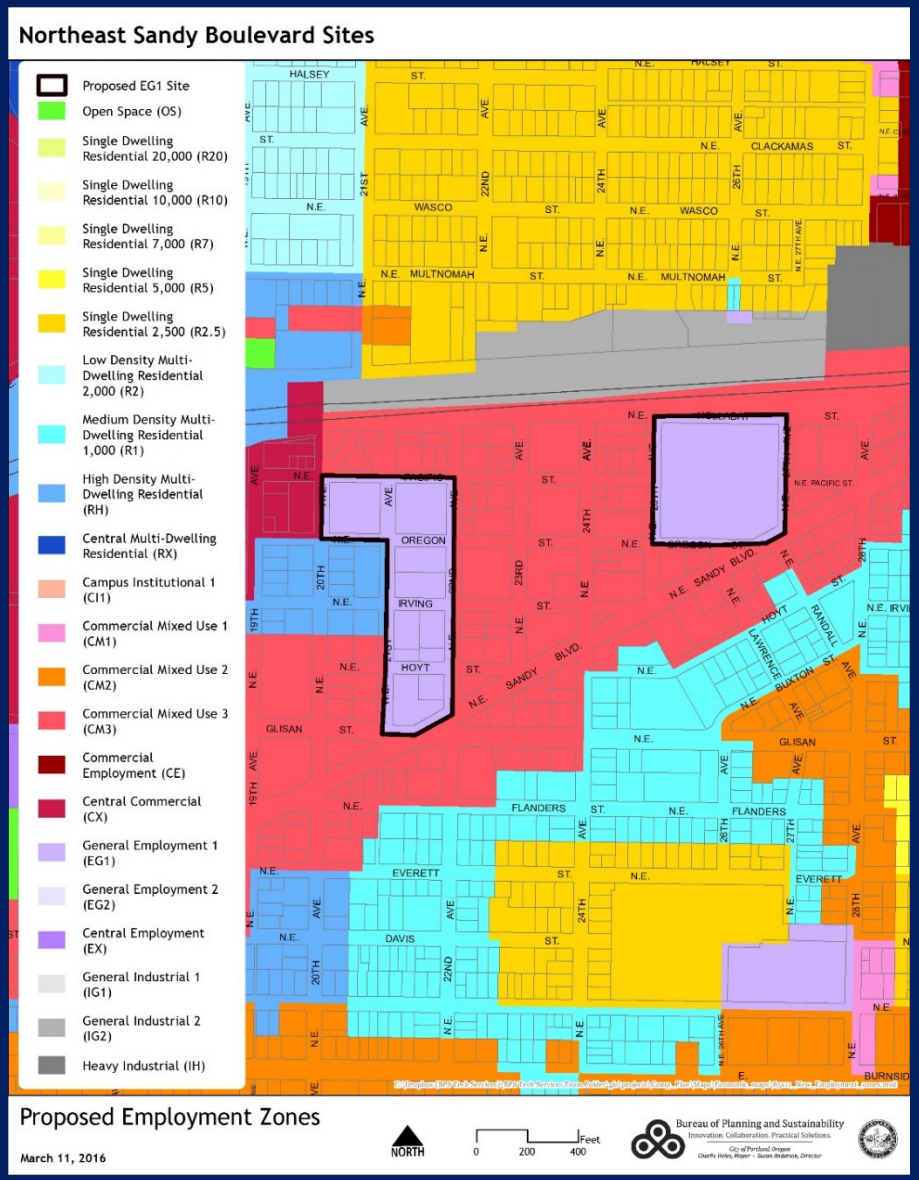
Mapping: Employment Areas (EXd to EG1)



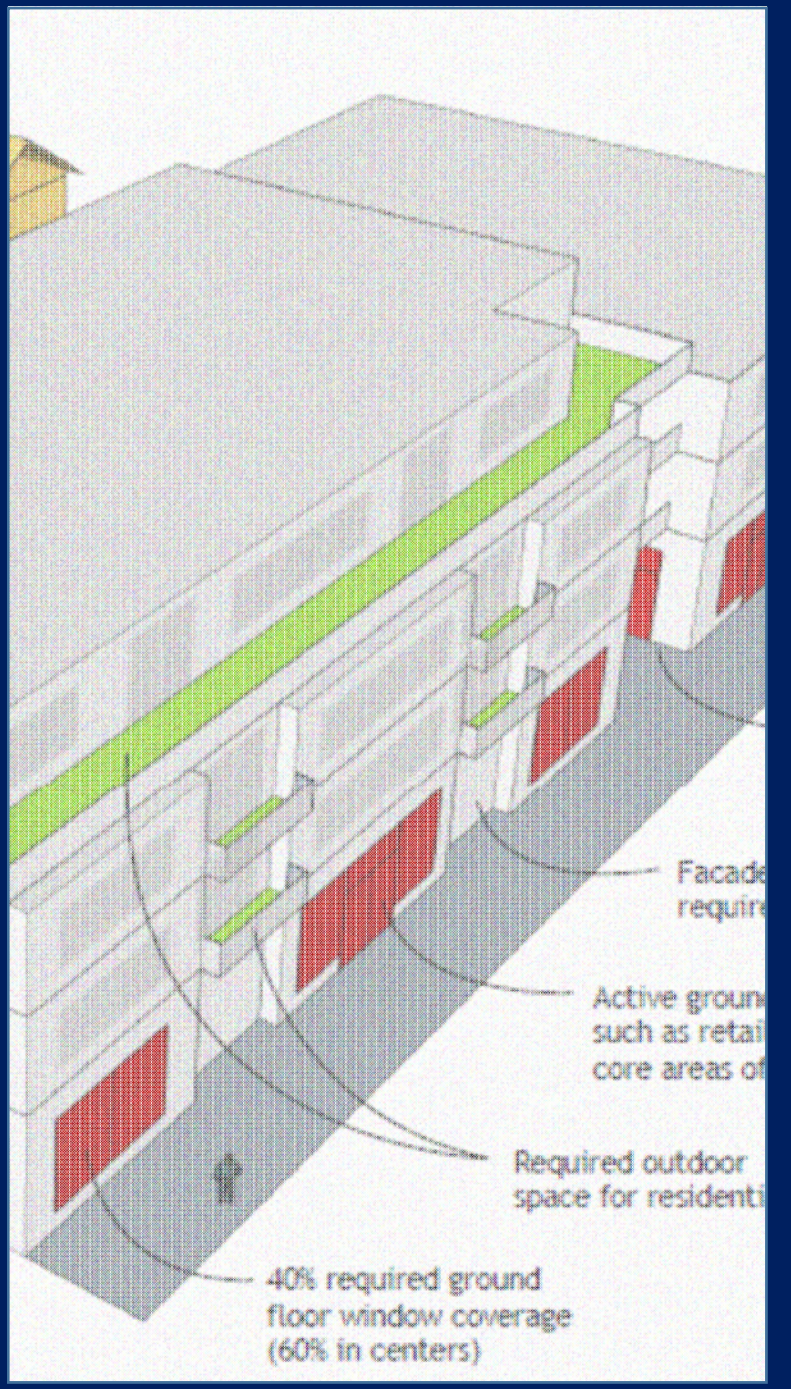
Ord. 188177, Vol. 2.5, page 14274

Mapping: Employment Areas (EXd to EG1)





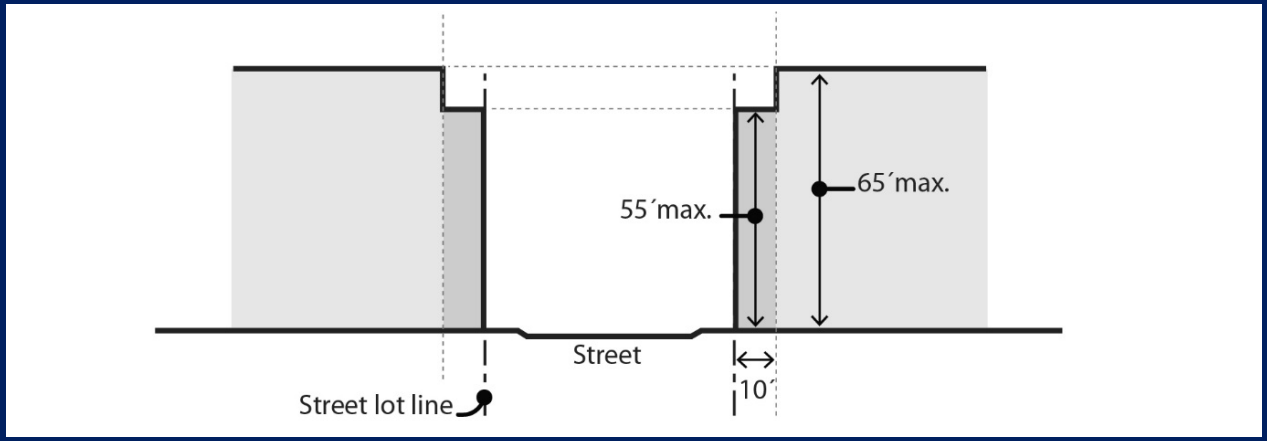
Proposed Draft Development & Design Standards

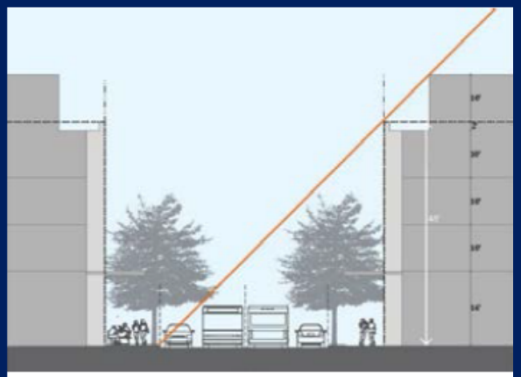


Building Mass and Scale

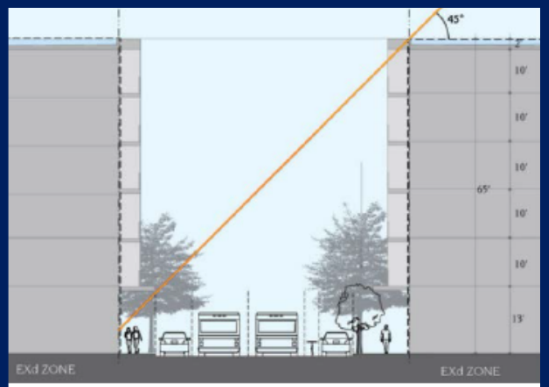
Relate Building Height to Street Scale & Function

CM3 zone: Limit street wall height to 55’ along streets with less than 70 feet of ROW

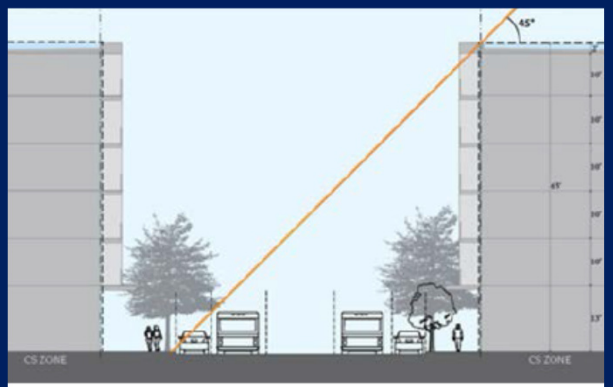




4-story building frontage on 60’-wide street



6-story building on 60’-wide street



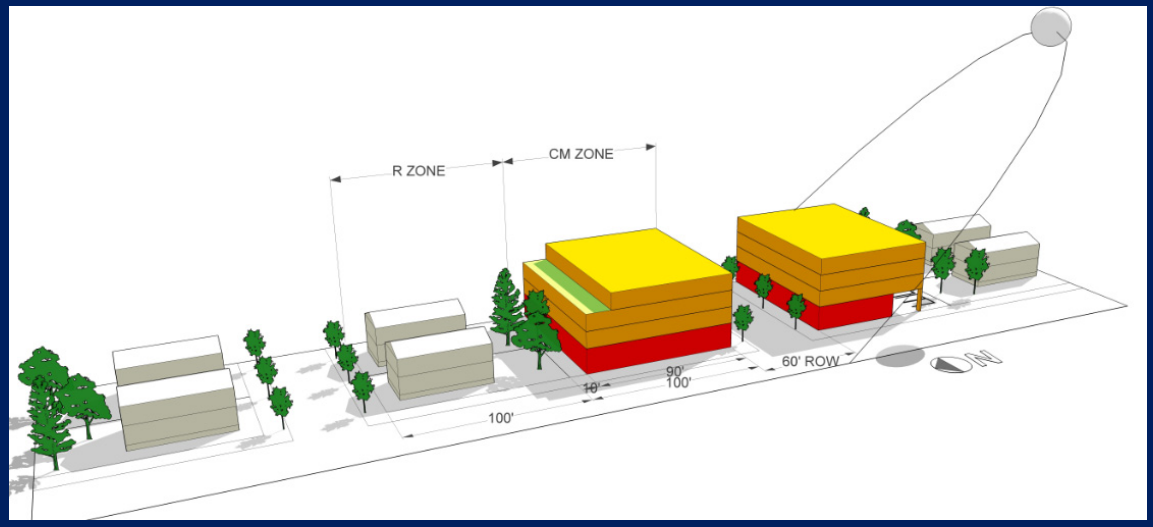
6-story building on 80’-wide street

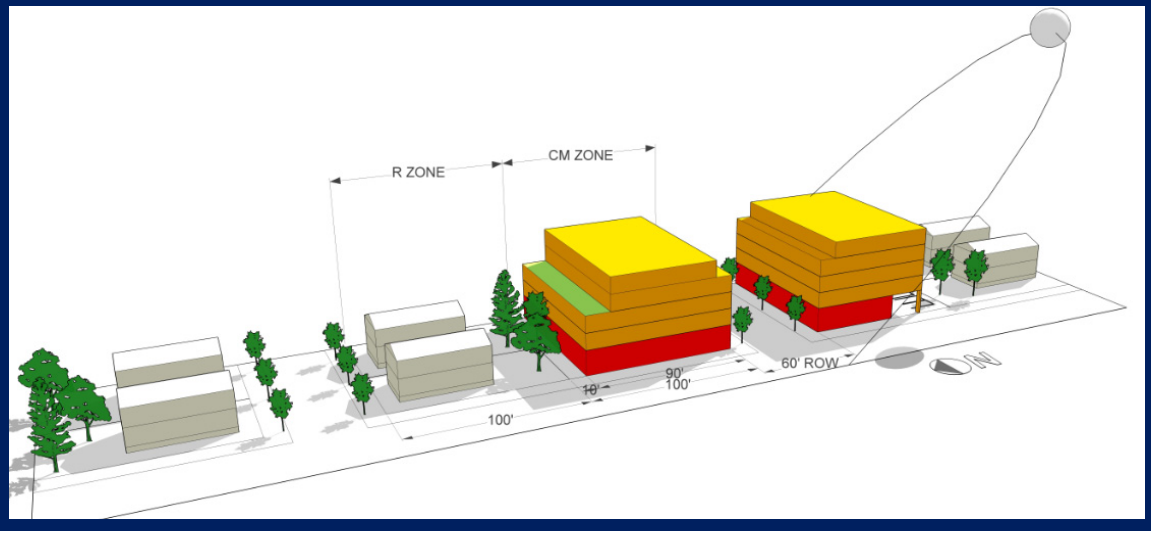
Height-to-street-width analysis

Building Mass and Scale

Relate Building Height to Street Scale & Function

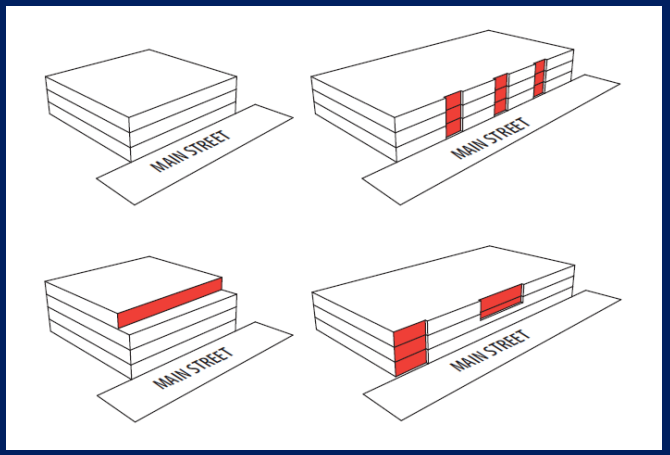
Solar access modeling for CM2 zone: both 4-stories and 5th story bonus preserve solar access across the street (Spring and Fall equinox)

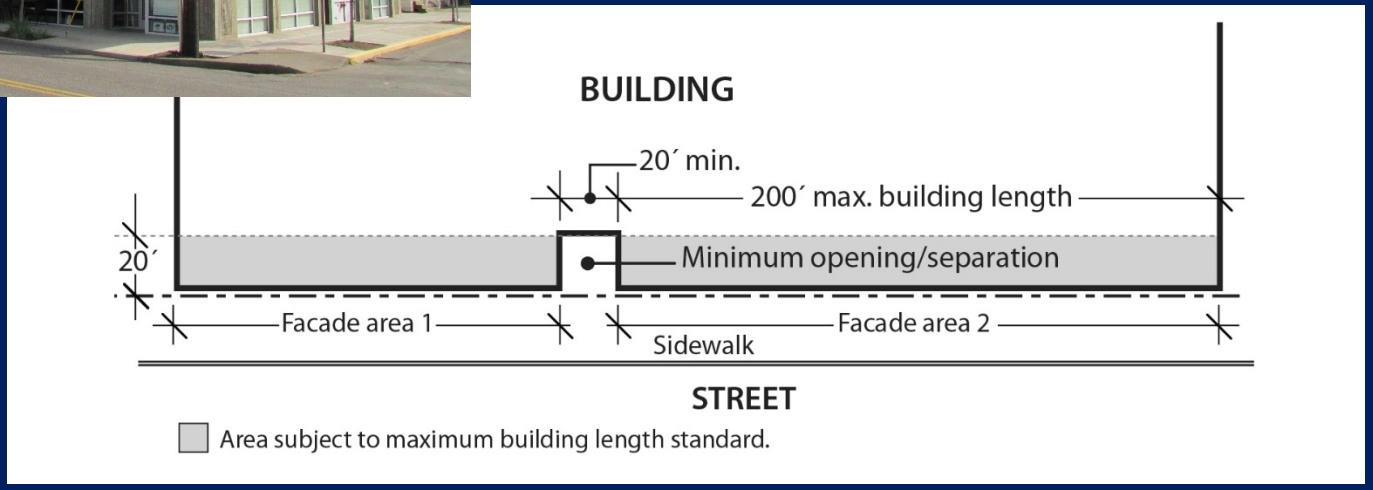




Building Mass and Scale





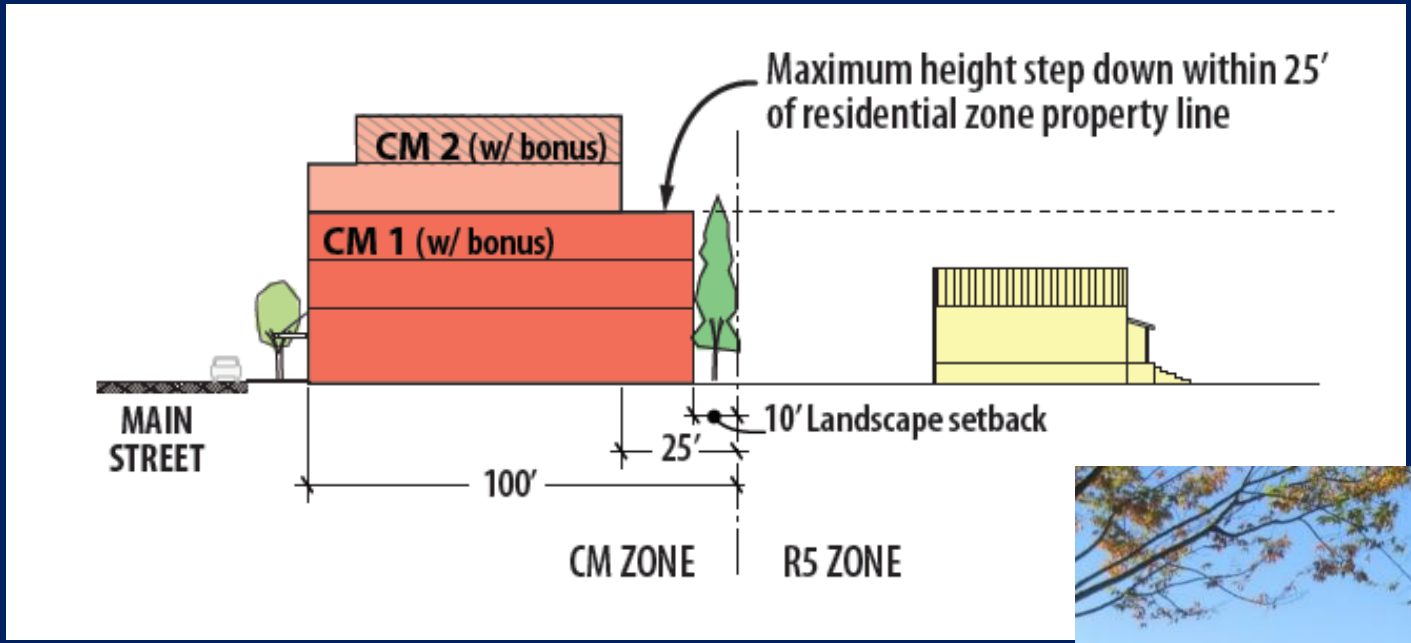


Building Articulation and Massing

- Limit building length to 200’ close to street frontages
- Require façade articulation (25%) for large buildings

Ord. 188177, Vol. 2.5, page 14279

Transitions to Residential Zoning





Height Transitions and Buffering

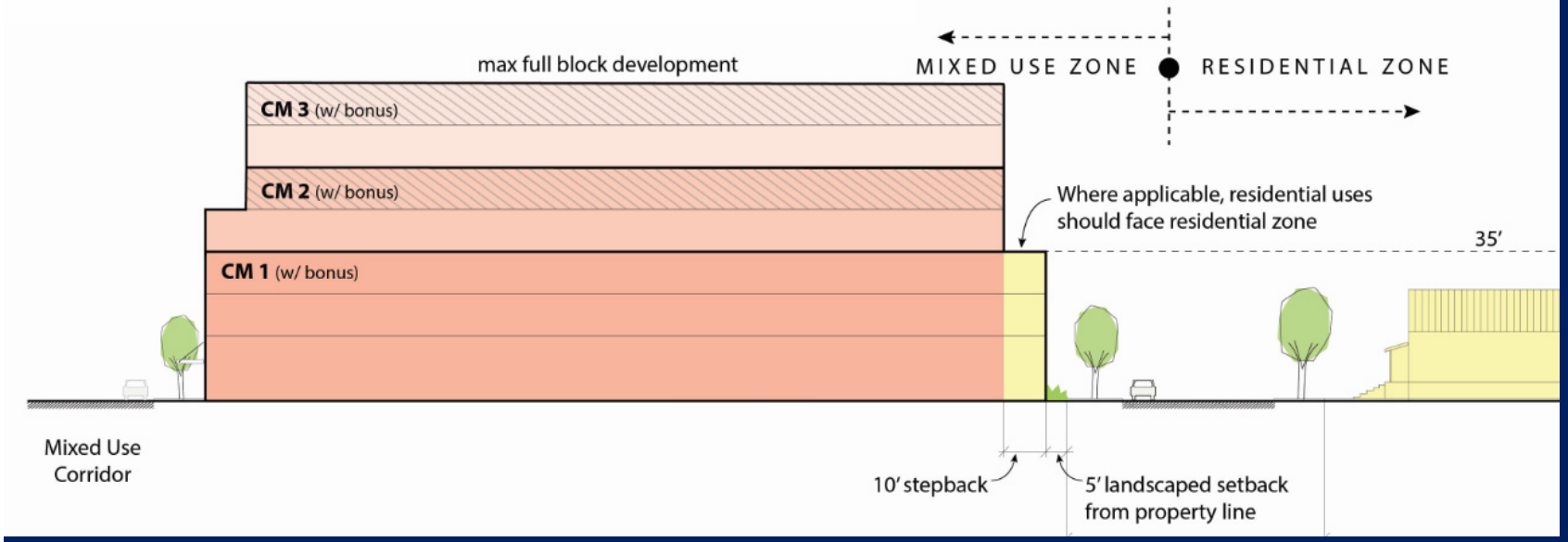
- Height step downs to residential zones
- Deeper landscaped buffer
- New limits on balconies within setback areas
- Limits on drive-through facilities next to residential zones

Ord. 188177, Vol. 2.5, page 14280

Transitions to Residential Zoning



FULL BLOCK ZONING TRANSITIONS



Full-block Zoning Transitions

- Maximum height across local street from SFR zone is 35'
- Residential uses only within 10' of street property line
- Limitations on drive throughs and exterior work activities

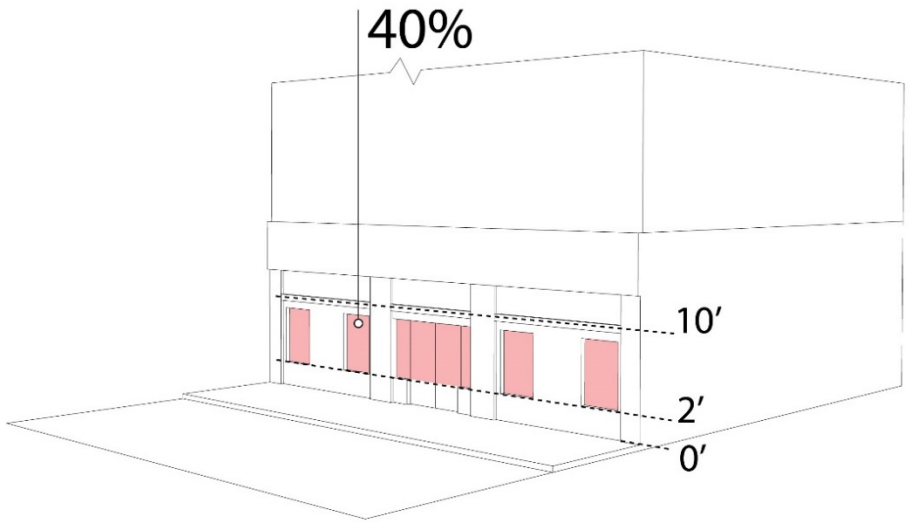
Ord. 188177, Vol. 2.5, page 14281

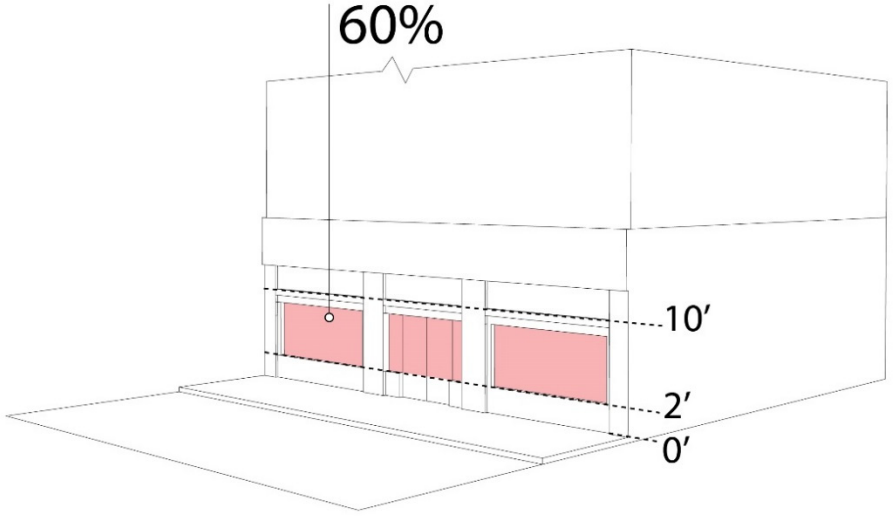
Street Frontage Design

Ground Floor Windows

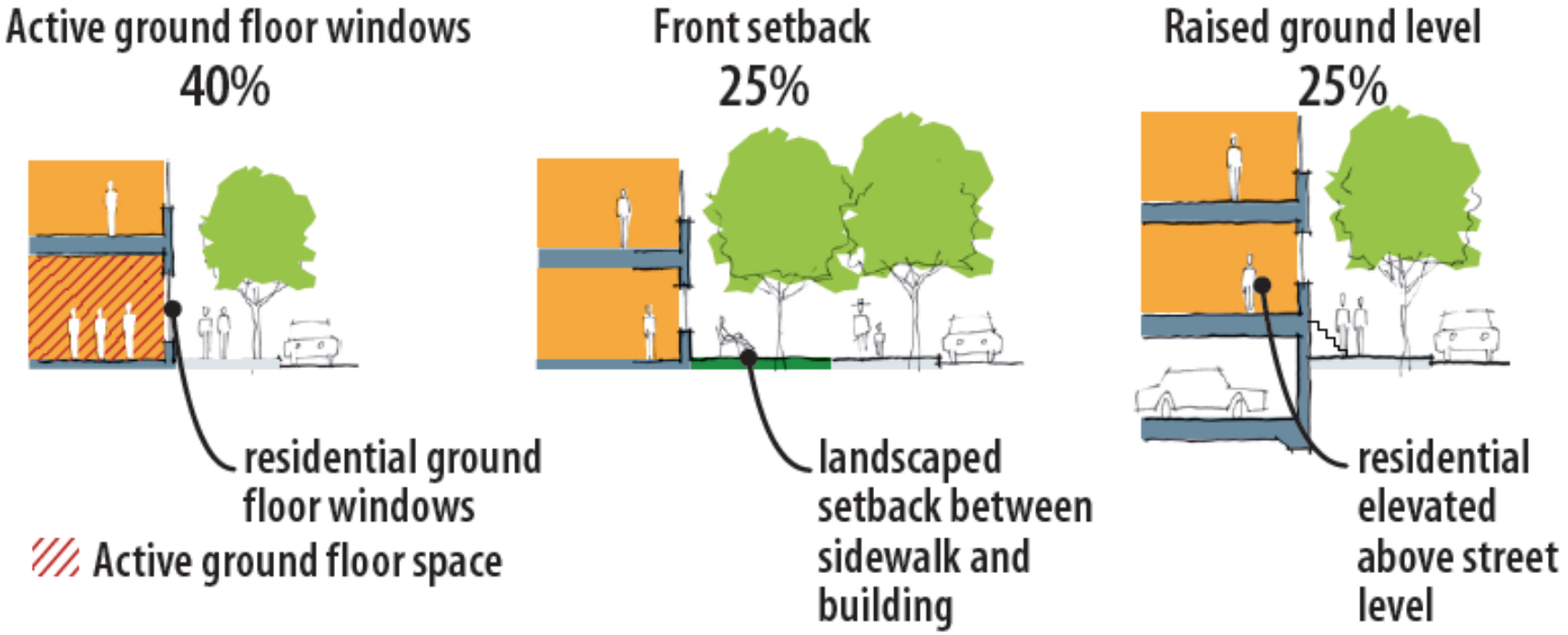
- 40% coverage on primary frontage
- 60% in Centers Main Street overlay







Street Frontage Design



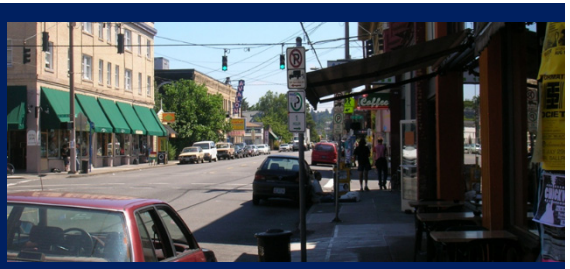
Ground Floor Options for Residential Uses

- Design to accommodate future commercial uses, or
- Setback or elevate units for privacy

Ord. 188177, Vol. 2.5, page 14283

Pattern Area Standards









Recognize pattern areas with different development standards

Development Standard	Inner	Eastern & Western
Maximum building coverage:	85%-100%	75%-85%
Required landscaping:	15% or Options	15%
Minimum front setbacks:	None	10’ (civic corridors)

Ord. 188177, Vol. 2.5, page 14284

Urban Green Options

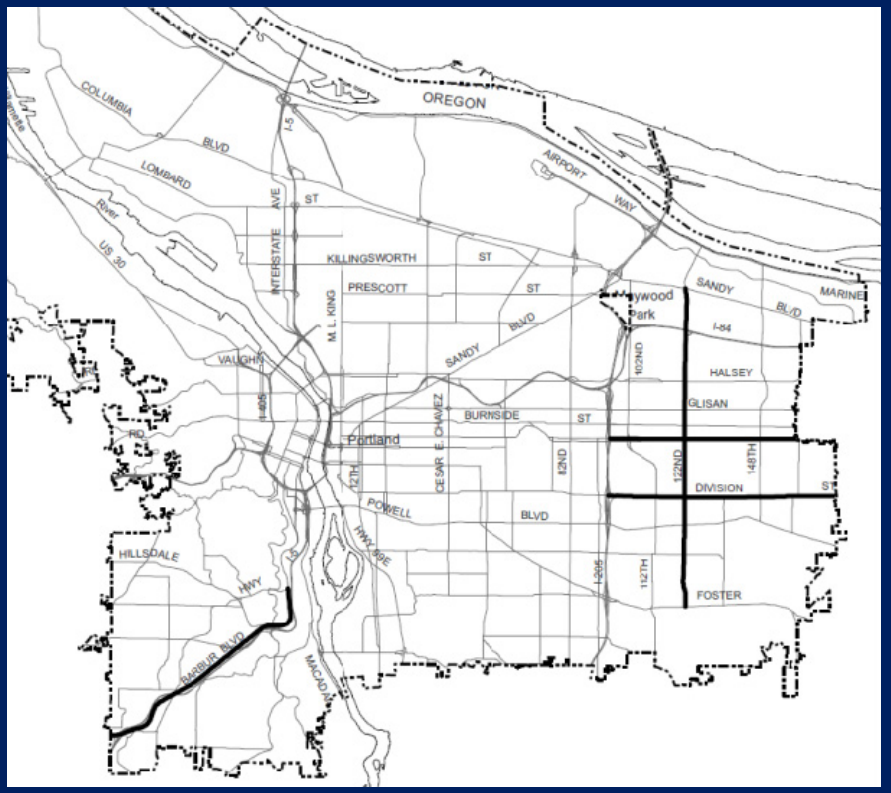


Require landscaping, with a range of "green options"
for development in the Inner neighborhood CM2 and CM3 zones:

- **In-ground landscaping** (15% of site area), or
- **Ecoroof** (substitute for landscaping at 4-to-1 ratio), or
- **Large tree court** (min. 30' x 30' space, 10% of site area), or
- **Raised landscaped areas** (such as above a parking podium), or
- **Pervious pavement** (substitute for up to 50% of landscaping)

Pattern Area Standards





Deeper Setbacks on Big Streets

10’ front setbacks on Eastern and Western Civic Corridors

Ord. 188177, Vol. 2.5, page 14286

Residential Livability Standards





Residential Outdoor Space

Require 48 square feet per unit: private balconies/patios, common outdoor area, rooftop deck, or community indoor space

Ord. 188177, Vol. 2.5, page 14287

Auto-Accommodating Development





Zoning for auto-accommodating development and drive throughs less broadly mapped, but with provisions for:

- Flexibility for building and parking location on large sites, while still ensuring street-oriented buildings close to sidewalks.
- Allowing existing drive throughs to be rebuilt (CM2, CM3), while prohibiting new facilities in most zones.
- Lower minimum development intensity requirements in centers in eastern and western areas to accommodate needed retail.

Other Zoning Code Changes

Exterior Display Areas

- Provide additional allowances for display of merchandise on site
- Excludes display of vehicles and related items except in CE zone



Commercial & Shared Parking

- Broaden allowance for Commercial Parking in CM2, CM3 and CE zones to allow new and existing parking facilities to be shared and balance supply and demand.



Neighborhood Contact

- Require neighborhood notification for most new development
- Encourage dialogue between developers and communities

Ord. 188177, Vol. 2.5, page 14289

What is TDM?

- Transportation Demand Management
- Incentives & education designed to reduce drive alone trips and auto ownership
- Examples:
  - Performance targets: mode share, auto ownership
  - Incentives: low cost transit passes, care share membership, etc.
  - Education: information on transportation options, Women on Bikes program, bikes on buses
- Proposal:
  - Require TDM for projects with over 10 residential units
  - Create non-discretionary “off-the-shelf” plans



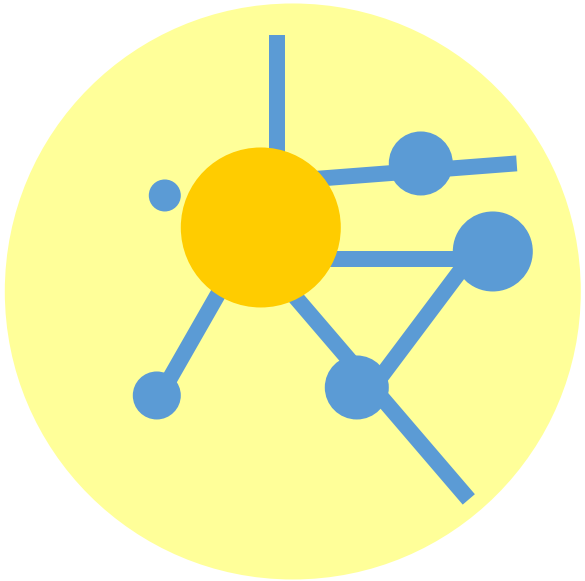
Ord. 188177, Vol. 2.5, page 14290

Residential Parking Permit Concept

The permit proposal ties the **priority parking access** to the **primary land use**

We will use zoning to establish this link:

- Boundaries would be drawn to only include R-zoned properties
- Residents of R-zones would have priority access to permits
- Implementation plans specific to each area would establish how permit availability is extended to people outside the area.



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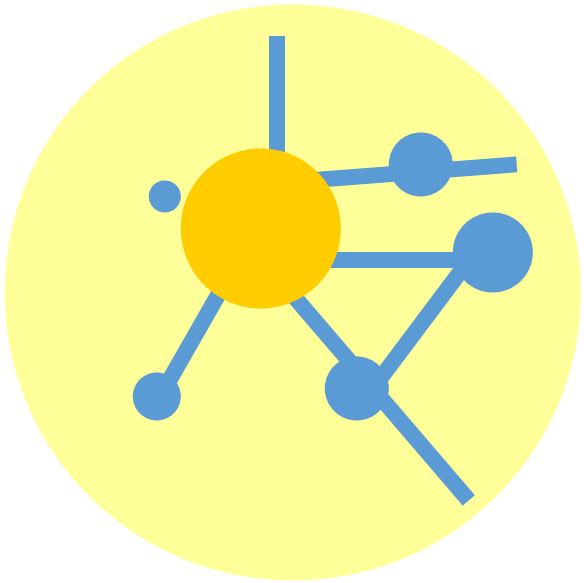
Residential Parking Permit Concept

- **All residents** of permit areas would have equal access to permits
  - Single family and multi-family buildings
  - Renters and owners

- Progressive pricing scheme: 2nd permit costs more than the 1st, 3rd more than the 2nd, etc.

- Residents with access to off-street parking would start at the 2nd tier.



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Possible Issues in Testimony

Zoning and FAR Structure – new zone structure, mapping, and changes in FAR development allowances, will likely be concerns.

Bonuses for Affordability – bonuses may not address concerns of housing advocates; may be perceived as complex by development community.

Design Issues –zoning update may not address all local design issues, and allowed scale will likely be a continuing concern.

Parking – ongoing concerns that regulations do not require enough parking.

Capacity Issues – new zone and FAR structure changes zoned capacity.

Code Complexity – users may initially find new codes complex.

Economics – new zones and regulations create different development market dynamics and may add cost to new development.

Auto-Oriented Development – limitations on auto-oriented developments may raise concerns for some.



Thank You

Questions?

Bureau of Planning and Sustainability

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Innovation. Collaboration. Practical Solutions.

MEMO

DATE: March 18, 2016

TO: Planning and Sustainability Commissioners

FROM: Barry Manning, Bill Cunningham

CC: Eric Engstrom, Joe Zehnder, Susan Anderson

SUBJECT: Mixed Use Zones Project

At the March 22, 2016 Planning and Sustainability Commission (PSC) meeting, BPS staff will provide a briefing on the Mixed Use Zones Project. The PSC last received a briefing on this project in late 2014. A Proposed Draft report has been posted online in advance of the briefing for you to preview. Full copies of the report will be distributed at the meeting on March 22. Public notices about the proposed Zoning Map and Zoning Code amendments will be mailed to property owners on April 4, 2016. The PSC is scheduled to hold public hearings on the proposal on May 10, 2016 and May 17, 2016.

Background

The Mixed Use Zones Project proposes to revise Portland's Zoning Code regulations for commercial/mixed use zones in centers and corridors outside of the Central City. The project addresses issues that arise with new more intensive mixed use buildings, such as massing and design, transitions and step-downs, and ground floor uses. It also addresses other opportunities to realize Comprehensive Plan goals and policies through regulations, including incentives for affordable housing and commercial spaces.

Below is a summary of fundamental changes to the Commercial/Mixed Use zones:

- Creates four new Commercial Mixed-Use base zones with varying scales to replace the existing commercial zones. New zones are: **CM1** (small-scale, 3 stories, 35'), **CM2** and **CE** (medium-scale, 4-5 stories, 45'-55'), and **CM3** (large-scale, 6-7 stories, 65'-75');
- Manages the bulk of development by setting new Floor Area Ratios for each of the zones;
- Provides incentives for public benefits through bonuses that earn additional floor area and (in some cases) additional building height;

- Includes requirements for integrating green elements into development in the more urban commercial/mixed use zones;
- Reduces building mass by articulating large façades and limiting building length;
- Enhances street-level environments by increasing ground-floor window requirements;
- Requires outdoor areas for new residential units;
- Improves transition to neighboring residential areas through height "step downs," setbacks, and landscaped buffers;
- Sets building coverage and landscaping standards that vary by neighborhood "pattern area" (including inner, eastern and western neighborhoods);
- Provides flexible street setbacks to allow for gathering spaces;
- Ensures active ground floor uses such as retail in the core commercial areas of centers;
- Includes new zoning and development standards responsive to the characteristics of older, low-rise main street areas;
- Allows added height and development flexibility on large sites via a planned development review; and
- Requires neighborhood notification of most new development.

Overall, the Mixed Use Zones Project proposal includes the following major elements:

- New Commercial/Mixed Use zones that replace existing Commercial base zones (33.130);
- New Zoning Map with new base zones;
- Expansion of the Design Overlay Zone in Mixed Use-Urban Center areas (33.420);
- New Centers Main Street Overlay Zone applied in identified centers (33.415); and
- New Transportation Demand Management requirements for residential projects (33.266).

Please contact Barry at 503-823-7965 (barry.manning@portlandoregon.gov) or Bill at 503-823-4203 (bill.cunningham@portlandoregon.gov) prior to the meeting if you have any questions.

City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandonline.com/bps
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

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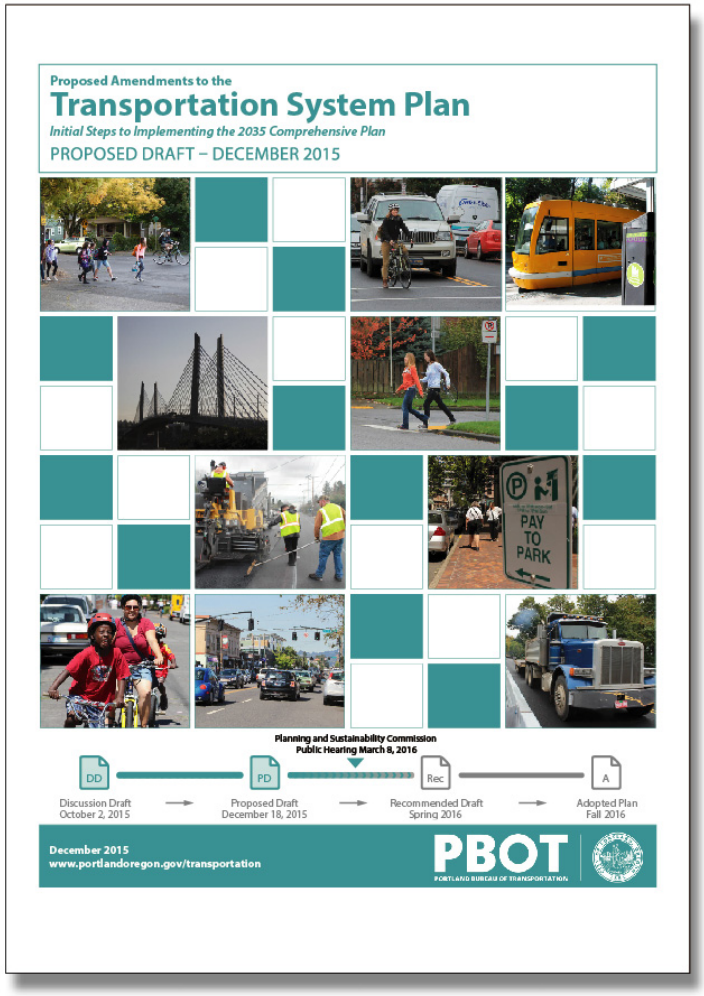
Available online:
www.portlandoregon.gov/transportation/article/566865



	Campus Institutional Zones	Mixed Use Zones	Central City Zones
Title 33 standards	**Recommended Jan. 26**	**vote scheduled July 12**	**vote scheduled Aug. 9**
Title 17 standards	Proposed Drafts issued Dec. 18 Heard: Clarify standards for performance targets, enforcement. PBOT proposed standards to stakeholders Feb. 24 -- Working with stakeholders on specific T17 and/or AR language to provide PSC before **vote scheduled for April 12.**	Started next round of stakeholder engagement. Any new details could be voted on **July 12**	Any new details could be voted on **August 9**
Administrative Rule	Will include process/implementation, such as performance monitoring dates. Started development in January. Continue stakeholder engagement in Admin Rule development.	Will draft key elements for review during stakeholder engagement.	

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A Reader's Companion to:

Proposed Amendments to the

Transportation System Plan

Initial Steps to Implementing the 2035 Comprehensive Plan

PROPOSED DRAFT – DECEMBER 2015



Planning and Sustainability Commission
Public Hearing March 8, 2016

DD — Discussion Draft, October 2, 2015 → PD — Proposed Draft, December 18, 2015 → Rec — Recommended Draft, Spring 2016 → A — Adopted Plan, Fall 2016

December 2015
www.portlandoregon.gov/transportation

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Ord. 188177, Vol. 2.5, page 14301

Because the TSP is being updated in stages, the TSP Update-Stage 2 document contains only the components shown below in blue. The final 2035 TSP document will not be complete until the end of Stage 3 in 2017.

Components of the TSP

Stage 1 2014-2016

Stage 2 2015-2016

Stage 3 2016-2017

Introduction *Section 1*	**2035 Comp. Plan** **Goals** Chapter 9 **Policies** Chapters 2,3,4,8,9	**TSP Objectives** Comm. Involvement, Prf. Measures, Bicycle, etc. *Sections 2, 3, 4, 10* Geographically specific policies	**Street Classification** Bicycle *Sections 4+5* Street Design *Section 6+7* 5 remaining classes	**Transportation System Improvements** Major Projects Programs
Refinement Plans and Studies *Section 12*	**Master Street Plans** *Section 9*	**References to Modal Plans**	**Implementation Strategies** Codes & Standards Project Evaluation Financial Plan	**Glossary** *Section 11*

Title 17: Transportation Demand Management *Section 14*
Street Vacations *Section 15*

Title 33: Commercial Parking *Section 16*

Administrative Rule: Transportation Demand Management

Central City 2035 Plan amendments to be incorporated upon adoption

This table is a cross-reference of the Recommended Comprehensive Plan Policy numberings to the 2007 TSP numberings.

2035 Comprehensive Plan Policy Groupings	2007 TSP Objective Grouping	2007 TSP ID
Community Involvement (2.5-2.7/2.16-2.22)	Public Involvement	6.1-6.2
Transit Station Areas (3.54-3.60)	Transit-Oriented Development	6.19
Public Rights-of-way (8.37-8.49)	Right-of-Way	11.10
	Street Design	11.10
	Environmental Sustainability	11.8
	Maintenance	11.12
	Right-of-Way Opportunities	6.21
Design and Planning Street Classifications (9.1-9.9)	Street Classification Descriptions	6.4
	Traffic Classification Descriptions	6.5
	Transit Classification Descriptions	6.6
	Bicycle Classification Descriptions	6.7
	Pedestrian Classification Descriptions	6.8
	Freight Classification Descriptions	6.9
	Emergency Response Classification Descriptions	6.10
	Street Design Classification Descriptions	6.11
Modal Policies (9.16-9.39)	Pedestrian Transportation	6.22
	Bicycle Transportation	6.23
	Public Transportation	6.24
	Truck Mobility	6.30
	Truck Accessibility	6.31
	Multimodal Freight System	6.29
	Intercity Passenger Service	6.33
	Regional Trafficways	6.32
	Emergency Response	6.14

2035 Comprehensive Plan Policy Groupings	2007 TSP Objective Grouping	2007 TSP ID
System Management (9.44-9.50)	Transportation System Management	6.15
	Traffic Calming	6.13
	Access Management	6.16
	Regional Travel Patterns Policies	6.12
	Connectivity	6.20
	Street Plans	11.11
	Performance Measures	11.13
Transportation Demand Management (9.51-9.53)	Congestion Pricing	6.34
	Travel Management	6.28
Parking Management (9.54-9.60)	Parking Management	6.25
	On-Street Parking Management	6.26
	Off-Street Parking	6.27
Finance, Programs, and Coordination (9.61-9.66)	Education and Enforcement	6.3
	Project Selection	11.9
	Funding (Coordination)	6.1
To be addressed in Stage 3	District Policies	6.35-6.41

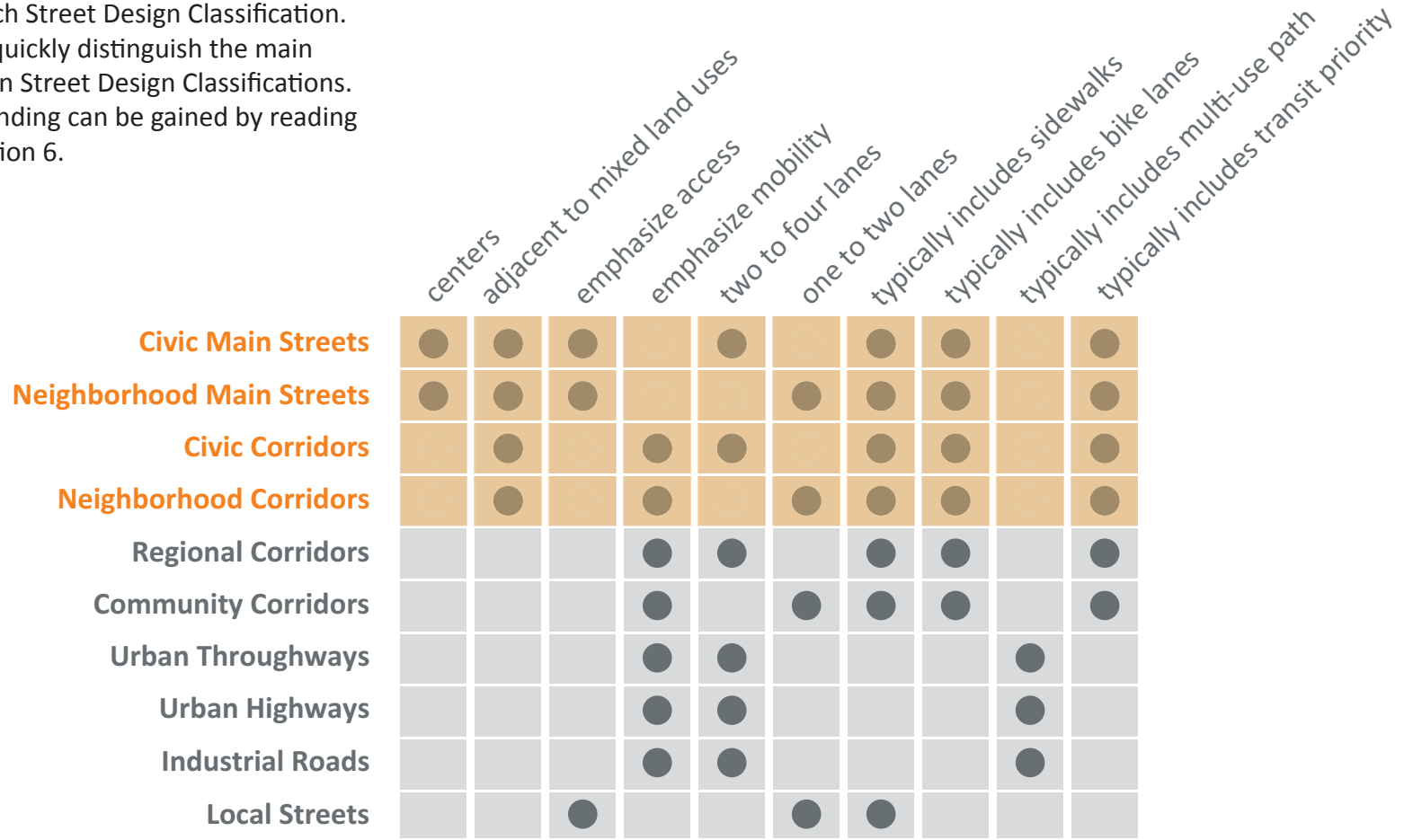
In Stage 1 (Task 4), Objectives were removed from all chapters of the 2035 Comprehensive (Comp) Plan. Many transportation-related Objectives in the prior Comp Plan were originally adopted to meet state and regional requirements in the RTP and TRP. PBOT decided to retain transportation Objectives as part of the Transportation System Plan (TSP). The Stage 2 Proposed Draft (PD) does not represent an overhaul of the TSP Objectives – as was done for the goals and policies in Stage 1. Rather, amendments to objective language contained in the PD are proposed to address inconsistencies with the 2035 Comp Plan. Further refinements to the TSP Objectives may be made in Stage 3, which will result in the complete, repackaged 2035 TSP document. This table, which is a refinement of the table in the Reference Section at the end of the PD, was created to provide a clear crosswalk between the 2007 TSP numbering and the new 2035 Comp Plan structure that the TSP Objectives take in the final 2035 TSP document.

How to view and submit testimony on Bicycle and Street Design Classifications

Go to the Map App *www.portlandmaps.com/bps/mapapp* and select the map you wish to view. Click on the "Comment" tab to submit testimony to the PSC.

There are currently no proposed changes to the transit, traffic, emergency response, pedestrian or freight classifications. For reference, these classifications have been posted on the Mapp App Explorer www.portlandmaps.com/bps/MapAppExplorer To view them, and select the MAPS icon at the bottom of the left side navigation panel, and select the Reference Layers section from the bottom of the list, then toggle layer(s) of interest to the ON position.

The chart below is a quick-reference-guide outlining the major characteristics of each Street Design Classification. The intent is to be able to quickly distinguish the main differences between the ten Street Design Classifications. A more complete understanding can be gained by reading the full descriptions in Section 6.



Classifications related to Comp Plan Centers + Corridors Urban Design Framework Plan

Where to find proposed changes to City Code

Transportation Demand Management

Proposed **Title 17** language for TDM can be found in Section 14 of the TSP Update Stage 2-Proposed Draft.

TDM for Campuses and Institutions:
Proposed **Title 33** (33.266.410 and 33.266.420) language for Transportation Demand Management (TDM) can be found on page 81 of the Campus Institutional Zoning Project-Proposed Draft, released November 2015 (http://www.portlandoregon.gov/bps/article/540444).

TDM for Mixed Use Zones:
Proposed **Title 33** (33.266.410, 33.266.420, and 33.266.430) language for Transportation Demand Management (TDM) can be found on page 187 of the Mixed Use Zones Project-Discussion Draft, released September 2015 (http://www.portlandoregon.gov/bps/article/546850).

TDM for the Central City:
Proposed **Title 33** (33.510.260) language for Transportation Demand Management (TDM) can be found on page 195 of the Central City 2035 Plan-Discussion Draft, released February 2016. (http://www.portlandoregon.gov/bps/article/564249)

Commercial Parking

Proposed **Title 33** (33.266) language for Parking and Loading begins on page 157 of the Mixed Use Zones Project-Discussion Draft, released September 2015. (http://www.portlandoregon.gov/bps/article/546850).

Street Vacations

Proposed **Title 17** language for Street Vacations can be found in Section 16 of the TSP Update Stage 2-Proposed Draft.

Campus Institutional Zoning Update Project

EARLY IMPLEMENTATION OF THE 2035 COMPREHENSIVE PLAN

Interim Recommended Draft: Recommended Code Changes and Map Changes Under Consideration

February 2016

Campus Institutional Zoning Update

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

How can I provide feedback to decision-makers?

The Planning and Sustainability Commission (PSC) held a public hearing to review the Campus Institutional Zoning Update Zoning Project on December 15, 2015. The PSC closed the hearing for testimony about the draft code-changes and held a work session on January 26, 2016 culminating with a vote to recommend approval of the proposed draft document subject to a number of revisions that were the subject of public comment and PSC deliberations. The draft code changes in this report are recommended by PSC to City Council, and you can testify to City Council about these recommended code changes in late 2016 (see Next Steps below).

You may still testify about proposed Map changes to the Planning and Sustainability Commission (PSC) in the following ways:

Testify in person at the PSC public hearing.

PSC Public Hearing on Composite Zoning Map

Tuesday, July 12, 2016
1900 SW 4th Avenue, Room 2500, Portland, OR
To confirm the time and date, check the PSC calendar at
www.portlandoregon.gov/bps/35452

Testify in writing between now and May 24, 2016.
Please provide your full name and mailing address.

- Email: *psc@portlandoregon.gov* with subject line "PSC Campus Institutional Zoning Map Testimony"
- U.S. Mail: Portland Planning and Sustainability Commission, Campus Institutional Zoning Map Testimony, 1900 SW 4th Ave., Suite 7100, Portland OR 97201
- Map App: *www.portlandmaps.com/bps/mapapp*, click on the "comments" form and provide your testimony

For more information please contact:

John Cole, Senior City Planner
Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201-5380
Phone: 503-823-3475 **Email:** john.cole@portlandoregon.gov

A digital copy of this report and additional project background information can be found at www.portlandoregon.gov/bps/institutions

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Acknowledgements

Portland City Council
Charlie Hales, *Mayor*
Nick Fish, *Commissioner*
Amanda Fritz, *Commissioner*
Steve Novick, *Commissioner*
Dan Saltzman, *Commissioner*

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With Assistance From	Dave Johnston, Collinsview NA Resident
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Kurt Krueger, PBOT	Pamela Witherspoon, Legacy Emanuel
Mark Walhood, BDS	

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Map 13: University of Portland
Map 14: University of Western States
Map 15: Warner Pacific University

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Section I: Introduction

Project Summary

More than one third of the forecast job growth in Portland over the next 20 years is expected to be in the health care and education sectors, which is particularly concentrated in 19 large college and hospital campuses dispersed throughout the city. The City's draft Economic Opportunity Analysis (EOA) estimates that there is not enough suitably zoned developable land to accommodate this growth. Additionally, the Conditional Use Master Plan (CUMP) and Impact Mitigation Plan (IMP) land use reviews are considered cumbersome and expensive by many involved in the process, and they often generate conflict between the institutions and their neighborhoods.

To address these concerns, the Campus Institutional Zoning Update Project (CIZUP) will allow institutions more flexibility to develop on their campuses, while protecting adjoining neighborhoods from undesired offsite impacts, including encroachment of campus uses.

The primary policy goal of this project is to provide for the growth of Portland's major campus institutions as essential service providers, centers of innovation and major employers.

The project will:

1. Designate major campus institutions as a type of employment land and enhance transportation and public facilities.
2. Improve the campus master planning process to accommodate the changing needs of institutions while reducing development impacts to surrounding neighborhoods.
3. Encourage transitional development, including mixed use, along the edges of campus institutions and surrounding neighborhoods.
4. Encourage expanding institutions to develop satellite facilities in urban centers and corridors.
5. Improve ongoing communications between institutions and their surrounding communities.

The CIZUP achieves these objectives by designating 15 dispersed hospitals and colleges as "Institutional Campus" (IC) on the Comprehensive Plan Map, creating two new base zones in the Zoning Code (CI1 and CI2), and rezoning the 15 campuses to the corresponding CI zone in conformance with the 2035 Comprehensive Plan Map.

Why is this important?

Through the new Comprehensive Plan, the City of Portland is increasing the development potential for hospital and college campuses to provide enough land area to meet 20-year job growth forecasts. The recommended code changes and infrastructure investments will also enhance the ability for hospitals and colleges to meet the needs of a growing community.

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Reed College

What is in the interim report?

This interim report contains:

- Background information from the Employment Opportunity Analysis (EOA).
- Portland Plan and recommended 2035 Comprehensive Plan policies that prompted the Campus Institutional Zoning Update work program.
- Technical analysis and policy documents.
- Recommended code language with accompanying commentary.
- A series of maps portraying the proposed zone changes for each institution.
- Detailed maps and other documentation in the appendices that support the proposal.

A staff proposal was presented to the Planning and Sustainability Commission on December 15, 2015 before a public hearing on the same date. The PSC subsequently considered all testimony and voted to recommend approval of the proposed code changes at their January 26, 2016 work session subject to two amendments:

1. Extend the date at which time existing master plans in the campus institution zone expire from 12/31/2020 to 12/31/2023, and
2. Include language encouraging institutions to engage adjoining neighborhoods in on-going "good neighbor agreements".

Formal PSC consideration of the proposed zone map amendments was continued to the composite zone map public hearing tentatively scheduled for May 24, 2016.

City Council is tentatively scheduled to hold additional public hearings and take formal public testimony on the recommended code and map changes in the fall of 2016.

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Hospitals on Marquam Hill are assigned the (IC) Institutional Campus Comprehensive Plan designation in recognition of their current land use but are not candidates for either the (CI1) Residential Campus zone or (CI2) Urban Campus zone. This is because the Marquam Hill campuses are currently zoned (EX) Central Employment with a plan district that provides development standards and entitlements specific to these particular institutions. No zoning changes are expected on Marquam Hill as part of this project.

High schools are also assigned an Institutional Campus(IC) designation on the recommended Comprehensive Plan Map. This is intended to be an interim measure until such time as a high school base zone or alternative regulatory approach is developed in cooperation with the high schools and relevant stakeholders.

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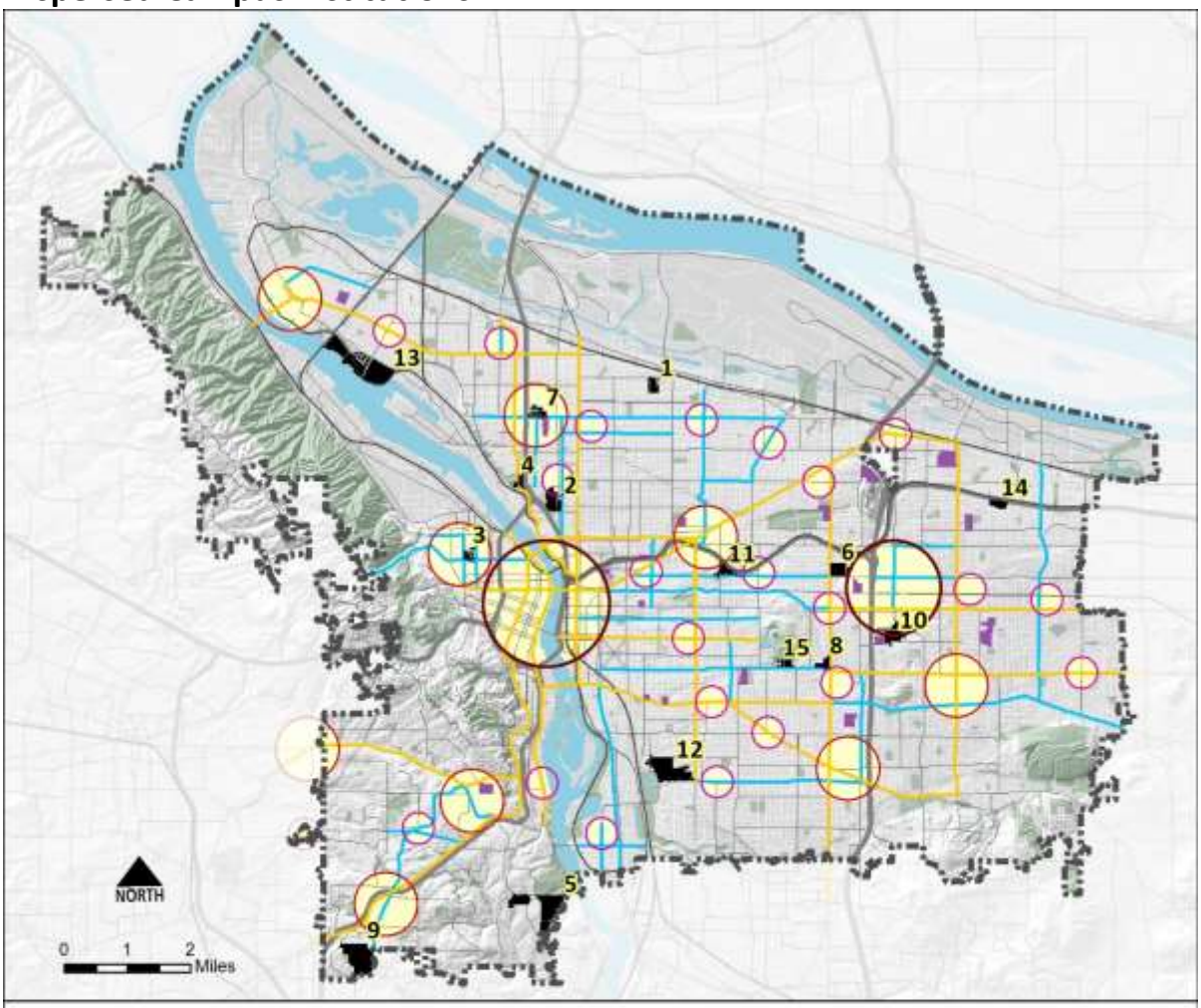
Dispersed Campus Institutions



Map Number	Institution
1	Concordia University
2	Legacy Emanuel Hospital & Health Center
3	Legacy Good Samaritan Hospital & Health Center
4	Kaiser Medical Centers
5	Lewis and Clark College
6	Multnomah University
7	Portland Community College--Cascade
8	Portland Community College--Southeast Center
9	Portland Community College--Sylvania
10	Adventist Medical Center
11	Providence Portland Medical Center
12	Reed College
13	University of Portland
14	University of Western States
15	Warner Pacific University

Institutions
- Hospital, College, or University
- High School

Centers
- Regional Center
- Town Center
- Neighborhood Center

Corridors
- Civic Corridor
- Neighborhood Corridor
- Park

The 15 dispersed campus institutions considered in this update are located across the city. See Section VI and the Appendix for detailed campus boundary maps.

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Section II: Relationship to the Comprehensive Plan

The Campus Institutional Zoning Update is one of eight early implementation projects that are part of the City's Comprehensive Plan Update. It implements updated Comprehensive Plan Guiding Principles and Policies to provide adequate growth capacity in Portland's dispersed campus institutions, where roughly 22,700 new jobs are projected by 2035.

Comprehensive Plan Guiding Principles

The Campus Institutional Zoning Update Project implements the following guiding principles of the City of Portland Comprehensive Plan.

Economic prosperity. Support a low-carbon economy and foster employment growth, quality education and training, competitiveness and equitably distributed household prosperity.

> The Campus Zoning Update Project promotes economic prosperity by accommodating the projected job growth in healthcare and higher education employment sectors. This is significant because the draft Employment Opportunities Analysis (EOA) projects that these dispersed institutional campuses will gain some 22,700 healthcare and higher education jobs over the next 20 years. Jobs in healthcare and higher education are important to the local economy because they occur across a broad range of income levels and include traded sector jobs, which draw money into the local economy from outside the region in the form of tuition, research and specialized healthcare services.

Human health. Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

Environmental health. Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water, and land.

> The recommended zoning update also supports guiding principles related to human and environmental health. New base zone standards allow for continued development of medical centers to serve a growing regional population. Review procedures, allowable land use and development standards promote compatibility between the institutions and their surrounding neighborhoods. Development is encouraged to "grow up rather than out" into the surrounding neighborhood. Additionally, edge standards promote building design and land uses at the perimeter of these campuses that will support either a predominantly residential environment or contribute to active neighborhood commercial streetscapes.

Equity. Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-

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represented populations in decisions that affect them. Specifically recognize, address, and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

> Growing institutions advance equity principles through employment opportunities across all wage and training categories and expanded educational opportunities that provide a pathway for advancement. In particular, Portland Community College (PCC) campuses will be eligible for this new zoning, which facilitates their ability to expand to better serve the region. Development review procedures and design standards are recommended that will encourage institutions to build up rather than out while transportation impact mitigation requirements will limit encroachment on adjoining neighborhoods. By allowing more flexibility for campus alterations, PCC and other institutions will be able to respond to emerging industry training needs more rapidly and expand to serve a larger more diverse student body.

Resilience Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

> Resilience is supported by increased healthcare and higher education employment opportunities that support a diverse economy. More robust institutions can provide regional and neighborhood resources, such as emergency medical facilities and places of assembly after any future natural disasters. Campus institutions are leaders in development of green building and promotion of more sustainable transportation options. And the transportation demand management elements of this proposal will encourage institutions to play a leadership role in sustainable transportation.

Comprehensive Plan Goals and Policies

The recommeded Comprehensive Plan includes policy language directing the City to "provide for the growth of Portland's major campus institutions as essential service providers, centers of innovation, and major employers." Expanded policy language specific to campus institutions from the recommeded Comprehensive Plan, Chapter 6: Economic Development is included below:

Campus institutions

Health care and education sectors are concentrated in large hospital, college, higher education and high school campuses as well as dispersed smaller facilities. Major institutions are large employers with campuses that vary from pastoral expanses to more concentrated urban grounds. Health care and education are projected to be the city's leading job growth sectors, adding more than 50,000 new jobs by 2035 at campus institutions and in other commercial areas. Rapid growth of campus institutions is a national trend, and best practices offer opportunities to plan effectively for this campus growth, and reduce neighborhood impacts. Examples of new directions in the policies below include designation of major campuses as employment land, regulatory improvements, and transportation-related improvements.

Policy 6.55 ***Campus institutions****. Provide for the stability and growth of Portland's major campus institutions as essential service providers, centers of innovation, workforce development resources, and major employers.*

Policy 6.56 ***Campus land use****. Provide for major campus institutions as a type of employment*

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land, allowing uses typically associated with health care and higher education institutions. Coordinate with institutions in changing campus zoning to provide land supply that is practical for development and intended uses.

Policy 6.57 ***Development impacts.*** *Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design.*

Policy 6.58 ***Community amenities and services.*** *Encourage campus development that provides amenities and services to surrounding neighborhoods, emphasizing the role of campuses as centers of community activity.*

Policy 6.59 ***Campus edges****. Provide for context-sensitive, transitional uses and development at the edges of campus institutions to enhance their integration into surrounding neighborhoods, including mixed-use and neighborhood-serving commercial uses where appropriate.*

Policy 6.60 ***Satellite facilities****. Encourage opportunities for expansion of uses, not integral to campus functions, to locate in centers and corridors to support their economic vitality.*

The Campus Institutional Zoning Update Project addresses these policies through its recommended regulatory structure and application of these land use and development standards to 15 dispersed institutional campuses. Institutional Campus (IC) land uses are identified on the Comprehensive Plan Map and their impact accounted for in corresponding infrastructure and transportation system plans (policy 6.55, 6.56).

Two new corresponding Campus Institutional (CI) zones are recommended and applied with land use regulations, development standards and review procedures to support the policies described above (policy 6.57, 6.58, 6.59). Satellite facilities are allowed in mixed use zones and will be eligible for development incentives offered through those zones (policy 6.60). Possibilities for expansion into adjoining mixed use zones will be facilitated through the removal of Conditional Use Master Plan and Impact Mitigation Plan boundaries.



Portland Providence Medical Center

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Section III: Public Involvement

Campus Institutional Zoning Update Project outreach has been an extension of efforts begun during policy development in the Portland Plan and later in conjunction with the Economic Development Policy Expert Group (PEG) undertaken during Task 4 of the Comprehensive Plan Update.

Portland Plan (adopted in 2012)
The result of more than two years of research, dozens of workshops and fairs, hundreds of meetings with community groups, and 20,000 comments from residents, businesses and nonprofits, the Portland Plan's three integrated strategies and framework for advancing equity were designed to help realize the vision of a prosperous, educated, healthy and equitable Portland.

The Portland Plan's resulting **Economic Prosperity and Affordability Integrated Strategy** contains a goal to "expand economic opportunities to support a socially and economically diverse population by prioritizing business growth, a robust and resilient regional economy, and broadly accessible household prosperity." This strategy was further defined by the following policy and action plan, which are particularly relevant to the Campus Institutional Zoning Update Project.

> **Guiding policy P-22** instructs the city to "Provide capacity for Portland's campus institutions to grow and to remain competitive."
>
> **Five year action plan item 69 campus institutions** instructs the Bureau of Planning and Sustainability to "Develop, as part of the new Comprehensive Plan, new land use and investment approaches to support the growth and neighborhood compatibility of college and hospital campuses."

Comprehensive Plan Update
As part of its Comprehensive Plan Update, the City of Portland assembled an Economic Development Policy Expert Group (PEG) that met from June 2012 through September 2013 to advise on policy and map changes relevant to the Equity Framework and Economic Prosperity & Affordability strategies of the Portland Plan. Issues related to economic development, forecast shortfalls of industrial and institutional land supply, and brownfield redevelopment were of particular focus. A subset of this Policy Expert Group, including representatives of both campus institutions and neighborhood associations, convened three times to consider issues specific to healthcare and higher education. They addressed the following questions:

1. How should the city meet its growth capacity shortfall for campus institutions?

2. What are the components of neighborhood compatibility that both the City and institutions themselves should consider as part of campus expansions?

Zoning Project Advisory Group
At the conclusion of the PEG deliberations, Bureau of Planning and Sustainability staff commenced an effort to address the shortfall in campus institutional employment capacity through a review of the City's regulatory framework. A project advisory group was convened comprising institutional

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representatives and neighborhood stakeholders most involved in the Portland's dispersed campus institutions. This group met 11 times over the course of the CIZUP development. A roster of advisory group members is provided below. Agendas, meeting notes and background materials from these meetings are available on the project webpage at www.portlandoregon.gov/bps/institutions

Project Advisory Group

Beverly Bookin, Bookin and Associates
Elizabeth Decker, JET Planning
Tamara DeRidder, Rose City Park NA
Justin Dollard, Portland Public Schools
David Ellis, Lewis and Clark College
Daniel Heffernan, N/NE Business Association
Dave Johnston, Collinsview NA Resident
Karen Karlsson, NWDNA
Tom Karwaki, University Park NA
Julia Kuhn, Kittleson and Associates
Sharon Maxwell, Contractor/Business Owner
Rebecca Ocken, Portland Community College
Jill Punches, University of Western States
Marty Stiven, Providence Medical Center
Mike Warwick, Eliot NA
Pamela Witherspoon, Legacy Emanuel

Additional public outreach during the concept development phase included more than 20 meetings with neighborhood and business associations and 10 with institutional representatives as well as staffing two Comprehensive Plan Open Houses. See Appendix A for a partial list of project outreach meetings.

A project website has been maintained over the duration of this project. CIZUP updates were published on the project blog/news feed and in bureau e-newsletters (circ. 5,000 – 8,000). Both the Land Use Map and Zoning Map changes were reflected on the Comprehensive Plan interactive Map App, which has had more than 31,000 pages views since its release in late September.

These efforts are consistent with the Institutional Zoning Project Public Involvement Plan, reviewed and endorsed by the Comprehensive Plan Community Involvement Committee in November 2013.

Concept and Discussion Draft Input

Below is an abbreviated synopsis of public input that was submitted through a variety of channels over the course of the project's concept development and Discussion Draft report.

Institutions
Institutional representatives expressed concerns about the current review process. They cited the expense involved in preparing and submitting an adequate application and the conflict such reviews invariably generate between the institutions and their surrounding neighborhoods.

Given the realities of institutional funding and evolving trends in both healthcare and higher education, long range development master plans are imperfect planning tools for these institutions. The recurring, complex nature of City reviews can lead institutions to distort their expansion plans and limit their ability to take advantage of emerging opportunities.

Institutions seek a zoning designation that recognizes them as a permanent presence befitting their tenure in the neighborhoods that, in some cases, dates back 100 years.

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Institutions expressed concerns that they are often assigned more than their fair share of neighborhood traffic impact and the resulting mitigation expense.

Neighborhoods
There remains considerable support for the existing CUMP and IMP plan review process among neighborhood associations and individual neighbors despite the recurring effort required. They value the existing review processes' ability to address unique circumstances that accrue to individual institutions and neighborhoods and support the Hearings Officer as an independent authority who reviews the evidence submitted against the applicable law to render a fair judgment.

Traffic and parking issues related to institutional expansion and operations are the most predominant, substantive concerns of neighbors. Other offsite impacts, such as athletic field lighting, noise, off-campus housing, public safety and campus boundary expansions, are also common concerns.

Surrounding neighbors are more interested in building design and land uses that occur at the edge of a campus than buildings in the campus interior. Edge standards should contribute to the adjoining neighborhood character, whether that means accommodating a quiet single-family residential neighborhood or activating a neighborhood commercial district.

Satellite facilities within nearby commercially zoned centers and corridors may provide an alternative location for growth. However, consideration should be given to their relationship to the main campus, particularly where transportation issues are concerned, such as a requirement for a shuttle bus to reduce traffic.

Development that may be good for the region is not necessarily perceived as good for the neighborhood. Use of good neighbor agreements, community benefit agreements and other appropriate tools should be explored that would address non-land use issues and promote local hiring, contracting and procurement policies as components of the institutions' business operations.

City Service Bureaus
Service bureaus support development code options that are straightforward to administer. The Portland Bureau of Transportation is particularly interested in the continued ability to review transportation impacts from campus institutions and require proportional improvements to the affected transportation network. PBOT also wants to retain the requirement for institutions to develop and administer ongoing Transportation Demand Management (TDM) programs.

Proposed Draft Input

A Discussion Draft report was published on August 6, 2015. It included proposed Zoning Code that creates two new campus institutional zones and implements the concepts developed by staff through the Project Advisory Group deliberations. Comments regarding the Discussion Draft were solicited and submitted by a number of institutions and neighborhood associations. While not all proposed revisions were implemented, staff did make a number of changes to the proposed text in response to these comments, including two significant changes from the Discussion Draft:

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1. **Legislative Rezoning and Expiration of Existing Approvals**
   This proposal includes a component to *legislatively* rezone the 15 campuses and to include an expiration date (2020), at which point existing CUMPs and IMPs will expire. Subsequent development on the campuses will be subject to the underlying zone district regulations, in addition to any applicable overlay zone and plan district regulations that apply. This is a significant change from the project's Concept Report and Discussion Draft, which stopped short of applying the newly created zones and relied instead on future quasi-judicial zone change applications to apply the new zone standards.

   Staff proposed these changes in order to proactively move institutions toward the new base zone standards and procedures, as well as to resolve persistent concerns regarding administration of the increasingly complex combination of development regulations for campus institutions. Corresponding revisions have been made to the Transportation Impact Review and TDM sections to require ongoing traffic impact analysis and TDM programs that match transportation system improvements to development on campuses.

2. **Retail Sales and Service Use Designated a Conditional Use in CI1 Zone**
   In response to neighborhood concerns, Primary Retail Sales and Service Use has been reclassified as a conditional use and limited to 10,000 square feet in the CI1 zone. Through such a classification, limited neighborhood-serving retail opportunities are made available on CI1 zoned campuses. A heightened level of neighborhood input will also help ensure compatibility with the surrounding neighborhood.

Other suggestions, notably a call for "good neighbor agreements" as a requirement within the campus institutions zones, were considered but not included in the Proposed Draft because of administrative and legal concerns, consistency with other code sections, and conflict with project goals and objectives.

Planning and Sustainability Commission (PSC) Review and Recommendations

This report is the PSC's Interim Recommended Draft of the Campus Institutional Zoning Update Project. The report consists of draft zoning code amendments recommended by PSC to City Council and zoning map amendments that the PSC is still considering. The PSC deliberated and acted on the code-amendment portion of the project at their January 26, 2016, work session. After discussion of approximately seven code-amendment issues that were raised through public testimony or by individual commission members, the PSC adopted the Proposed Draft with two revisions: 1) extend the date at which time existing master plans in the campus instition zone expire from 12/31/2020 to 12/31/2023, and 2) include language encouraging institutions to engage adjoining neighborhoods in on-going "good neighbor agreements". See staff memo dated January 13, 2016 attached as Appendix c. for a further description of the possible amendments considered by the Planning and Sustainability Commission.

The PSC also acknowledged that further consideration of campus institutional zone map changes and the formal PSC vote on the same would be included in the upcoming public hearing on the citywide Composite Zoning Map Project scheduled for May 24, 2016.



University of Portland

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Section IV: Analysis and Proposal

The primary policy goal of this project is:

> Provide for the growth of Portland's major campus institutions as essential service providers, centers of innovation, and major employers.

This goal is supplemented by the following objectives:

A. Designate major campus institutions as a type of employment land and enhance transportation and public facilities as needed to serve them, while minimizing development impacts to surrounding neighborhoods; or improve the campus master planning process to accommodate the changing needs of institutions while reducing development impacts to surrounding neighborhoods.
B. Encourage transitional development, including mixed use, along the edges of campus institutions and surrounding neighborhoods, providing opportunities for neighborhood enhancement and campus expansion.
C. Encourage expanding institutions to develop satellite facilities in urban centers and corridors to spur economic development and relieve growth pressures in residential neighborhoods.
D. Improve ongoing communication between institutions and surrounding communities to maximize the role of institutions as an asset to the community while reducing negative impacts.

With the help of project advisors and community members, staff developed seven review criteria to evaluate alternative methodologies for achieving the policy goal and objectives:

1. How well does this alternative recognize the distinctions between the different types of institutions?
2. Does this alternative provide opportunity for meaningful input for neighborhoods and other interested parties?
3. Does this alternative address the institutions' expressed desire for stability and flexibility?
4. Can this review process accommodate different levels of review between the interior of campuses and their perimeter?
5. Is this alternative straightforward for applicants to comply with during the application process, for interested parties to participate in and for the City to administer?
6. Can an institution readily transition from their current status to the new designation?
7. Is the review procedure required to expand the institutional campus boundary proportional to its potential impact on the neighborhood?

There are three parts to the implementation strategy:

1. Designate 15 dispersed hospitals and colleges as "Institutional Campus" (IC) on the Comprehensive Plan Map. This designation is applied to individual properties currently included

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within a City-approved conditional use master plan (CUMP) or impact mitigation plan (IMP) boundary. In circumstances where there is no current CUMP/IMP, this designation is applied to the contiguous ownership of the institution.

2. Draft two new base zones for the zoning code:

   Campus Institutional 1 (CI1) for application to college campuses that are predominantly surrounded by residential neighborhoods and are expected to develop at a lower intensity. Maximum heights of up to 75' may be permitted towards the interior of these campuses with an overall floor area ratio (FAR) of 0.5:1. Limited commercial activity in addition to that which is accessory to the primary institutional land uses is allowed subject to conditional use review at the periphery of the campus in order to provide for shared campus and neighborhood amenity.

   Campus Institutional 2 (CI2) for medical centers and select college campuses. Campuses assigned this zone are characterized by an urban level of development and are generally located along neighborhood or civic corridors and within, or adjacent to, Town and Neighborhood Centers. Development standards include allowed building heights up to 150 feet and floor area ratios (FAR) up to 3:1. Allowed land uses, which are comparable to those allowed in the draft Mixed Use Zones Project, include a wide range of commercial activity in addition to the primary medical and educational activities.

   The recommended lot coverage, floor area ratios and building height standards provide sufficient development capacity to meet the projected shortfall identified in the City's draft Employment Opportunity Analysis. Development standards, transportation impact analysis and demand management requirements of the new zones will act to successfully incorporate the institution into the surrounding neighborhood. Institutions will be able to more efficiently develop within their existing campus boundaries without the need to expand out into their surrounding neighborhoods.

   Finally, the existing Institutional Residential (IR) zone will be relocated from its current location within the multi-dwelling zone chapter of the Zoning Code (chapter 120). The existing procedural requirements, land use allowances and development standards of the IR zone are retained.

3. Legislatively rezone the 15 dispersed institutional campuses to the corresponding campus institutional zone in conformance with the 2035 Comprehensive Plan Map. Provide an 8 year transition period in which conditional use master plans and impact mitigation plans would remain in effect after which time development proposals will be reviewed against the applicable campus institution base zone criteria and proceed by right or subject to plan district, overlay zone, adjustment or conditional use reviews as indicated.

   Transportation impact review and transportation demand management plans, will be required in advance of significant development and updated on a recurring basis to determine adequacy of public services and to mitigate or prevent neighborhood impacts. Transportation Impact Review and Transportation Demand Management requirements are currently under

consideration by the Planning and Sustainability Commission as components of the Transportation System Plan scheduled for a PSC Public Hearinmg on March 22nd and work session/ recommendation on April 12, 2016.

Alternative approaches to achieving these objectives were further explored by staff, who were informed by the Project Advisory Group. The following five options for updating the zoning process and standards for these institutions were the result:

1. Update existing CUMP/IMP Process & Standards.
2. Add development standards for hospitals and higher education institutions.
3. Add new Campus Institution Overlay Zone(s).
4. Apply Plan District(s) to Campus Institutions.
5. Create new Campus Institution (CI) base zones.

There was advisory group support for more discussion about three of these options (1, 3 and 5), but there was no consensus on a single preferred alternative.

The Planning and Sustainability Commission recommends the new base zone option (5) as the best means of addressing Comprehensive Plan policy and objectives for the following reasons:

- Institutional Campus land uses will be reflected on the Comprehensive Plan Map. Their development impact will be more directly accounted for in underlying transportation and other infrastructure modelling.
- Prescriptive base zone development standards rather than subjective review processes simplify development review. Conditional use reviews will be retained for those land use proposals and adjustment reviews for physical develop that have the most potential for offsite impacts.
- Specific Comprehensive Plan Map boundaries and specific development standards encourage new development within the existing campus boundaries rather than expansion outward, which would displace existing housing and other neighborhood uses. Recommended use and development standards also promote edge standards that promote neighborhood compatibility.
- Legislative zone changes in conformance with the Comprehensive Plan, along with the establishment of a specific expiration date for the Conditional Use Master Plans and Impact Mitigation Plans, allow for a predictable transition from the current land use status to the new zones.
- Transportation impact analyses and transportation/parking demand management programs of most interest to the adjoining neighborhoods will be updated prior to significant development on campus and regularly thereafter to acknowledge changes to the background traffic in a surrounding neighborhood, in addition to proposed development on campus.

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Transportation Issues
Transportation issues are of significant concern to both institutions and their surrounding neighborhoods. Effective transportation and parking management strategies are vital for an institution's successful integration into its surrounding neighborhood — as are opportunities for public input throughout the initiation and administration of these programs. The recommended zoning code update requires both a current Traffic Impact Analysis and a Transportation Demand Management Plan as an ongoing obligation of a CI-zoned campus institution. Such requirements are referenced in sections 33.150, 33.266 and 33.807 of the zoning code, which establish the requirement and procedures. The specific components of particular impact analysis and mitigation and TDM programs will be presented in Title 17 of City Code pertaining to public improvements and permitting in the rights-of-way and related administrative guides.

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Section V: Zoning Code Amendments

The primary implementing mechanism for the Comprehensive Plan policies described in this report is the creation of a new zoning code chapter **150 Campus Institutional Zones.** Recommended chapter text is included in this section. Because the Zoning Code is an interrelated document, changes or additions in one section often effect other code sections as well. For this reason this report also includes recommended text changes to the following sections:

33.258 Nonconforming Situations
33.266 Parking and Loading
33.508.220 Maximum Development/Transportation Capacity
33.730.130 Expiration of an Approval
33.815 Conditional Uses
33.820 Conditional Use Master Plans
33.848 Impact Mitigation Plans
33.852 Transportation Impact Review
33.855 Zoning Map Amendments
33.900 General Terms

These chapter revisions are included because they contain substantive changes to either the standards or the procedural requirements of the code related to the Campus Institutional Zones. There will be other, minor amendments to the Zoning Code, largely in recognition of the new zone categories, that are not included in this report. These administrative amendments will be presented in a subsequent code amendment project that addresses not only the campus zones but task 5 changes made to the employment zones and mixed use zones as well.



Legacy Good Samaritan Hospital

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3.150 Campus Institutional Zones

150

Sections:

General
33.150.010 Purpose
33.150.020 List of the Campus Institutional Zones
33.150.030 Characteristics of the Zones
33.150.040 Other Zoning Regulations
33.150.050 Where This Chapter Does Not Apply
33.150.060 Neighborhood Contact and Outreach
Use Regulations
33.150.100 Primary Uses
33.150.110 Accessory Uses
33.150.120 Nuisance-Related Impacts
Development Standards
33.150.200 Lot Size
33.150.205 Floor Area Ratio
33.150.210 Height
33.150.215 Setbacks
33.150.220 Building Coverage
33.150.235 Building Length in the CI1 Zone
33.150.240 Landscaped Areas
33.150.245 Trees
33.150.250 Ground Floor Windows in the CI2 Zone
33.150.255 Building Length and Façade Articulation in the CI2 Zone
33.150.260 Screening
33.150.265 Transit Street Main Entrance
33.150.267 Development Standards for Institutional Campuses in the IR Zone
33.150.270 Exterior Display, and Storage
33.150.275 Trucks and Equipment
33.150.277 Drive-Through Facilities
33.150.280 Detached Accessory Structures
33.150.285 Fences
33.150.290 Demolitions
33.150.295 Nonconforming Development and Status of Previous Approvals
33.150.300 Parking, Loading and Transportation Demand Management
33.150.305 Signs
33.150.310 Superblock Requirements
33.150.315 Recycling Areas

Maps 150-1 through 150-4 Maximum Heights and Minimum Setbacks

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Commentary

A new chapter 150 contains the land use and development standards for two new Campus Institutional zones and a holding location for the existing IR Institution Residential zone relocated from the 120 Multi Dwelling zone chapter. Because all of the recommended text here is new (and none is proposed for deletion) the authors have not displayed the code text in the usual ~~struck~~ and underlined format.

The general format and subsections follow the broader code hierarchy and arrangement.

Two Campus Institutional (CI) zones are recommended to accommodate two campus typologies: CI1 zones generally found in residential areas, are characterized by lower intensity college campuses and CI2 for urban land uses and intensities are associated with hospitals and select college campuses. Typically these front on commercial streets or lie within or adjacent to mixed use centers. Two CI zones can better match the typologies than what is now contained in the single IR zone.

The existing (IR) Institutional Residential Zone and related land use and development standards have been relocated from their current location in the 33.120s multi-dwelling zones section of the Zoning Code to the 150s chapter. This will better match the land use designation hierarchy of the new Comprehensive Plan wherein Campus Institutional, Mixed-Employment and Industrial zones all implement the Employment Land comprehensive plan land use map designations.

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33.150.010 Purpose

The campus institutional zones implement the campus institution policies and Institutional Campus (IC) land use designation of the Comprehensive Plan. The zones are for institutions such as medical centers and colleges that have been developed as campuses, and for other uses that are compatible with surrounding neighborhoods. The differences between the zones reflect the diversity and location of campus institutions. Allowed uses and development standards promote the desired character of each zone, and reflect the character and development intensity of surrounding neighborhoods. The CI1 and IR zones encourage development that is at a low to medium density residential scale, while the CI2 zone encourages development that is at a more intense, urban scale. The development standards allow flexibility for development and provide guidance to property owners, developers, and neighbors about the limits of what is allowed.

33.150.020 List of the Campus Institutional Zones

The full and short names of the campus institutional zones and their map symbols are listed below. When this Title refers to the campus institutional zones, it is referring to the three zones listed here. When this Title refers to the CI zones, it is referring only to CI1 and CI2.

Full Name	Short Name/Map Symbol
Campus Institutional 1	CI1
Campus Institutional 2	CI2
Institutional Residential	IR

33.150.030 Characteristics of the Zones

A. Campus Institutional 1 zone. The Campus Institutional 1 (CI1) zone is intended for large colleges and medical centers located in or near low and medium density residential neighborhoods. Retail Sales and Service and other uses that serve or support the campus and neighborhood are allowed. Development is intended to be internally focused and compatible with the scale of the surrounding neighborhood. Setback and open space requirements create a buffer between the institution and the surrounding community.

B. Campus Institutional 2 zone. The Campus Institutional 2 (CI2) zone is intended for large medical centers, colleges and universities located in or near a Regional, Town or Neighborhood Center, or along a civic or neighborhood corridor that is served by frequent transit service. Development is intended to be pedestrian-oriented and at a scale that encourages urban-scale medical and educational facilities, while also ensuring compatibility with nearby mixed-use commercial and residential areas. Retail Sales and Service and Office uses are allowed to support the medical or college campus, and to provide services to the surrounding neighborhoods.

C. IR zone. The IR zone is a multi-use zone that provides for the establishment and growth of large institutional campuses as well as higher density residential development. The IR zone recognizes the valuable role of institutional uses in the community. However, these institutions are generally in residential areas where the level of public services is scaled to a less intense level of development. Institutional uses are often of a significantly different scale and character than the areas in which they are located. Intensity and density are regulated by the maximum number of dwelling units per acre and the maximum size of buildings permitted. Some commercial and light industrial uses are allowed, along with major event entertainment facilities and other uses associated with institutions.

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33.150.040 Other Zoning Regulations

A number of the campuses subject to the recommended rezoning are also subject to a variety of overlay zones including but not limited to the "d" design overlay "c" and "p" environmental overlays and the "g" greenway overlay. Some institutions fall within geographically specific "plan districts". Additional regulations and entitlements from these overlay zones and plan districts will apply to development within the new campus zones as will specific use and development type regulations included in the zoning code 200's chapter.

33.150.050 Where This Chapter Does Not Apply

Institutions may retain their existing Conditional Use Master Plans and Impact Mitigation Plans until their expiration or through December 31, 2023 whichever comes first. This is roughly eight years from the City's Comprehensive Plan adoption and the application of the campus zones. During this transition period institutions may continue to develop according to the entitlements and obligations of their approved plans provided they have not expired.

33.150.060 Neighborhood Contact and Outreach

The neighborhood communications section ensures institutions coordinate with the surrounding neighborhood. The proposed neighborhood communications section has three components:

1) an annual meeting,
2) an early notification of any land use reviews the institution will apply for, and
3) an opportunity for the neighborhood association to meet with the institution prior to them submitting an application for a building permit resulting in 10,000 square or more in floor area.

During the course of the project's concept development and later in the review of discussion draft language, interest was expressed by a number of neighborhood or community based interests in including requirements for both "Good Neighbor Agreements" and for "Community Benefits agreements" as a component of the base zone. At the direction of the PSC, Good Neighbor Agreements are referenced in **33.150.050 Neighborhood Contact and Outreach** subsection D as an optional element of an institution's outreach effort.

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Residential development allowed includes all structure types. Mixed use projects including both residential development and institutions are allowed as well as single use projects that are entirely residential or institutional. IR zones will be located near one or more streets that are designated as District Collector streets, Transit Access Streets, or streets of higher classification The IR zone will be applied only when it is accompanied by the "d" Design Review overlay zone.

33.150.040 Other Zoning Regulations

The regulations in this chapter state the allowed uses and the development standards for the base zones. Sites with overlay zones, plan districts, or designated historical landmarks are subject to additional regulations. The Official Zoning Maps indicate which sites are subject to the additional regulations. Specific uses or development types may also be subject to regulations in the 200s series of chapters.

33.150.050 Where This Chapter Does Not Apply

The regulations in this chapter do not apply to sites with a College or Medical Center use that are continuing to develop under an approved conditional use, conditional use master plan, or impact mitigation plan as allowed by 33.700.110.B.2.b. and 33.700.110.B.4. According to 33.700.110.B.2.b. and 33.700.100.B.4., Colleges and Medical Centers in the CI1 and CI2 zones that were approved conditional uses under prior regulations can continue to develop under the approved conditional use master plan or impact mitigation plan, and the base zone regulations that were in effect at the time the conditional use application was deemed complete, until the conditional use, conditional use masterplan, or impact mitigation plan expires, or December 31, 2020, whichever comes first. In this case, the regulations of this chapter do not apply to development on the site.

33.150.050 Neighborhood Contact and Outreach

A. Purpose. The requirements of this section promote ongoing communication between campus institutions and their surrounding communities. By regularly updating the community on campus operations and development proposals, all involved have the opportunity to discuss and resolve potential impacts or conflicts before the proposal has progressed to a quasi-judicial or permit review process. While the comments from the community are not binding, a collaborative approach is encouraged.

B. Where these regulations apply. The regulations in this section apply to Colleges and Medical Centers in the campus institutional zones.

C. Neighborhood contact. Neighborhood contact is required as follows:

1. When development on a site will require a land use review, the applicant must notify the neighborhood association and business association for the area at least 30 days before submitting the land use review application to the City. Notification must be by certified mail and the notice must provide information on the proposed development, types of activities, size, and location on the site. A copy of the notification and mailing list must be submitted with the land use review application.

2. Building permits, not otherwise subject to a land use review, that increase gross floor area by 10,000 square feet or more are subject to the neighborhood contact requirement as specified in Section 33.700.025, Neighborhood Contact. All of the steps in 33.700.025 must be completed before a building permit is requested.

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33.150.100 B.1 Retail Sales And Services in the CI1 zone:

Up to 10,000 square feet of primary sales and service use may be permitted through a conditional use review on CI1 campuses. Specific conditional use approval criteria for retail sales and service uses within the CI1 zone are being added to Code section 33.815 Conditional Uses including criteria requiring demonstration that the proposed retail use will:

- be compatible with the adjacent residential neighborhood in building scale and size;
- not create significant adverse impact on surrounding residential uses from noise, lights or odors; and
- is served by a transportation system capable of supporting the proposed use.

The limited square foot allowances for primary retail sales help insure that the primary market area will be the surrounding neighborhood and not generate additional traffic to the neighborhood.

Accessory retail activity such as student bookstores and cafeterias are not subject to this square footage limitation.

Office uses are not given this same consideration. The rationale is that the retail uses will provide a neighborhood amenity while office uses would not provide the same neighborhood benefit.

Ord. 188177, Vol. 2.5, page 14333

D. Annual meeting. Colleges and Medical Centers must conduct at least one community meeting per year. The annual community meeting is intended to ensure that the College or Medical Center updates the community at least one a year regarding future development and other potential changes that could affect the surrounding area, and to provide a forum for discussion of a Good Neighbor Agreement:

1. The following information must be provided during the meeting:
   a. The status of and any updates to the College's or Medical Center's Transportation and Parking Demand Management Plan, Transportation Impact Analysis, and related mitigation measures;
   b. Development that is anticipated to take place on the site during the next 12 months;
   c. Potential impacts of other on-site activities that could affect the surrounding neighborhood; and
   d. Updated contact information for the College or Medical Center ;
2. The College or Medical Center must send notice of the meeting to the neighborhood association and business association for the area at least 30 days before the meeting. Notice must be by registered or certified mail, and must include the following:
   a. The purpose of the meeting;
   b. Information on how to contact the institution regarding details about this meeting;
   c. The date, time, and location of the meeting.
3. A copy of the notification and mailing list must be retained by the College or Medical Center for at least 5 years and must be available for inspection by City staff upon request.

Use Regulations

33.150.100 Primary Uses

A. Allowed uses. Uses allowed in the campus institutional zones are listed in Table 150-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed development will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters.

B Limited uses. Uses allowed that are subject to limitations are listed in Table 150-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 150-1.

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Commentary

33.150.100 B.2 Manufacturing And Production and Industrial Services in the CI1 and CI2 zones:

Accommodation is made for Manufacturing And Production and Industrial Service uses in both the CI1 and CI2 zones to support campus institutions as centers of innovation and workforce development. Business incubators that may be affiliated with, but not strictly accessory to campus institutions are allowed as limited uses in both zones while additional Manufacturing And Production and/or Industrial Service Use may be permitted within the CI2 zone subject to conditional use approval.

33.150.100 B.5 Parks And Open Areas

Note that the limitations assigned to the allowed uses in this section apply only if they are not accessory to a campus use. For example a swimming pool built for students on a college campus is an accessory use and not subject to a conditional use as would be a pool built by Portland Parks and Rec.

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1. Retail Sales And Service uses in the CI1 zone. This regulation applies to all parts of Table 150-1 that have note [1]. Up to 10,000 square feet of Retail Sales And Service use per site may be allowed as a conditional use in the CI1 zone.

2. Manufacturing And Production and Industrial Service in the CI1 and CI2 zones. This regulation applies to all parts of Table 150-1 that have note [2]. In the CI 1 and CI2 zones, up to 10,000 square feet of Manufacturing And Production use and 10,000 square feet of Industrial Service use is allowed per site. More than 10,000 square feet of Manufacturing and Production use and 10,000 square feet of Industrial Service use may be allowed as a conditional use in the CI2 zone. More than 10,000 square feet of Manufacturing and Production and Industrial Service is prohibited in the CI1 zone.

3. Basic Utilities. These regulations apply to all parts of Table 150-1 that have note [3].

   a. Basic Utilities that serve a development site are accessory uses to the primary use being served on that site.

   b. Small Scale Energy Production that provides energy for on-site or off-site use are considered accessory to the primary use on the site. Installations that sell power they generate—at retail (net, metered) or wholesale—are included. However, they are only considered accessory if they generate energy primarily from biological materials or byproducts from the site itself, or conditions on the site itself. Not more than 10 tons per week of biological material or byproducts from other sites may be used to generate energy. Not more than 20 percent of the floor area on a site, exclusive of parking area may be devoted to small scale energy production. The requirements of Chapter 33.262, Off Site Impacts must be met.

   c. All other Basic Utilities are conditional uses.

4. Community Service. This regulation applies to all parts of Table 150-1 that have note [4]. Most Community Service uses are regulated by Chapter 33.815, Conditional Uses.

5. Parks And Open Areas. This regulation applies to all parts of Table 150-1 that have note [5]. Parks And Open Areas uses are allowed by right. However, certain accessory uses and facilities that are part of a Parks And Open Areas use require a conditional use review. These accessory uses and facilities that require a conditional use review are listed below.

   a. Swimming pools.

   b. Cemeteries, including mausoleums, chapels, and similar accessory structures associated with funerals or burial.

   c. Golf courses, including club houses, restaurants, and driving ranges.

   d. Boat ramps.

   e. Parking areas.

   f. Recreational fields for organized sports. Recreational fields used for organized sports are subject to the regulations of Chapter 33.279, Recreational Fields for Organized Sports.

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33.150.100 B.6.College Uses – Status of outdoor recreation fields
It is the intent of this code section, together with 33.700.110 2.b.(2) to continue operational requirements assigned to certain outdoor sports fields such as, but not limited to, soccer, football and baseball fields. These facilities, often host organized sporting events and may be lighted for evening activities, which can impact the adjoining residential neighborhoods. Limitations have been placed on these fields through conditional use master plans and impact mitigation plans that include hours of operation, frequency of events and requirements for event staffing. Restrictions and regulatory requirements will continue to apply to outdoor sports fields. Application to modify these restrictions or to develop a new outdoor sportsfield (above certain thresholds) will require a new conditional use application together with the attendant neighborhood notification and opportunity to participate in the review process.



Shown above is a four row 15 foot long (60 linear feet) bleacher unit with a 30 person capacity at 24" of bleacher width per spectator.

One of the thresholds included is a limit on spectator seating of 500 linear feet. This is greater than the 210 linear feet assigned to high schools under the assumption that more spectators will reside on campus and that the larger campus size allows for greater buffering from adjoining neighborhoods.

33.150.100 B.9. Group Living in the IR zone
33.150.100 B.10.Retail Sales And Services and Office uses in the IR zone
Use regulations for the existing IR zone have been relocated from their current location in Chapter 120 Multi-Dwelling Zones. No substantive changes are being made.

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6. Colleges. This regulation applies to all parts of Table 150-1 that have note [6]. Colleges are allowed by right. However, outdoor sports facilities that include more than 1,500 square feet of accessory building floor area, more than 500 linear feet of spectator seating, outdoor lighting, or voice amplification require a conditional use review.

7. Agriculture. This regulation applies to all parts of Table 150-1 that have note [7]. If the use and site do not meet the regulations of Chapter 33.237, Food Production and Distribution, Agriculture is prohibited.

8. Radio Frequency Transmission Facilities. This regulation applies to all parts of Table 150-1 that have an [8]. Some Radio Frequency Transmission Facilities are allowed by right. See Chapter 33.274.

9. Group Living in the IR Zone. This regulation applies to all parts of table 120-1 that have a note [9]. Group Living facilities in the IR zone are regulated as follows:

    a. Group Living facilities must be included in the mission statement of the campus's impact mitigation plan;

    b. The impact mitigation plan's implemented mitigation measures must accommodate the impacts the Group Living facility will create; and

    c. A facility located less than 150 feet from another residential zone must meet the standards for Group Living in that zone. Where two or more residential zones are within 150 feet of the Group Living development, the controlling regulations are those of the lower density zone.

10. Retail Sales And Services and Office uses in the IR zone. This regulation applies to all parts of Table 120-1 that have a note [10].

    a. Purpose. Retail Sales And Service uses are allowed as part of an institutional campus in recognition of the large size of such campuses and the needs of the people present for nearby goods and services. Office uses are allowed in recognition of the multifaceted nature of colleges and medical centers.

    b. Retail Sales and Service uses allowed as accessory activities. These uses are allowed by right when the use is identified as a permitted accessory use in the institution's approved impact mitigation plan or conditional use master plan; and

    c. Retail Sales and Service and Office uses are allowed on an institutional campus as primary uses when the following regulations are met:

        (1) The location is identified as a site for a primary retail, service or office use in the institution's approved impact mitigation plan;

        (2) The impact mitigation plan's mitigation measures for commercial use at the site are met; and

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Commentary

33.150.100 B.11. Schools, Colleges and Medical Centers in the IR zone
Use regulations for the existing IR zone have been relocated from their current location in Chapter 120 Multi-Dwelling Zones. No substantive changes are being made.

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(3) Retail Sales and Services uses in combination with office uses which are not listed as primary or accessory uses in the mission statement of the impact mitigation plan are limited. These uses are limited to no more than 50,000 square feet of floor area or 10 percent of the campus floor area, whichever is less. When structured parking is provided 250 square feet of parking structure floor area is included in the area subject to this floor area limitation for each required parking space. Size exceptions are prohibited.

d. Institutional Office uses allowed as accessory activities. These uses are allowed by right when the use is identified as a permitted accessory use in the institution's approved impact mitigation plan or conditional use master plan; and

e. Institutional Office uses allowed as primary uses. Office uses related to the mission of the institution are allowed by right when all of the following are met:

(1) The amount of office space development is mitigated for at the level specified in the institution's approved impact mitigation plan;

(2) The office uses allowed are limited to the following:

- Institutional administrative, faculty, staff, student, and educational offices;
- Blood collection facilities;
- Medical office space and medical office buildings; and
- Medical, scientific, educational research and development facilities and laboratories.

(3) Limit the aggregate size of medical, scientific, educational research and development facilities and laboratories; non institution-owned medical office buildings; and major event entertainment facilities and their associated structured parking to 30 percent or less of the campus floor area. Exceptions to the 30 percent maximum are prohibited.

11. Schools, Colleges, and Medical Centers in the IR zone. This regulation applies to all parts of Table 120-1 that have a note [11].

a. Purpose. High Schools, Colleges, and Medical Centers located in IR Zones are limited to the large institutional campuses the IR Zone is intended to foster. The IR zone was created in recognition of the role such institutions play in meeting the needs of Portland's citizens.

b. Regulations for institutional campuses. High Schools, Colleges, Hospitals, and Medical Centers are allowed to develop as institutional campuses when they meet the following regulations.

Ord. 188177, Vol. 2.5, page 14340

Commentary

Religious Uses
Religious uses are designated as a conditional use in all three zones. Chapels and other places of worship related to the primary education or medical use are considered accessory uses.

High Schools
High schools are being designated as Institutional Campus on the Comprehensive Plan Map and are allowed within the IR zone.

33.150.120 Accessory Uses:
There are a wide range of accessory uses allowed on campuses including but not limited to group housing (dormitories) household living (for faculty and staff) and retail sales (cafeterias and bookstores). Current code offers some guidelines for distinguishing between primary and accessory uses including, but not limited to 33.910 Definitions and proposed section 33.150.110.

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(1) The institution is located or is to be located on a site that is at least 5 acres in total area. Exceptions to this minimum size requirement are prohibited.

(2) The institution has an approved impact mitigation plan or conditional use master plan.

(3) Schools and business schools are commercial uses and are not allowed in an IR zone through a conditional use.

c. Regulations for other institutions. Schools, Colleges, Hospitals, and Medical Centers are allowed as a conditional use only.

d. Regulations for recreational fields for organized sports. Recreational fields used for organized sports on a school, school site, or in a park, are subject to the regulations of Chapter 33.279, Recreational Fields for Organized Sports.

12. Daycare in the IR zone. This regulation applies to all parts of Table 120-1 that have a note [11]. Daycare facilities are allowed if included in the institution's approved impact mitigation plan or conditional use master plan.

C. Conditional uses. Uses that are allowed if approved through the conditional use review process are listed in Table 150-1 with a "CU". These uses are allowed provided they comply with the conditional use approval criteria for that use, the development standards, and other regulations of this Title. Uses listed with a "CU" that also have a footnote number in the table are subject to the regulations cited in the footnote. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The conditional use review process and approval criteria are stated in Chapter 33.815, Conditional Uses.

D. Prohibited uses. Uses listed in Table 150-1 with an "N" are prohibited. Existing uses in categories listed as prohibited may be subject to the regulations of Chapter 33.258, Nonconforming Uses and Development.

33.150.110 Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory use and all applicable development standards. In addition, Retail Sales and Service, Manufacturing and Production, and Industrial Service uses that are on a site with a College or a Medical Center in a CI1 or CI2 zone that have exterior access within 150 feet of a public right-of-way or have exterior signage are primary uses. Retail Sales and Service, Manufacturing and Production, and Industrial Service uses that have exterior access more than 150 from a public right-of-way and do not have exterior signage are accessory uses.

33.150.120 Nuisance-Related Impacts

A. Off-site impacts. All uses, including accessory uses, must comply with the standards of Chapter 33.262, Off-Site Impacts.

B. Other nuisances. Other nuisances are regulated by Title 29, Property and Maintenance Regulations

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Commentary

Table 150-1

As noted previously, there are three campus zones included in this new chapter:

- Campus Zone 1 (CI1) provides for college and related accessory uses with limited provision for additional neighborhood serving Retail Sales And Service Uses as a conditional use. Outdoor recreation facilities beyond certain thresholds are also conditional uses due to their potential impact on adjoining neighborhoods.

- Campus Zone 2 (CI2) is a more intensive zone allowing a wider range of primary commercial uses in addition to college and medical center uses. It is intended for hospitals and colleges located along commercial street frontages.

- Institutional Residential (IR) is an existing zone currently located within Zoning Code Multi-Dwelling Residential Chapter 120. Staff has made limited changes to this "legacy" zone which remains applicable to many of the city's high schools.

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Table 150-1 Campus Institutional Zone Primary Uses			
Use Categories	**CI1**	**CI2**	**IR**
Residential Categories			
Household Living	N	N	Y
Group Living	N	N	Y [9]
Commercial Categories			
Retail Sales And Service	CU [1]	Y	L/CU [10]
Office	N	Y	L/CU [10]
Quick Vehicle Servicing	N	N	N
Vehicle Repair	N	N	N
Commercial Parking	N	Y	N
Self-Service Storage	N	N	N
Commercial Outdoor Recreation	N	N	N
Major Event Entertainment	CU	CU	CU
Industrial Categories			
Manufacturing And Production	L [2]	L/CU [2]	N
Warehouse And Freight Movement	N	N	CU
Wholesale Sales	N	N	N
Industrial Service	L [2]	L/CU [2]	N
Railroad Yards	N	N	CU
Waste-Related	N	N	N
Institutional Categories			
Basic Utilities	L/CU [3]	L/CU [3]	L/CU [3]
Community Service	CU [4]	Y	CU [4]
Parks And Open Areas	L/CU [5]	L/CU [5]	L/CU [5]
Schools	N	N	L/CU [11]
Colleges	Y/CU [6]	Y/CU [6]	L/CU [11]
Medical Centers	Y	Y	L/CU [11]
Religious Institutions	CU	CU	CU
Daycare	Y	Y	L/CU [12]
Other Categories			
Agriculture	L [7]	L [7]	L [7]
Aviation And Surface Passenger Terminals	N	N	N
Detention Facilities	N	N	N
Mining	N	N	N
Radio Frequency Transmission Facilities	L/CU [8]	L/CU [8]	L/CU [8]
Rail Lines And Utility Corridors	CU	CU	CU

Y = Yes, Allowed
L = Allowed, But Special Limitations
CU = Conditional Use Review Required
N = No, Prohibited

Notes:

- The use categories are described in Chapter 33.920.
- Regulations that correspond to the bracketed numbers [ ] are stated in 33.150.100.B.
- Specific uses and developments may also be subject to regulations in the 200s series of chapters.

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33.150.200 Lot Size

This will be treated the same as commercial zones in all campus zones. An amendment to 33.613 is required to add reference to CI zones.

33.150.205 Floor Area Ratio

A maximum 3:1 Floor Area Ratio assigned to the CI-1 Urban Campus Zone combined with the available building heights allows for significant development potential on all of the urban campuses. The 0.5:1 FAR allowed for CI-2 residential campus zones is a reduction from existing development allowed in the IR zone but still results in significant development potential beyond what is currently built on these residential campuses. Together the proposed zones will meet the City's Goal 9 obligation to provide for additional dispersed campus institutional development capacity.

33.150.210 Height

The 75 foot CI1 zone maximum height limit is equivalent to the existing IR zone standard. This accommodates prevalent educational campus design as described in the Bookin Group LLC and THA Architects authored white paper *"Determinants of College/University Campus Development Patterns"* prepared initially for the Economic Development Policy Expert Group and subsequently presented as background to the Campus Institutional Zoning Update Project .

A CI2 maximum height limit of 150 feet will accommodate modern nursing care facilities as demonstrated by the new Providence Cancer Center and Randall Children's Hospital towers and as further described in the Bookin Group/ THA Architects white paper *"Determinants of Medical Center Development Patterns"* also presented to the Project Advisory Group as background material.

Setbacks and height at campus perimeter

In both the CI1 and CI2 zones, a reduced initial height limit at the perimeter of the campus is intended to match the allowed height of the adjoining zone. Subsequent maximum height limits are established back and away from the campus perimeter where greater height will not "encroach" on adjoining structures or yards.

Ord. 188177, Vol. 2.5, page 14345

Development Standards

33.150.200 Lot Size

There is no required minimum lot size for development of land or for the creation of new lots in campus institution zones. Creation of new lots is subject to the regulations of Chapter 33.613, Lots in Commercial and Campus Institutional Zones.

33.150.205 Floor Area Ratio

A. Purpose. Floor area ratios (FARs) regulate the amount of use (the intensity) allowed on a site. FARs provide a means to match the potential amount of uses with the desired character of the area and the provision of public services. FARs also work with the height, setback, and building coverage standards to control the overall bulk of development.

B. FAR standard. The floor area ratios are stated in Table 150-2 and apply to all development.

33.150.210 Height

A. Purpose. Maximum height limits work with other development standards to control the overall scale of buildings. The height limits in the CI zones allow for urban scale development that generally reflects the intent of each zone. Height limits adjacent to residential and mixed use areas preserve light, air, and the potential for privacy in the adjacent zones, and discourage buildings that visually dominate adjacent development.

B. Maximum height. The maximum height standards for all structures are stated in Table 150-2, or are shown on Maps 150-1 through 150-4. Maximum height is reduced adjacent to certain zones as described in Subsection C. The maximum heights shown on Maps 150-1 through 150-4 supersede the maximum height standards in Table 150-2 and Subsection C. Exceptions to all the maximum height standards are stated in Subsection E.

C. Reduced maximum height. Maximum height is reduced adjacent to certain zones.

1. In the CI1 zone, maximum height is reduced as follows.

   a. On the portion of the site within 60 feet of a lot line abutting or across the street from a site zoned OS or RF through R2.5, the maximum height is 30 feet. See Figure 150-1.

   b. On the portion of the site within 40 feet of a lot line abutting or across the street from a site zoned R3 through RX or commercial/mixed use zones the maximum height is 45 feet. See Figure 150-2.

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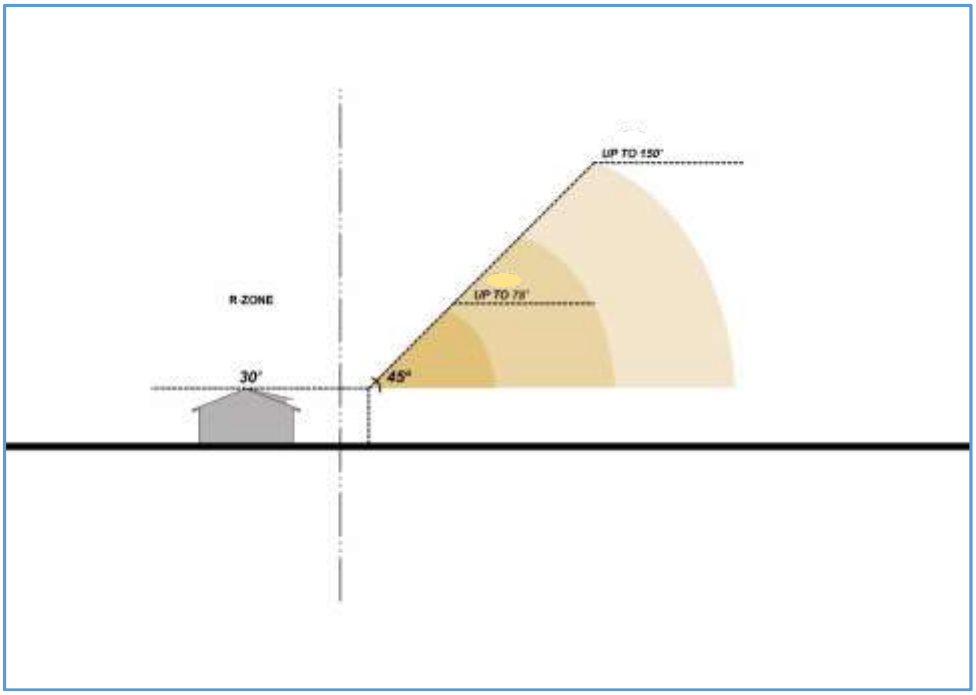
33.150.210.c Reduced maximum height

Together with building setback requirements, building height limits are intended to match building heights at the perimeter of campuses to the context of the neighborhood and locate taller buildings towards the interior of campuses.

A thirty-foot initial height limit is recommended for both CI1 and CI2 zoned property where it abuts, or is across the street from open space or single dwelling zones. This is consistent with the thirty-foot height limit now applicable in the RF through R5 single dwelling zones.

A forty-five (45)-foot initial height limit is recommended for CI1 and CI2 zones property where it abuts, or is across the street from multi-dwelling or mixed use commercial zones. This height is compatible with the R1-R3 multi-dwelling zone height limits which range from 35 to 45 feet in height and the proposed 35-65 foot height limits of the CM1-CM3 mixed use zones.

These initial height limits increase away from the campus perimeter where additional building height and mass will not have as great an impact on adjoining properties.



Generally, initial building height matches allowed height in adjacent zones and increases towards the interior of a campus.

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2. CI2 zone.

   a. Maximum height is reduced on sites in the CI2 zone that abut or are across the street from a site zoned OS, or RF through R2.5 as follows:

      (1) On the portion of the site within 60 feet of a lot line abutting or across the street from a site zoned OS, or RF through R2.5, the maximum height is 30 feet. See Figure 150-1.

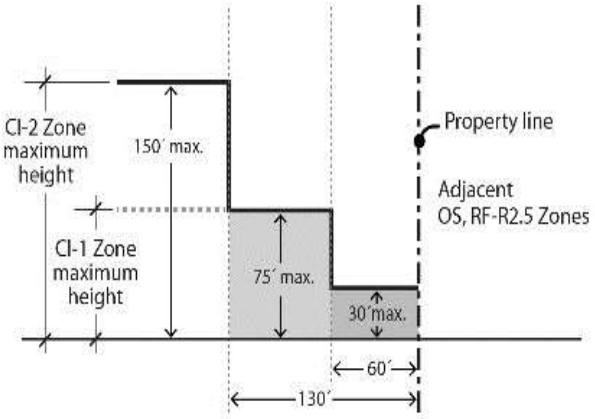
      (2) On the portion of the site that is more than 60 feet but within 130 feet of a lot line abutting or across the street from a site zoned OS, or RF through R2.5, the maximum height is 75 feet. See Figure 150-1.

   b. Maximum height is reduced on sites in the CI2 zone that abut or are across the street from a site zoned R3 through RX, or commercial/mixed use zones as follows:

      (1) On the portion of the site within 40 feet of a lot line abutting or across the street from a site zoned R2 through RX, or commercial/mixed use zones, the maximum height is 45 feet. See Figure 150-2.

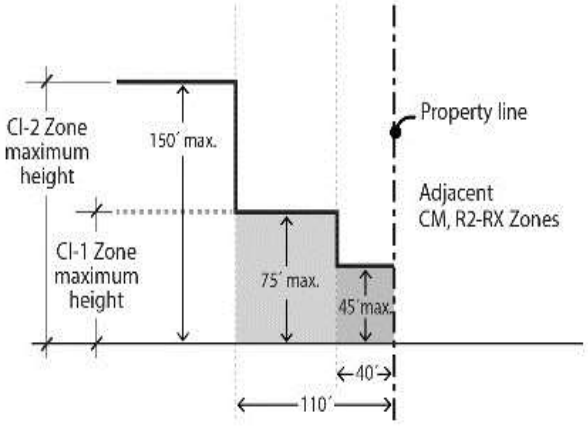
      (2) On the portion of the site more than 40 feet but within 110 feet of a lot line abutting or across the street from a site zoned R2 through RX, or commercial/mixed use zones, the maximum height is 75 feet. See Figure 150-2.

Figure 150-1



1. See Section 33.150.215 Setbacks for required building setback.

Figure 150-2



1. See Section 33.150.215 Setbacks for required building setback.

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33.150.210 D. Maximum height in the IR Zone.
This is existing text applicable in the IR zone. It is retained here although there are currently no IR zoned properties subject to the 4 to 1 FAR and 100 foot height limit except for Adventist Hospital where such entitlements are a function of the Gateway Plan District.

33.150.210 E. Exceptions
This is existing text applicable in various zones where height restrictions are described.

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D. Maximum height in the IR Zone. In the IR zone, the maximum height is 75 feet, except on sites within 1,000 feet of a transit station that have an FAR of 4 to 1, where the maximum height is 100 feet.

E. Exceptions

1. Chimneys, flag poles, satellite receiving dishes, and other items similar with a width, depth, or diameter of 5 feet or less may extend 10 feet above the height limit, or 5 feet above the highest point of the roof, whichever is greater. If they are greater than 5 feet in width, depth, or diameter, they are subject to the height limit.
2. All rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical equipment may extend up to 16 feet above the height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit.
3. Antennas, utility power poles, and public safety facilities are exempt from the height limit.
4. Small wind turbines are subject to the standards of Chapter 33.299. Roof mounted solar panels are not included in height calculations, any may exceed the maximum height limit if the following are met:
   a. For flat roofs or the horizontal portion of mansard roofs, they may extend up to 5 feet above the top of the highest point of the roof.
   b. For pitched, hipped, or gambrel roofs, they must be mounted no more than 12 inches from the surface of the roof at any point, and may not extend above the ridgeline of the roof. The 12 inches is measured from the upper side of the solar panel.
5. Towers and spires with a footprint of 200 square feet or less may exceed the height limit, but still must comply with the setback standard.

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Development Standards, Generally

Development standards assigned to the CI2 zone have been modelled on mixed use zone standards and are designed to achieve a commercial development environment. The lower scale CI1 zone standards are largely derived from the existing IR zone and table 110-5 Institutional Development Standards within single family zones to produce development that is compatible with adjoining residential neighborhoods. Some specific comparisons are outlined below:

FAR: CI1 zone-0.5:1 FAR = table 110-5 Institutional development in single dwelling zones standard
CI2 zone-3:1 FAR = CM3 zone standard

Max Height CI1 zone-75' allowed height is the same as currently allowed in the IR zone
CI2 zone-150' allowed height proposed to accommodate modern nursing tower design.

Building Coverage CI1 zone-50% max coverage= table 110-5 allowance
CI2 zone-85% max coverage = CM1 and CM2 and CM3 zone allowances

Max building length CI1 zone-110 ft. maximum length is same as Mixed Use Zones
CI2 zone – 110 ft. maximum length is same as Mixed Use Zones

Min Landscape CI1 zone-25% = Table 110-5 Institutional Development. Standards in Single Dwelling Residential Zones
CI2 zone-15% = CM1, CM2 and CM3 zone allowances

Landscape abutting residential zone property lines
CI1 zone 10 feet@ L3 = Table 120-5 Institutional Development Standards in Multi-dwelling zone
CI2 zone 5 feet @ L3 = commercial/mixed use zone standard

Landscape across ROW from residential zone
CI1 zone 10 feet@ L1 = Table 120-5 Institutional Development Standards in Multi-dwelling zone
CI2 zone 5 feet @ L1 = commercial/mixed use zone standard

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Table 150-2
Summary of Development Standards in Campus Institutional Zones

Standard	CI1	CI2	IR
Maximum FAR [1] (see 33.150.205)	0.5 to 1	3 to 1	2 to 1
Maximum Height (see 33.150.210)	75 ft. [2].	150 ft. [2]	75/100 ft.
Minimum Building Setbacks [1] (see 33.150.215)			
-Lot line abutting or across the street from an OS, RF-R2.5 zoned lot	15 ft.	10 ft.	1 ft. for every 2 ft. of building height but not less than 10 ft.
-Lot line abutting or across the street from an R2-RX,IR zoned lot	10 ft.	10 ft.	
-Lot line abutting or across the street from a C,CI,E, or I zoned lot	0 ft.	0 ft.	
Maximum Building Setbacks Street Lot Line, Transit Street or Pedestrian District (See 33.150.215)	None	10 ft.	10 ft.
Maximum Building Coverage [1] (see 33.150.225)	50% of site area	85% of site area	70% of site area
Maximum Building Length [1] (see 33.150.235)	100 ft.	None	None
Minimum Landscaped Area (see 33.150.240)	25% of site area	15% of site area	20% of site area
Landscaping Abutting an R zoned lot (see 33.150.240.C)	10 ft. @ L3	5 ft. @ L3	10 ft. @L3
Landscaping across the street from an R zoned lot (see 33.150.240.C)	10 ft. @ L1	5 ft. @ L1	10 ft. @L1
Building Facade Articulation [1] (see 33.150.255)	No	Yes	No
Ground Floor Window Standards [1] (see 33.150.250)	No	Yes	Yes
Transit Street Main Entrance [1] (See 33.150.265)	No	Yes	No

Notes:
[1] For Colleges and Medical Centers, the entire CI zone is treated as one site regardless of ownership. In this case, FAR is calculated based on the total square footage of the parcels within the zone rather than for each individual parcel, and setbacks, building length, façade articulation, ground floor windows and transit street main entrance regulations are measured from, or only apply to, the perimeter of the zone.
[2] Heights reduced on sites that are across the street from, or adjacent to, certain zones. See 33.150.210.C.

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Commentary

33.150.215 Setbacks

Minimum and maximum setback requirements are included in the campus institutional zones. There is also a map series in this section that establishes specific height and setback standards for four campuses where specific adjustments or other development standard design features were included in the applicable conditional use master plan or impact mitigation plan. These maps will allow these institutions to continue to develop according to these fundamental design parameters approved through these earlier review procedures.

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33.150.215 Setbacks

A. Purpose. The required building setbacks promote streetscapes that are consistent with the desired character of the campus institutional zones, and reflect the diversity of neighborhoods within which the campus institutional zones are located. In instances where a campus institutional zone abuts a residential zone, the required setbacks centers complement the residential character of surrounding neighborhood and result in development that will maintain light, air, and the potential for privacy for adjacent residential zones. In instances where a campus institutional zone abuts a mixed-use zone, pedestrian district and/or transit street, the setback requirements promote buildings and activity that are inviting to pedestrians, and contribute to an active pedestrian environment.

B. Minimum building setbacks. The minimum building setback standards apply to all buildings and structures on the site. Minimum required building setbacks are stated in Table 150-2, or are shown on Maps 150-1 through 150-4. Minimum building setbacks shown on Maps 105-1 through 150-4 supersede Table 150-2. Exceptions to the minimum building setback standards are stated below:

1. Minor projections allowed. Minor features of a building, such as eaves, chimneys, fire escapes, water collection cisterns and planters, bay windows, uncovered stairways, wheelchair ramps, and uncovered decks or balconies, may project into a required building setback up to 20 percent of the depth of the setback. However, they may not be within 3 feet of a lot line. Bays and bay windows extending into the setback also must meet the following requirements:

    a. Each bay and bay window may be up to 12 feet long, but the total area of all bays and bay windows on a building façade cannot be more than 30 percent of the area of the façade;

    b. At least 30 percent of the area of the bay which faces the property line requiring the setback must be glazing or glass block;

    c. Bays and bay windows must cantilever beyond the foundation of the building; and

    d. The bay may not include any doors.

2. Full projection allowed. In addition to Paragraph 1 above, the following features are allowed to fully project into required building setbacks:

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Mixed Use Zone Coordination

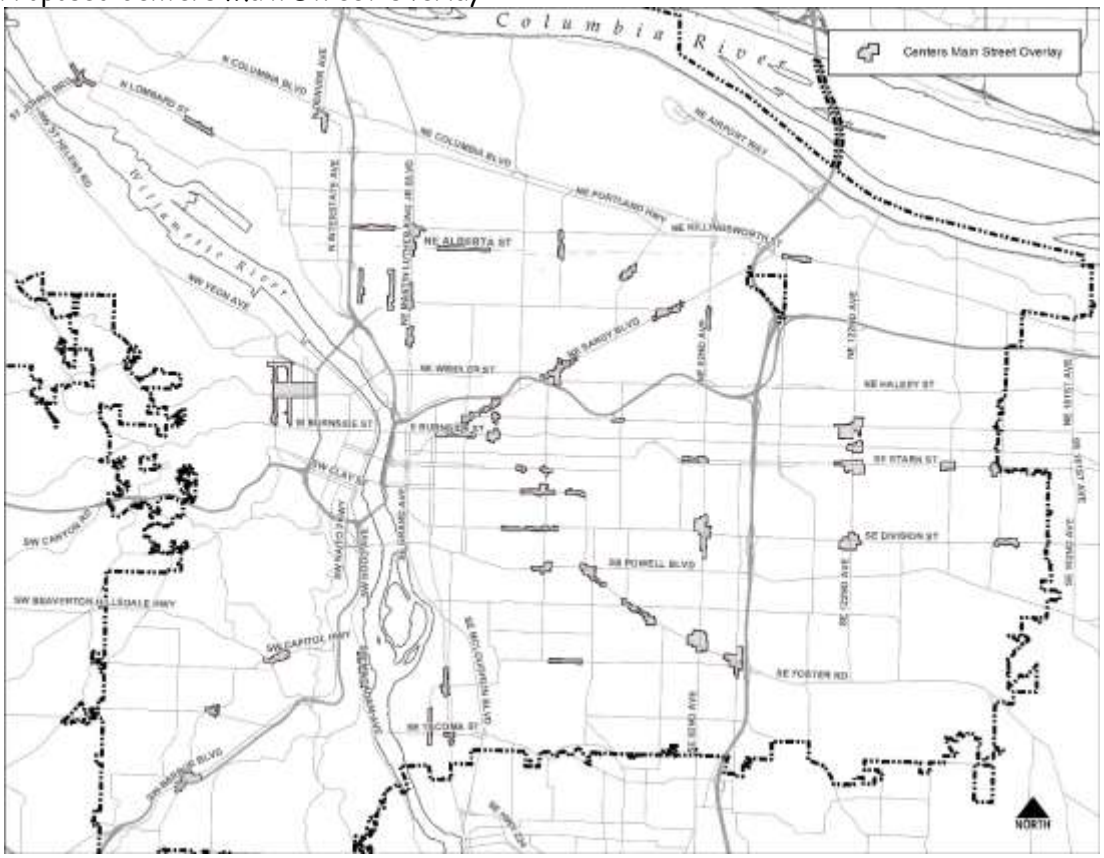
The development standards in the CI2 Campus Institution Zone are the same as the Mixed Use Commercial Zones Discussion Draft to promote an active, pedestrian-friendly environment along the city's commercial corridors and centers. The intention is that development within CI2 zones should be as supportive of these objectives as development within the mixed use zones themselves. Some standards have been modified in recognition of the relatively large site sizes available to campus institutions.

33.150.215 C. Maximum building setbacks in the CI2 Zone.
33.150.250 Ground Floor Windows in the CI2 Zone
33.150.255 Building Length and Façade Articulation in the CI2 Zone,
33.150.265 Transit Street Main Entrance

Centers Overlay Zone

Two institutional campuses; PCC Cascade and PCC SE, will also be subject to a new "Centers Overlay zone", presented in more detail as part of the Mixed Use Zone Project, requiring enhanced design standards and vehicular access limitations.

Proposed Centers Main Street Overlay



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a. Canopies, marquees, awnings, and similar features may fully extend into a street setback;

b. Uncovered stairways and wheelchair ramps that lead to one entrance on the street-facing façade of a building may fully extend into a street setback;

c. Uncovered decks and stairways that are no more than 2-1/2 feet above the ground may fully extend into a required building setback; and

d. On lots that slope down from the street, vehicular and pedestrian entry bridges that are no more than 2-1/2 feet above the average sidewalk elevation may fully extend into a required building setback.

3. Projections not allowed. Attached mechanical structures such as heat pumps, air conditioners, emergency generators, and water pumps are allowed in a street setback but not a required setback from an abutting residential zone.

C. Maximum building setbacks in the CI2 zone. Except as stated in Subsection C.3, the maximum building setback standards are stated below.

1. Maximum setback standards. Unless otherwise specified, the maximum a building can be set back from a transit street or street lot line within a pedestrian district is 10 feet. At least 50 percent of the length of the ground level street-facing façade of the building must meet the maximum setback standard.

2. Applying the standard.

a. Where an existing building is being altered, the standards apply to the ground level, street-facing façade of the entire building. See Figures 150-3 and 150-4.

b. Where there is more than one building on the site, the standards of this paragraph apply to the combined ground level, street-facing facades of all of the buildings. See Figures 150-5 and 150-6.

c. For buildings where all of the floor area is in residential use, the street-facing façade of an open porch that meets the following standards is included as part of the ground level, street-facing façade of the building:

(1) For houses, attached houses and duplexes, the porch must be at least 25 square feet in area. For multi-dwelling structures, the porch must be at least 9 feet wide and 7 feet deep;

(2) The porch must have at least one entrance facing the street; and

(3) The porch must have a roof that is:

- No more than 12 feet above the floor of the porch; and
- At least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with a trellis or other open material if no more than 70 percent of the area of the material is open.

d. If the site has street lot lines on three or more streets, the maximum setback standard only applies to two of the streets. When this occurs, the standard must be applied to the streets with the highest transit street classifications. If multiple

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streets have the same highest transit street classification, the applicant may choose which streets to apply the standard.

3. Exception. The maximum building setbacks do not apply to primary structures under 500 square feet in floor area, or to detached accessory structures. The street-facing facades of detached accessory structures do not count towards meeting maximum setback standards. See Figure 150-6.

D. Improvements within maximum building setbacks. At least 50 percent of the setback area between the street lot line and the portion of the building that complies with the maximum building setback must be hard surfaced for use by pedestrians. Residential buildings are exempt from this standard.

Figure 150-3
Alteration to Existing Building in Conformance with Maximum Setback Standard

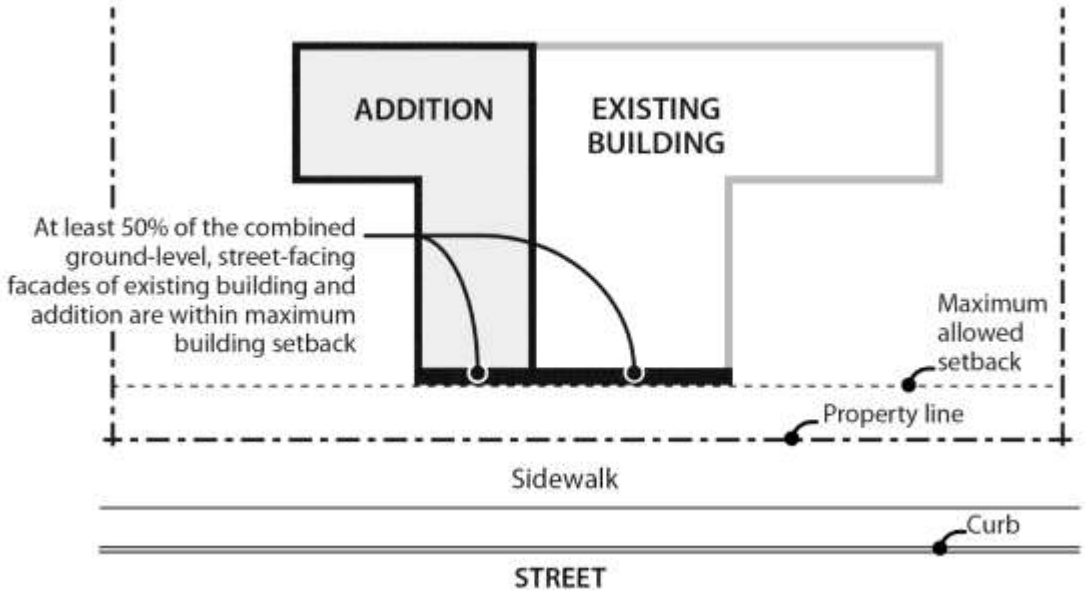

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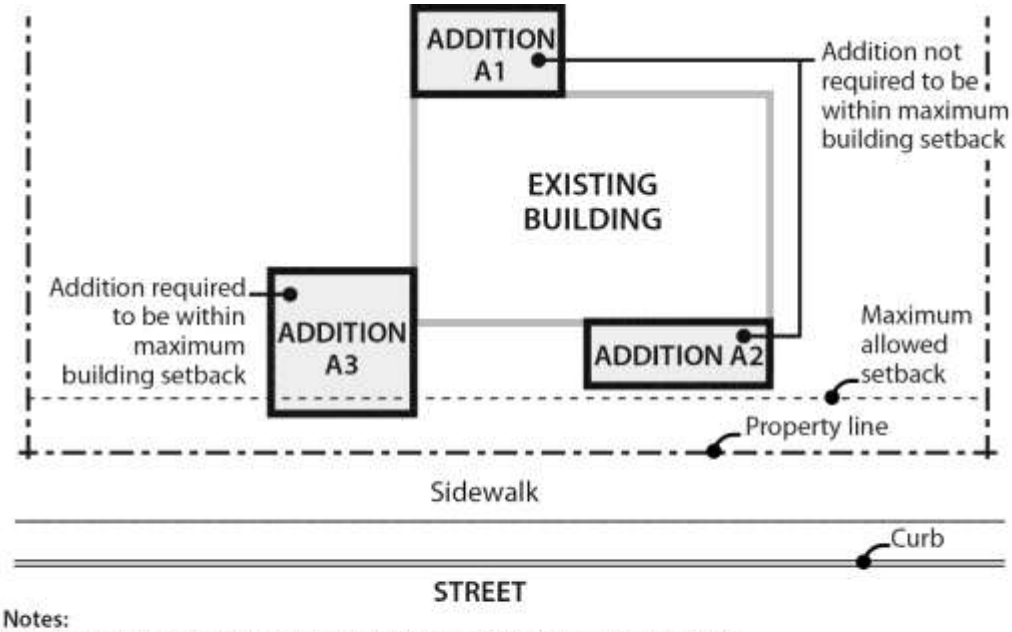
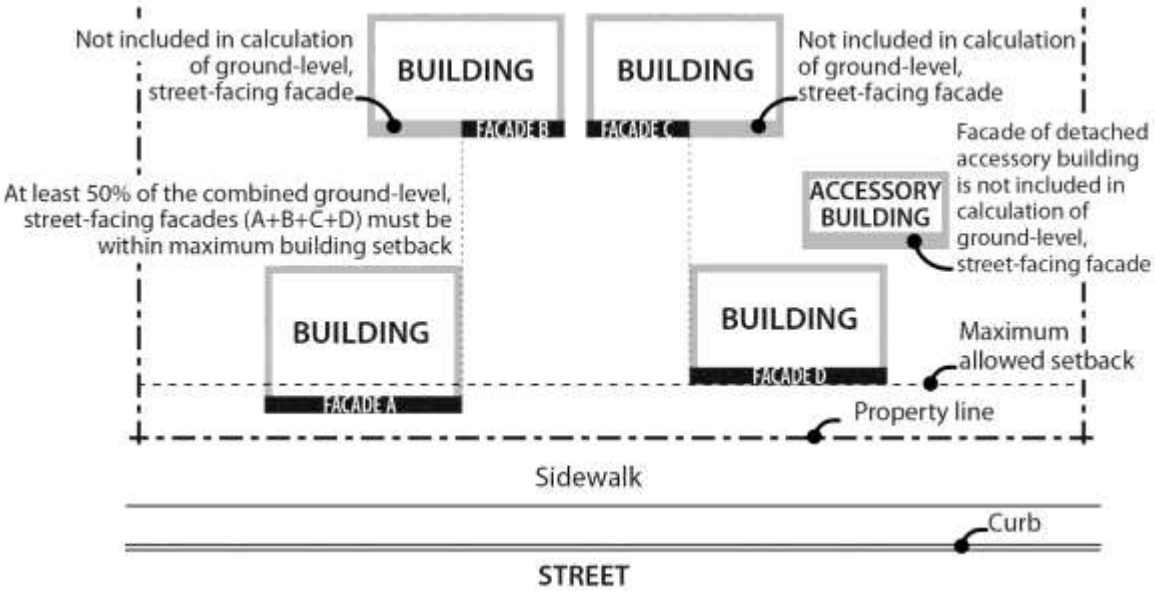
Figure 150-4
Alterations to Existing Building



Notes:
Addition A1. Not subject to maximum setback standard because addition has no street-facing facade.
Addition A2. Brings building closer to conformance with maximum setback standard because it does not increase the length of the street-facing facade, and it brings building closer to maximum building setback line.
Addition A3. Because addition increases length of street facing facade, 100% of addition facade must be within maximum setback until maximum setback standard for entire building is met.

Figure 130-5
Calculating Maximum Building Setback When More Than One Building On Site



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Commentary

33.150.220 Building Coverage

The standard considers the entire campus as one site, similar to the treatment of institutions in multi-dwelling zones.

33.150.235 Building Length in the CI1 Zone

The maximum building length standard applicable in the CI1 zone is intended to match building massing at the perimeter of campuses with surrounding residential areas. It is similar to standards applied in multi-dwelling zones.

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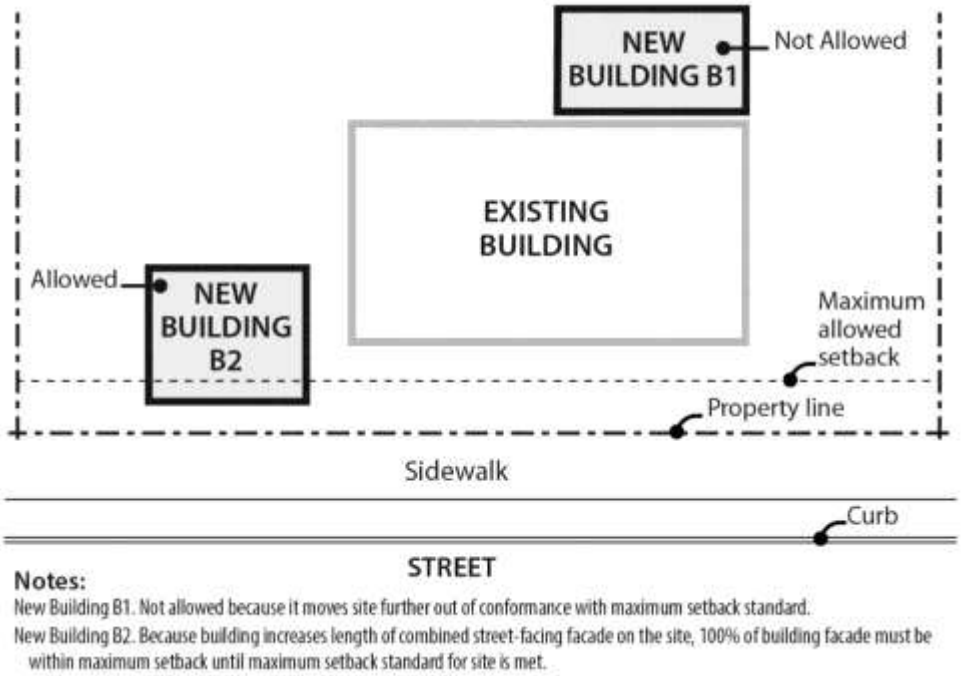
Figure 150-6
New Buildings on Sites with Buildings That Do Not Meet the Maximum Building Setback



33.150.220 Building Coverage

A. Purpose. The building coverage standards limit the footprint of buildings and work with the FAR, height, and setback standards to control the overall scale of development. The standards promote development consistent with the desired character of the zone. In the CI1 zone, the standard promotes open spaces, both formal and informal, together with buildings at a scale that are compatible with surrounding single family residential development. In the CI2 zone the standards allow for buildings that represent an urban level of development and are consistent with adjacent mixed use zones.

B Building coverage standards. The maximum building coverage covered structures are stated in Table 150-2

33.150.235 Building Length in the CI1 Zone

A. Purpose. The maximum building length standard, along with the height and setback standard, limits the amount of bulk that can be placed close to the street. The standard assures that long building walls close to streets will be broken up into separate buildings. This will provide a feeling of transition from lower density development and help create the desired character of development in these zones.

B. Maximum building length. In the CI1 Zone, the maximum building length for the portion of buildings located within 30 feet of a street lot line is 110 feet. The portions of buildings subject to this standard must be separated by a minimum of 20 feet when located on the same site.

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33.150.250 Ground Floor Windows in the CI2 Zone.
The campus institution zone standard requiring 40 percent of the ground level wall area of street-facing facades that are 20 feet or closer to rights of way is consistent with requirements and exceptions proposed in the Mixed Use Zones Discussion Draft. Such requirements are generally seen to promote an engaging pedestrian environment by increasing visibility and activity at the sidewalk level. Exceptions for public art and vegetated green walls provide options for institutional activity that may be incompatible with such window standards.

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33.150.240 Landscaped Areas

A. Purpose. Landscaping is attractive and it helps to soften the effects of built and paved areas. Landscaping also helps cool the air temperature, intercept rainfall and reduce stormwater runoff by providing non-paved permeable surface. Landscaping is required for all campus institutional zoned lands that abut or are across a street from residential zoned lands to provide buffering and promote the livability of the residential lands.

B. Minimum landscaped area. The required amount of landscaped areas is stated in Table 150-2. Required landscaped areas must be at ground level and comply with at least the L1 standard as stated in Chapter 33.248, Landscaping and Screening. However, up to one-third of the required landscaped area may be improved for active or passive recreational use, or for use by pedestrians. Examples include walkways, play areas, plazas, picnic areas, and unenclosed recreational facilities. Any required landscaping, such as for required setbacks or parking lots, applies towards the landscaped area standard.

C. Landscaping required in minimum building setbacks. Landscaping is required in minimum building setbacks from lot lines abutting or across the street from a residential zoned lot. The depth and type of required landscaping are stated in Table 150-2.

33.150.245 Trees

Requirements for street trees and for on-site tree preservation, protection, and overall tree density are specified in Title 11. See Chapter 11.50, Trees in Development Situations.

33.150.250 Ground Floor Windows in the CI2 Zone.

A. Purpose. In the CI2 Zone, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of active street level uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

B. Ground floor window standards.

1. General standard. The following ground floor window standards apply in the CI2 Zone. Houses, attached houses, manufactured homes, and duplexes are exempt.

   a. Windows must cover at least 40 percent of the ground level wall area of street-facing facades that are 20 feet or closer to a street lot line or publicly-accessible plaza. For the purposes of this standard, ground level wall areas include all exterior wall areas from 2 feet to 10 feet above the finished grade.

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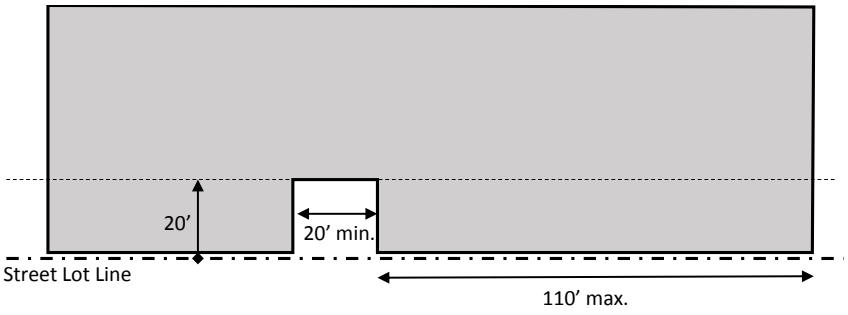
33.150.255 Building Length and Façade Articulation in the CI2 Zone

Campus Institution Zone standards establishing a maximum building length for that portion of a building located within 20 feet of a street lot line at 110 feet is consistent with that being proposed for commercial structures in the Mixed Use Zones Discussion Draft. Façade articulation standards require large building wall planes to be divided into smaller components. This is in response to community concerns expressed about large building masses and their negative impact on the adjacent streetscape and desire for increased architectural interest.

Maximum building length. This requirement is derived from a standard that applies in some of the multi-dwelling zones. The maximum building length standard of 110 feet relates to common development patterns in many commercial areas (commercial lots with 100 feet of frontage are common in many main street areas), but is intended to provide flexibility for building divisions to occur in locations other than just the middle of 200-foot wide block frontages. This limitation only applies within 20 feet of a street lot line, so that building volumes may be attached beyond this distance. This standard requires that the resulting building volumes, when located on the same site, be separated by a minimum of 20 feet in order to create a clear break in the building massing and to provide a usable space between them.

Maximum building length standard in CI2Zone



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b. If the lot has more than one street frontage, then the ground floor window standard in Subparagraph B.1.a applies to the façade that faces the highest transit street classification according to the Transportation Element of the Comprehensive Plan. If two or more streets have the same highest transit street classification, then the applicant may choose on which street to meet the standard. All other street-facing facades that are 20 feet or closer to the street lot line must have windows that cover 25 percent of the ground level wall area.

c. Structured parking. If the building is structured parking, the ground floor window standards in Paragraph B.1 apply, except that the ground floor window standard does not apply to the secondary frontages that are required to have windows that cover 25 percent of the ground level wall area if the façade is setback 5 feet and landscaped to the L2 standard.

C. Qualifying window features. Required ground floor window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Windows into storage, parking, garbage and recycling areas, and display cases attached to outside walls, do not qualify. The bottom of the windows must be no more than 4 feet above the finished grade.

D. Exception for Public Art. Public art may be used to meet up to one half of the required window coverage of the ground floor window provision. Covenants for the public art will be required, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the public art. To qualify for this exception, documentation of approval by the Regional Arts and Culture Council must be provided prior to approval of the building permit.

E. Exception for Vegetated Green Walls. Vegetated green walls may be used to meet up to one half of the required window coverage of the ground floor window provision. Covenants for the vegetated green wall will be required, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the vegetated green wall. Vegetated green walls must be set back at least 2 feet from street lot lines and must meet the standards for vegetated green walls in Chapter 33.248, Landscaping and Screening.

33.150.255 Building Length and Façade Articulation in the CI2 Zone

A. Purpose. These standards, along with the height and setback standards, limit the bulk of buildings close to the street. These standards help ensure that large buildings will be divided into smaller components that relate to the scale and patterns of Portland's commercial/mixed-use areas and add visual interest and variety to the street environment.

B. Maximum building length. In the CI2, zone, the maximum building length for the portion of a building located within 20 feet of a street lot line is 110 feet. The portions of buildings subject to this standard must be separated by a minimum of 20 feet when located on the same site.

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33.150.260 Screening

Recommended screening text uses existing code language from other code sections where screening requirements are in place.

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C. Building Façade articulation in the CI2 Zone.

1. The standard applies to buildings more than 35 feet high and that have more than 3,500 square feet of street-facing façade area within 20 feet of a street property line.

2. The standard. At least 25 percent of each façade within 20 feet of a street lot line must be divided into façade planes that are off-set by at least 2 feet from the rest of the façade. Façade area used to meet the façade articulation standard may be recessed behind, or project out from, the primary façade plane, but projections into street right-of-way do not count toward meeting this standard.

33.150.260 Screening

A. Purpose. The screening standards address specific unsightly features that detract from the appearance of campus institutional areas.

B. Garbage and recycling collection areas. All exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt. Screening must comply with at least the L3 or F2 standards of Chapter 33.248, Landscaping and Screening.

C. Mechanical equipment. Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation. Screening must comply with at least the L2 or F2 standards of Chapter 33.248, Landscaping and Screening, and be tall enough to screen the equipment. Mechanical equipment placed on roofs must be screened in one of the following ways, if the equipment is within 50 feet of an R zone:

1. A parapet along facades facing the R zone that is as tall as the tallest part of the equipment;

2. A screen around the equipment that is as tall as the tallest part of the equipment; or

3. The equipment is set back from roof edges facing the R zone 3 feet for each foot of height of the equipment.

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33.150.265 Transit Street Main Entrance

The recommended standards are consistent with the mixed-use zone requirements intent to promote street facing active uses along the city's neighborhood commercial streets. Note that the 200 foot distance between entrances has been established with an acknowledgement that certain institutional uses do not readily lend themselves to frequent public entranceways.

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33.150.265 Transit Street Main Entrance

A. Purpose. Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

B. Applicability.

1. Generally. All sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, or residential use in a multi-dwelling structure, must meet the following standards. If the site has frontage on more than one transit street, the standards of Subsection C must be met on at least one of the transit streets;
2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of 33.130.250.C, Residential Main Entrance, instead of the requirements of this section.

C. Location. For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor, and one main entrance to a multi-dwelling structure must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent transit street grade. The main entrance must:

1. Be within 25 feet of the transit street;
2. Allow pedestrians to both enter and exit the building; and
3. Meet one of the following:
   a. Face the transit street;
   b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-7; or
   c. If it is an entrance to a multi-dwelling structure:
      (1) Face a shared courtyard that is connected to the transit street by a 6 foot wide pathway that is landscaped to at least the L1 level, or hard-surfaced for use by pedestrians; and
      (2) Be within 50 feet of the transit street.

D. Distance between entrances. For portions of a building with any nonresidential uses within the maximum building setback, a minimum of one entrance is required for every 200 feet of building length.

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Commentary

33.150.267 Development Standards for Institutional Campuses in the IR Zone

The Institutional Residential (IR) zone allowed use and development standards have been relocated from their current location in the zoning code, Chapter 33.120 "Multi-Dwelling Zones" in order to more accurately match zoning code chapters with their corresponding Comprehensive Plan Map land use categories. An effort has been made to carry forward the relevant text to Chapter 150 however, in a limited number of circumstances, reference to chapter 120 standards are included in order to fully retain the current IR requirements without duplicating text in both chapters.

No changes have been made to the land use regulations, development standards or procedural requirements applied to development within the IR zone.

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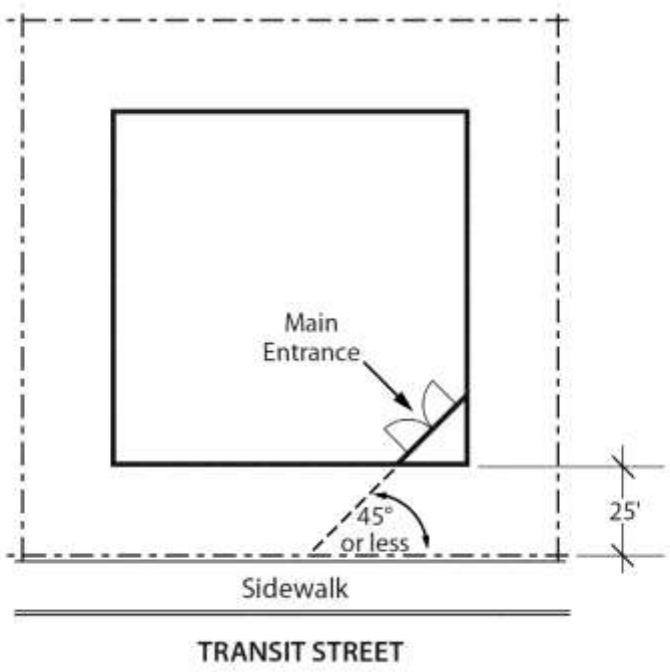
Figure 150-7
Transit Street Main Entrance



33.150.267 Development Standards for Institutional Campuses in the IR Zone

A. Purpose. The general base zone development standards in the IR zone are designed for institutional campuses with approved impact mitigation plans. The intent is to maintain compatibility with and limit negative impacts on surrounding areas.

B. Where these standards apply. The standards of this section apply to all development that is part of an institutional campus with an approved impact mitigation plan or conditional use master plan in the IR zone, whether allowed by right, allowed with limitations, or subject to a conditional use review. The standards apply to new development, exterior alterations, and conversions from one use category to another.

C. The standards.

1. Access to accessory Retail Sales And Service uses must be from an interior space, or from an exterior space that is at least 150 feet from a public right of way.
2. Exterior signage for accessory Retail Sales And Service uses is prohibited.
3. The following subsections apply to development in the IR zone unless superseded by development standards in an approved impact mitigation plan or approved conditional use master plan:
   a. 33.120.200 Housing Types Allowed;
   b. 33.120.232 Street-Facing Facades;
   c. 33.120.240 Required Outdoor Areas; and
   d. 33.120.255 Pedestrian Standards.

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Commentary

33.150.270 Exterior Display and Storage

33.150.275 Trucks and Equipment

Text for these sections is similar to code language used elsewhere in the code.

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33.150.270 Exterior Display and Storage,

A. Purpose. The standards of this section are intended to assure that exterior display, storage, and work activities:

- Will be consistent with the desired character of the zone;
- Will not be a detriment to the overall appearance of a commercial area;
- Will not have adverse impacts on adjacent properties, especially those zoned residential; and
- Will not have an adverse impact on the environment.

B. Exterior display. Exterior display of goods is prohibited except for the display of plants and produce.

C. Exterior storage. Exterior storage is allowed when the following are met:

1. Exterior storage is limited to 10 percent of the site area; and
2. Exterior storage areas must be set back 10 feet from lot lines and the setback area must be landscaped to at least the L3 standard. Exterior storage areas located more than 100 feet from an exterior property line are exempt from the landscape requirement.

C. Paving. All exterior display and storage areas, except for plant nurseries, must be paved.

33.150.275 Trucks and Equipment

A. Purpose. The parking and storage of trucks and equipment is regulated to ensure that it will be consistent with the desired character of the campus institutional zones, and to limit adverse effects on adjacent residential lands.

B. Truck and equipment parking standards. The standards for truck and equipment parking apply to business vehicles that are parked regularly at a site. The regulations do not apply to pick-up and delivery activities, to the use of vehicles during construction, or to services at the site that occur on an intermittent and short term basis. The truck categories are defined in Chapter 33.910.

1. Light trucks. The parking of passenger vehicles, light trucks, and similar equipment is allowed in all campus institutional zone areas that comply with the development standards for auto parking areas.
2. Medium trucks. The parking of pickup trucks in the medium truck category is allowed in all campus institutional zones. The parking of all other medium trucks and similar equipment is allowed only in the CI2 zone. Truck parking areas must comply with the development standards for auto parking areas.
3. Heavy trucks. The parking of heavy trucks and similar equipment is not allowed in any campus institutional zone.

33.150.277 Drive-Through Facilities

Drive-through facilities are prohibited in the campus institutional zones.

Ord. 188177, Vol. 2.5, page 14374

33.150.280 Detached Accessory Structures

33.150.285 Fences

Text for these sections is similar to code language used elsewhere in the code.

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Ord. 188177, Vol. 2.5, page 14375

33.150.280 Detached Accessory Structures

A. Purpose. These standards are intended to maintain separation and privacy for abutting residential zoned lots from nonresidential development.

B. General standards.

1. The regulations of this section apply to detached accessory structures.
2. The height and building coverage standards of the base zone apply to detached accessory structures.

C. Setbacks.

1. Uncovered accessory structures. Uncovered accessory structures such as flag poles, lamp posts, signs, antennas and dishes, mechanical equipment, uncovered decks, play structures, and tennis courts are allowed in a street setback, but not in a required setback from an abutting residential zone.
2. Covered structures.
   a. Covered structures such as storage buildings, greenhouses, work shed, covered decks, and covered recreational structures are subject to the setbacks for buildings.
   b. Water cisterns that are 6 feet or less in height are allowed in side and rear setbacks, including setbacks for abutting a residential zone.

33.150.285 Fences

A. Purpose. The fence regulations promote the positive benefits of fences without negatively impacting the community or endangering public or vehicle safety. Fences near streets are kept low in order to allow visibility into and out of the site and to ensure visibility for motorists. Fences in any required side or rear setback are limited in height so as to not conflict with the purpose for the setback.

B. Types of fences. The standards apply to walls, fences, and screens of all types whether open, solid, wood, metal, wire, masonry, or other material.

C. Location and heights.

1. Fences abutting both external and internal street lot lines and pedestrian connections. Within 10 feet of a street lot line or lot line that abuts a pedestrian connection, fences that meet the following standards are allowed:
   a. Fences that are more than 50 percent sight-obscuring may be up to 3-1/2 feet high.
   b. Fences that are 50 percent or less sight-obscuring may be up to 8 feet high.
2. Fences abutting other lot lines. Fences up to 8 feet high are allowed in required building setbacks along all other lot lines.
3. Fences in all other locations. The height for fences in locations other than described in Paragraphs C.1 and C.2 is the same as the regular height limits of the zone.

Ord. 188177, Vol. 2.5, page 14376

Commentary

33.150.300 Parking, Loading and Transportation Demand Management
Campus specific Transportation Impact (TIA) and Transportation Demand Management (TDM) plans will supersede the standard parking and loading requirements of Table 266-2. Development permits for projects adding more than 20,000 square feet of building area or 4 parking spaces to a campus must be accompanied by approved TIA/TDM plans unless they are already contemplated or otherwise accounted for by an existing, approved Transportation Impact Analysis.

Please refer to recommended Zoning Code text amendments to Chapters 33.266 Parking Loading and Transportation Demand Management and 33.807 Transportation Impact Review for additional discussion.

Ord. 188177, Vol. 2.5, page 14377

D. Reference to other regulations

1. Building permits. Building permits are required by BDS for certain fences pursuant to the building code.

2. Fence materials regulated by other bureaus. Electrified fences are regulated under Title 26, Electrical Regulations. The use of barbed wire is regulated under Title 24, Building Regulations.

33.150.290 Demolitions

A. Generally. Demolition on a site that requires a demolition permit is subject to the tree preservation and protection requirements of Title 11, Trees. See Chapter 11.50, Trees in Development Situations.

B. Historic resources. Demolition of a historic resource is regulated by Chapter 33.445, Historic Resource Overlay Zone.

C. Landscaping. Sites must be landscaped within 6 months of the demolition of buildings unless there is an approved development for the site. Approved development means a project approved through a land use review or building permit. The landscaping must meet at least the L1 standard of Chapter 33.248, Landscaping and Screening, except that no shrubs or trees are required.

3.150.295 Nonconforming Development

Existing development that does not conform to the development standards of this chapter may be subject to the regulations of Chapter 33.258, Nonconforming Situations.

33.150.300 Parking, Loading and Transportation Demand Management

The standards pertaining to the minimum required and maximum allowed number of auto parking spaces, minimum required number of bicycle parking spaces, parking lot placement, parking lot setbacks, and landscaping are stated in Chapter 33.266, Parking, Loading and Transportation Demand Management.

33.150.305 Signs

The sign regulations are stated in Title 32, Signs and Related Regulations.

33.150.310 Superblock Requirements

Development on land that includes vacated rights-of-way may be subject to the superblock standards of Chapter 33.293, Superblocks.

33.150.315 Recycling Areas

Requirements for recycling areas are regulated by the Bureau of Planning and Sustainability. See Section 17.102.270, Businesses and Multifamily Complexes Required to Recycle, of the Portland City Code.

Ord. 188177, Vol. 2.5, page 14378

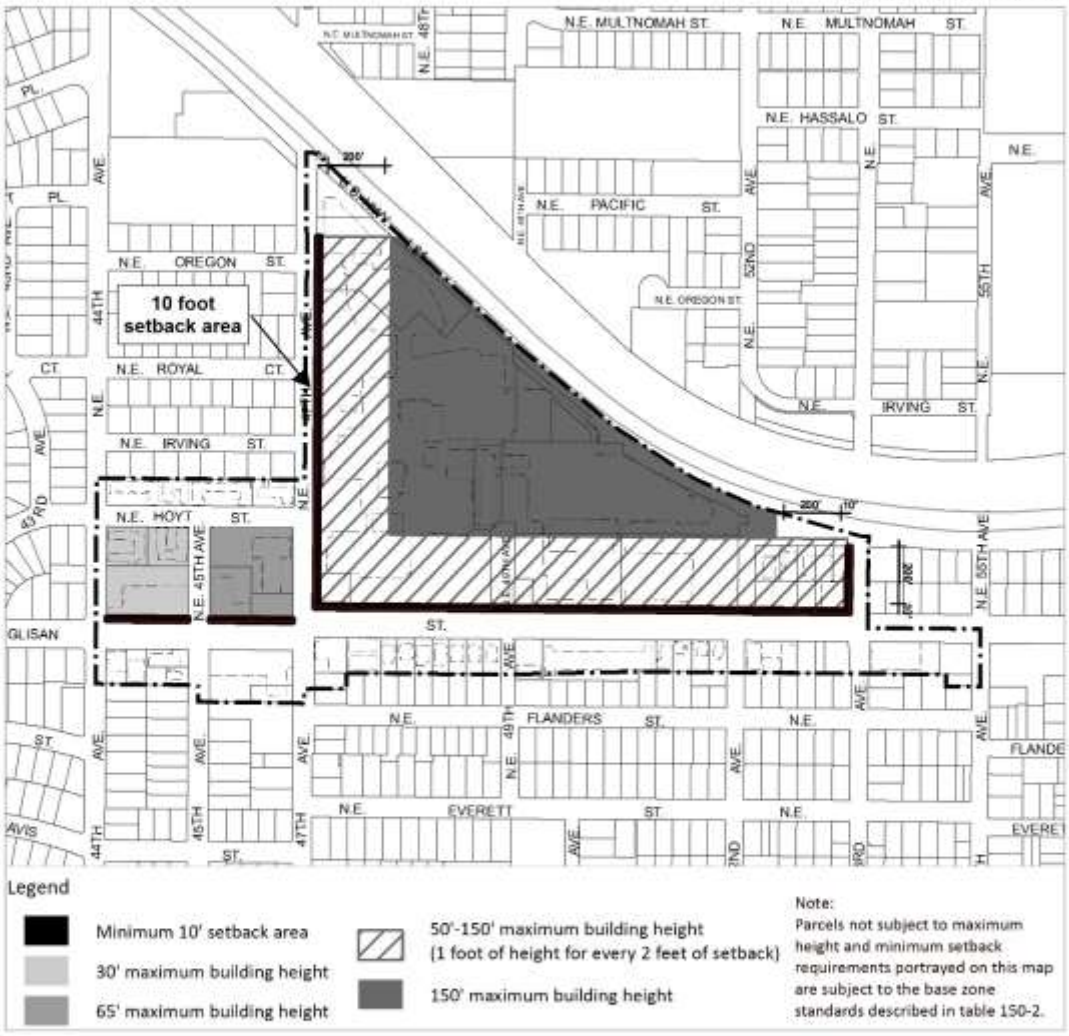
Campus Map Series
In those circumstances where specific height or building setback standards have been established through an approved Impact Mitigation Plan or Conditional Use Master Plan and they exceed the proposed standards established in 33.150 these alternative height and setback standards are portrayed in a map series that supersedes the applicable chapter text

Ord. 188177, Vol. 2.5, page 14379

Maximum Heights and Minimum Setbacks
Providence Portland Medical Center

Map 150-1

Map Revised Xxxxx X, 2015



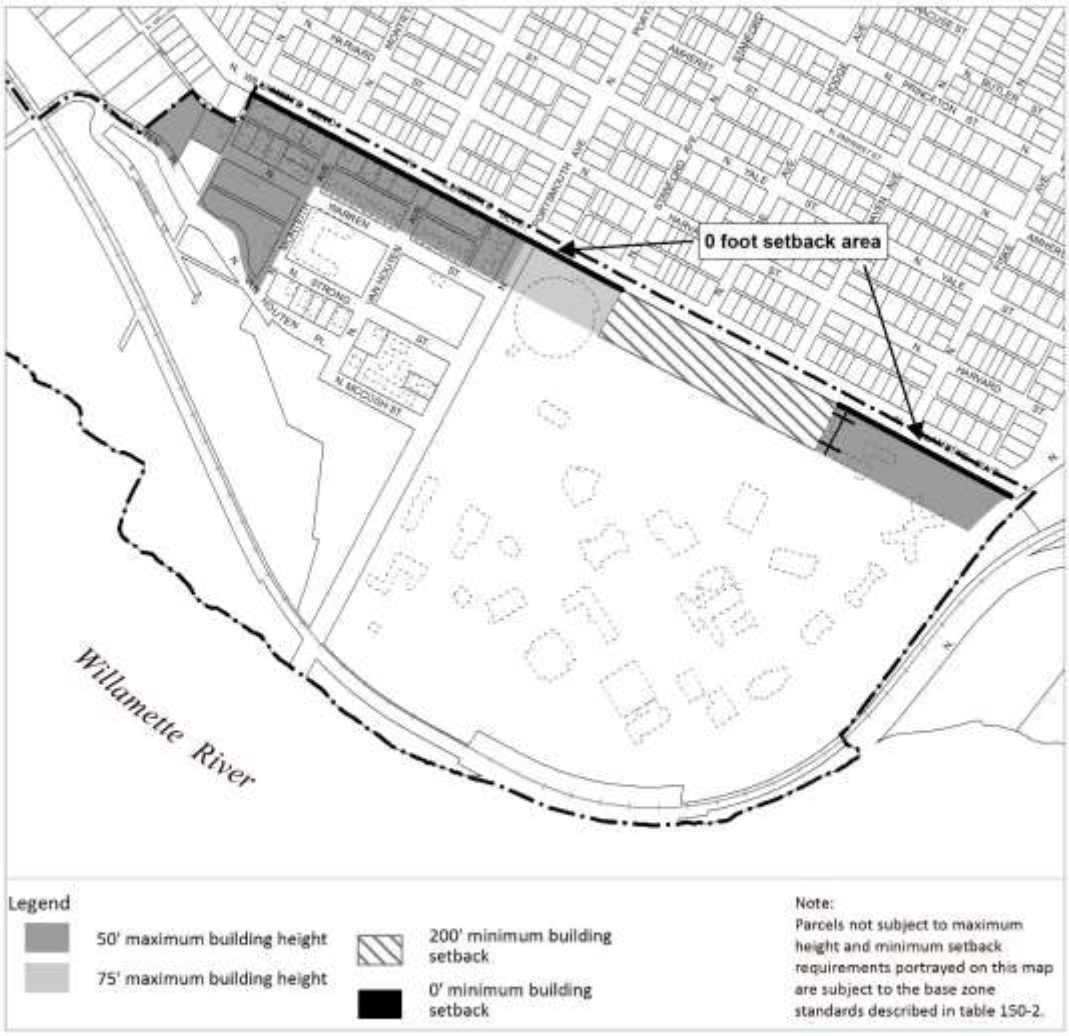
Ord. 188177, Vol. 2.5, page 14380

Ord. 188177, Vol. 2.5, page 14381

Maximum Heights and Minimum Setbacks University of Portland

Map 150-2

Map Revised Xxxxx X, 2015



Ord. 188177, Vol. 2.5, page 14382

Ord. 188177, Vol. 2.5, page 14383

Maximum Heights and Minimum Setbacks
Legacy Emanuel Hospital and Health Center

Map 150-3

Map Revised Xxxxx X, 2015

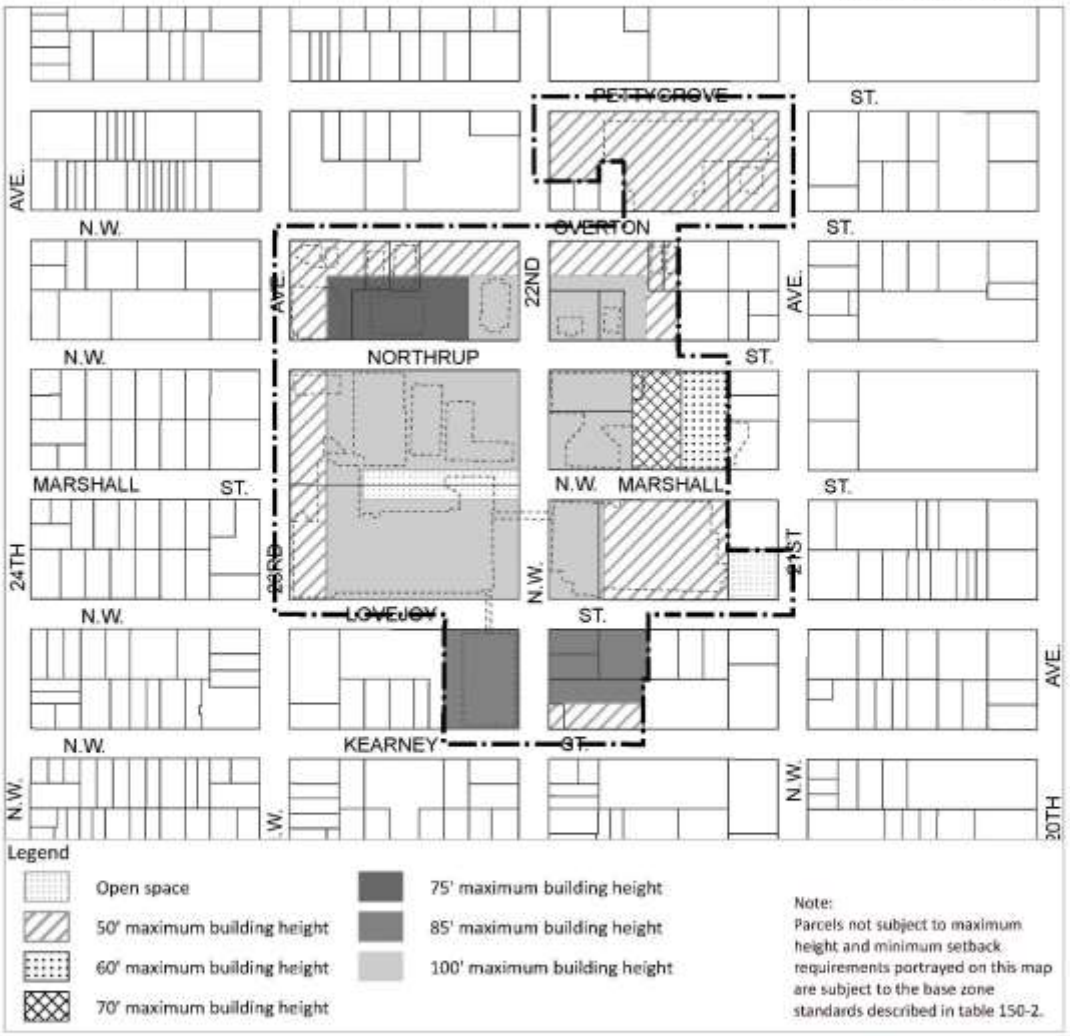


Ord. 188177, Vol. 2.5, page 14384

Ord. 188177, Vol. 2.5, page 14385

Maximum Heights and Minimum Setbacks — Map 150-4
Legacy Good Samaritan Hospital and Health Center

Map Revised Xxxxx X, 2015



Ord. 188177, Vol. 2.5, page 14386

Commentary

266 PARKING LOADING AND TRANSPORTATION DEMAND MANAGEMENT

Chapter 266 is amended to reference the new Campus Institutional zones in the regulations. The chapter is further amended to include requirements for Transportation Demand Management.

Sections:
The changes add the new Transportation Demand Management requirements to the list of sections.

33.266.010 Introduction
The changes add text to include the new requirements for Transportation Demand Management plans.

Ord. 188177, Vol. 2.5, page 14387

CHAPTER 33.266 PARKING, ~~AND~~ LOADING, AND TRANSPORTATION DEMAND MANAGEMENT

266

Sections:

33.266.010 Introduction
Motor Vehicle Parking
33.266.100 General Regulations
33.266.110 Minimum Required Parking Spaces
33.266.115 Maximum Allowed Parking Spaces
33.266.120 Development Standards for Houses and Duplexes
33.266.130 Development Standards for All Other Development
33.266.140 Stacked Parking Areas
33.266.150 Vehicles in Residential Zones
Bicycle Parking
33.266.200 Purpose
33.266.210 Required Bicycle Parking
33.266.220 Bicycle Parking Standards
Loading
33.266.300 Purpose
33.266.310 Loading Standards
Transportation Demand Management
33.266.410 Purpose
33.266.420 Transportation Impact Review in the Campus Institutional Zones

33.266.010 Introduction

This chapter establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, and standards for on-site loading areas, and requirements for transportation demand management plans. Other titles of the City Code may regulate other aspects of parking and loading.

Ord. 188177, Vol. 2.5, page 14388

33.266.410 Purpose
The purpose statement describes the need and rationale for the Transportation Demand Management (TDM) requirements. TDM plans are intended to reduce trips by automobiles and encourage use of alternative transportation modes. They may also reduce the need for corollary parking demand.

33.266.420 Standards for the Campus Institutional Zones
These regulations explain the thresholds and procedure for a Transportation Impact Review for Campus institutions. A Transportation Impact Review (33.852) involves a Transportation Impact Analysis for anticipated development, and will result in a TDM Plan and potentially other mitigation requirements. This section applies to development that adds more than 20,000 square feet of floor area or more than 4 new parking stalls in the campus institutional zones. Note that comprehensive Transportation Impact Analyses and Demand Management Programs can be prepared for entire campuses anticipating development over many years. In such instances development larger than 20,000 square feet or more that 4 parking spaces will not necessarily trigger the need for a new Transportation Impact Review provided it is anticipated in an existing analyses and program.

Ord. 188177, Vol. 2.5, page 14389

Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

Transportation Demand Management

33.266.410 Purpose

Transportation demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system, and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand. TDM strategies help reduce traffic congestion, reduce the amount of money that must be spent to expand transportation system capacity, improve air quality, and ensure road capacity is available for those who need it most.

33.266.420 Transportation Impact Analysis in the Campus Institutional Zones

Development on a site with a College or Medical Center use must conform to an approved Transportation Impact review. Transportation Impact review is not required if the development:

A. Does not increase the net building area on the campus by more than 20,000 square feet; or

B. Does not increase the number of parking spaces on the campus by more than 4.

Ord. 188177, Vol. 2.5, page 14390

33.508/Cascade Station/Portland International Center Plan District
33.508.220 Maximum Development/Transportation Capacity
Transportation impact analysis requirements are being relocated from this code section to new code section 33 852. These standards are referenced in a number of code sections including 33.266.420.

Ord. 188177, Vol. 2.5, page 14391

33.508.220 Maximum Development/Transportation Capacity

A. Purpose. [No change.]

B. Limitations on the amount of development allowed. [No change.]

C. Cascade Station/Portland International Center Transportation Impact ~~Analysis~~ Review. An applicant may propose development that exceeds the allocation limits of Table 508-1 through a land use review that is based on a Transportation Impact Analysis (TIA). This approach allows an applicant more flexibility but is more complex to use. In addition to the application requirements of Section 33.730.060, the applicant must prepare a TIA that includes the elements and analysis listed in 33.852.105~~this subsection~~. The TIA may be used to exceed the maximum allocation limits in Table 508-1 or to establish lower trip generation rates. The TIA may not be used to exceed the total trips in Table 508-1.

~~1. Description of recommended development;~~

~~2. Delineation of the study area, and rationale for the delineation;~~

~~3. Description of existing uses and conditions in the study area;~~

~~a. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;~~

~~b. Any approved TIA must be reflected in the BDS tracking report;~~

~~4. Traffic forecasts and distribution;~~

~~5. Primary traffic access routes to and from the study area;~~

~~6. Recommended mitigation measures, including transportation system management, transportation demand management, and needed roadway improvements on or for local roads and State highways; and~~

~~7. Evaluation of:~~

~~a. Impacts on street function, capacity and level of service;~~

~~b. Impacts on on-street parking;~~

~~c. Access requirements;~~

~~d. Impacts on transit operations and movements;~~

~~e. Impacts on pedestrian and bicycle routes and safety; and~~

~~f. Impacts on the immediate airport area and adjacent neighborhoods.~~

Commentary

33.700.110 Prior Conditions of Land Use Approvals

Subsection 2.b.(1) Colleges and Medical Centers in the CI1 and CI2 zones establishes the regulatory framework under which colleges and hospitals will operate through the transition period, that time between the effective date of the new zones and the expiration of adopted Conditional Use Master Plans and Impact Mitigation Plans on December 31, 2023.

The expiration date proposed is roughly eight years after the adoption of the Comprehensive Plan and significantly, after the last existing conditional use master plan expires This will minimize disruption to development plans that institutions may pursue in reliance on their existing approvals while moving all institutions to the new base zone in a discrete time period that supports larger Tansportation System Plan goals and administrative certainty.

Campus	**Current Approval**	**Duration**
Reed College	CUMP	2008-2018
University of Portland	CUMP	2013-2023
Lewis and Clark College	CUMP	2009-2019
PCC Sylvania	CUMP	1993-2003[1]
Concordia University	IMP	2003-2017
Warner Pacific University	CUMP	2001-2013
Multnomah University	IMP	2000-2025
University of Western States	CUMP	1998-2008
Providence Medical Center	CUMP	2012-2022
Kaiser Medical Center	CUMP	1989-2000[2]
Legacy Emanuel	IMP	1994-2024
Legacy Good Samaritan	CUMP	2005-2015
Adventist Medical Center	CUMP	2005-2015
PCC Cascade	IMP	2001-2021
PCC Southeast	Base Zone	NA

1. BDS is allowing PCC to complete projects described in CUMP document
2. Expiration under dispute by Kaiser

Ord. 188177, Vol. 2.5, page 14393

33.700.110 Prior Conditions of Land Use Approvals

This section addresses situations where a use, development, or land division was approved with conditions as part of a land use review under zoning or land division regulations that no longer apply to the site. Over time, there are instances when uses or development previously approved with conditions are subject to new zoning or land division regulations. This may result from a change of the content of zoning or land division regulations or from legislative zone changes including annexation rezonings.

A. Conditions of approval prior to 1981. Conditions of approval for a land use review applied for prior to 1981 no longer apply to a site, except for conditions on all types of land divisions, Planned Unit Developments (PUD), or any other quasi-judicial review approved in association with a land division or PUD.

B. Conditions of approval after 1981. The regulations stated below apply to all prior conditions of approval for all types of land divisions, Planned Unit Developments (PUD), and any other quasi-judicial review approved in association with a land division or PUD, and for land use reviews applied for after January 1, 1981, unless the conditions of approval or the ordinance adopting the conditions provide for their continuance.

1. Zone changes. If a site is subject to conditions as the result of a zone change, the conditions continue to apply if the site is rezoned to a comparable zone as part of an annexation rezoning or as part of a legislative remapping. The conditions of the original zone change do not apply if the site is rezoned to a noncomparable zone. Comparable zone changes are single-dwelling to single-dwelling, multi-dwelling to multi-dwelling, commercial to commercial, employment to employment, and industrial or manufacturing to industrial zones. Also, changes from a City M3 or Multnomah County LM, M3, or M4 zone to a C, E, or I zone retain all conditions of approval on the site. Other zone changes are considered noncomparable.

2. Conditional uses.

   a. An allowed conditional use. If a use was an approved conditional use under the prior regulations or had a Community Service overlay zone, and is a conditional use under the new regulations pertaining to the site, any conditions of approval continue to apply.

   b. Use allowed by right. If the use is now allowed by right, the conditions of approval no longer apply, except for the following:

      (1) Colleges and Medical Centers in the CI1 and CI2 zones. If a College or Medical Center in a CI1 or CI2 zone was an approved conditional use under the prior regulations, and the conditional use has not expired, the applicant can continue to develop under the approved conditional use review, the conditional use master plan, or the impact mitigation plan until the review expires, or December 31, 2023, whichever comes first. If the applicant chooses to develop under the approved conditional use, the conditional use master plan, or the impact mitigation plan they must develop under the base zone regulations that were in effect on the date the land use application was deemed complete. Amendments to the conditional use are prohibited.

Ord. 188177, Vol. 2.5, page 14394

Commentary

33.700.110 B.2.b.(2)

Outdoor sportsfields above a specified threshold are conditional uses under the campus institutional zones. This subsection is intended to carry forward the operational conditions attached to outdoor sports fields within existing conditional use master plans and impact mitigation plans. Such restrictions include but are not limited to, time limitations on when field lighting is allowed and restrictions on the number of major events that can be hosted at the fields.

Ord. 188177, Vol. 2.5, page 14395

(2) Conditions of approval continue to apply to outdoor sports facilities that are on a site with a College or Medical Center that was an approved use under the prior regulations.

c. Use no longer allowed. If the use was a conditional use without an expiration date and is no longer allowed, it becomes a nonconforming use under the new regulations, and must continue to meet the conditions as well as the nonconforming use regulations. If the use was a conditional use with an expiration date and is no longer allowed, it is subject to the same regulations as revocable permits, as stated in Paragraph 120.C.1 below.

3. Variances and adjustments. If the variance or adjustment was for development that is now allowed by right, and the development on the site conforms to the current regulations, then the prior conditions of approval no longer apply.

4. Other land use actions. If the use or development was approved with conditions under a review ~~which~~ that is no longer in effect on the site (such as site review, design review, significant environmental concern review), the conditions no longer apply.

Ord. 188177, Vol. 2.5, page 14396

33.730 Quasi-judicial Procedures

33.730.130 Expiration of an Approval

This section also references 33.852 where a ten year duration is assigned to Transportation Impact Reviews. Such a time limit is necessary to account for changes in the surrounding transportation network even if no changes occur on an institutional campus itself.

Ord. 188177, Vol. 2.5, page 14397

33.730.130 Expiration of an Approval

A. Expiration of unused land use approvals issued prior to 1979. [No Change.]

B. When approved decisions expire.

1. Land use approvals, except as otherwise specified in this section, expire if:

   a. Generally.

      (1) Within 3 years of the date of the final decision a City permit has not been issued for approved development; or

      (2) Within 3 years of the date of the final decision the approved activity has not commenced.

   b. Exception. Final decisions that became effective between May 27, 2006 and December 31, 2008 or between May 16, 2009 and June 30, 2011 expire if a City permit has not been issued for approved development or the approved activity has not commenced by June 30, 2014.

2. Zoning map and Comprehensive Plan map amendments do not expire.

3. Conditional Use Master Plans, ~~and~~ Impact Mitigation Plans, and Transportation Impact Reviews expire as specified in Chapters 33.820, ~~and~~ 33.848, and 33.852, or in the plans themselves.

4.-12. [No change.]

C. Deferral of the expiration period. [No Change.]

D. Expiration of adjustments approved prior to March 16, 2001. [No Change.}

Ord. 188177, Vol. 2.5, page 14398

33.815 Conditional Uses

Amendments to section 815 Conditional Uses are necessary to reference the new recommended base zones and acknowledge that the IR Zone has been relocated within the Zoning Code. Approval criteria for conditional uses within the CI zones are generally established to mitigate off-site impacts on adjoining residential uses.

Ord. 188177, Vol. 2.5, page 14399

33.815 Conditional Uses

815

Sections:

General
33.815.010 Purpose
33.815.020 How to Use this Chapter
33.815.030 Automatic Conditional Use Status
33.815.040 Review Procedures
33.815.050 Loss of Conditional Use Status
33.815.060 Development Standards for Conditional Uses
33.815.070 Sites With Split Zoning
33.815.080 Approval Criteria in General
Approval Criteria
33.815.100 Uses in the Open Space Zone
33.815.105 Institutional and Other Uses in R and IR Zones and Outdoor Sports Facilities in CI Zones
33.815.107 Short Term Housing in R and IR Zones
33.815.110 Office and Retail Sales And Service Uses in the RX Zone
33.815.115 Specified Uses in Commercial Zones
33.815.120 Commercial Parking Facilities in the RX, CX, CG, and E Zones, Outside the Central City Plan District, the Columbia South Shore Plan District and the Cascade Station/Portland International Center Plan District
33.815.121 Commercial Parking Facilities in the RX, CS, and CX Zones, in the Hollywood Plan District
33.815.122 Nonresidential Uses on Specified Sites located in the RX Zone within the Central City Plan District
33.815.125 Specified Uses in Industrial Zones
33.815.126 Office Uses in the IG1 Zone in the Central City Plan District
33.815.127 Accessory Offices and Headquarters Offices in the IH Zone in the Guild's Lake Industrial Sanctuary Plan District
33.815.128 Retail Sales And Service Uses in the EG Zones
33.815.129 Office Uses in Specified Historic Resources in the Industrial Zones in the Central City Plan District
33.815.130 Residential Uses in the EG1, EG2, IG1, IG2, and IH Zones
33.815.132 Office Uses in the IG1 Zone in the Employment Opportunity Subarea in the Central City Plan District
33.815.140 Specified Group Living Uses in the C and EX Zones
33.815.200 Aviation And Surface Passenger Terminals
33.815.205 Detention Facilities
33.815.210 Helicopter Landing Facilities
33.815.215 Major Event Entertainment

Ord. 188177, Vol. 2.5, page 14400

Commentary

33.815.105 Institutional and Other Uses in R and IR Zones and Retail Sales And Service and Outdoor Sports Facilities in CI Zones

This section provides the approval criteria that will be used in the review of conditional use reviews of both primary retail activity at the perimeter of campuses and outdoor sportsfields that are above a specified threshold of improvement (field lighting, amplified sound and spectator bleachers). In both of these instances the potential impact on adjoining residential neighborhoods requires additional review and an opportunity for adjoining property owners to participate in the review. Specific approval criteria proposed are standard to reviews where development adjoins residential neighborhoods.

Ord. 188177, Vol. 2.5, page 14401

33.815.220 Mining and Waste-Related
33.815.222 Park-and-Ride Facilities for Mass Transit
33.815.223 Public Safety Facilities
33.815.225 Radio Frequency Transmission Facilities
33.815.230 Rail Lines and Utility Corridors
33.815.300 Commercial Parking Facilities in the Columbia South Shore Plan District
33.815.301 Industrial Businesses in the Columbia South Shore Plan District
33.815.302 Professional / Technical Facilities in the Columbia South Shore Plan District
33.815.303 Retail Sales and Service Uses in the Columbia South Shore Plan District
33.815.304 Retail Sales And Service Uses on Specified Sites in the South Waterfront and the River District Subdistricts
33.815.305 Replacement Parking Facilities in the Central City Plan District
33.815.308 Commercial Parking in Multi-Dwelling Zones and Commercial Parking Access from Main Streets in the Northwest Plan District
33.815.310 Industrial Uses in the IR Zone
33.815.315 Utility Scale Energy Production in Specified C Zones

33.815.105 Institutional and Other Uses in R and IR Zones and Retail Sales And Service and Outdoor Sports Facilities in CI Zones

Unless specifically listed in sections below, ~~T~~these approval criteria apply to all conditional uses in R and IR zones and to Retail Sales And Service uses in CI1, and outdoor sports facilities in CI1 and CI2~~except those specifically listed in sections below~~. The approval criteria allow institutions and other non-Household Living uses in a residential zone, Retail Sales And Service uses in CI1, and outdoor sports facilities on college campuses that maintain or do not significantly conflict with the appearance and function of residential areas. Criteria A through E apply to institutions and other non-Household Living uses in residential zones. Criteria B through E apply to Retail Sales And Service uses in CI1 and outdoor sports facilities in CI 1 and CI2. The approval criteria are:

A. Proportion of Household Living uses. The overall residential appearance and function of the area will not be significantly lessened due to the increased proportion of uses not in the Household Living category in the residential area. Consideration includes the proposal by itself and in combination with other uses in the area not in the Household Living category and is specifically based on:

1. The number, size, and location of other uses not in the Household Living category in the residential area; and
2. The intensity and scale of the proposed use and of existing Household Living uses and other uses.

B. Physical compatibility.

1. The proposal will preserve any City-designated scenic resources; and
2. The proposal will be compatible with adjacent residential developments based on characteristics such as the site size, building scale and style, setbacks, tree preservation, and landscaping; or

Ord. 188177, Vol. 2.5, page 14402

Commentary

33.815.107 Short Term Housing in R and IR Zones

Minor edit to include approval criteria now applicable to the IR zone after it has been relocated in the code

Ord. 188177, Vol. 2.5, page 14403

3. The proposal will mitigate differences in appearance or scale through such means as setbacks, screening, landscaping, tree preservation, and other design features.

C. Livability. The proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to:

1. Noise, glare from lights, late-night operations, odors, and litter; and
2. Privacy and safety issues.

D. Public services.

1. The proposal is supportive of the street designations of the Transportation Element of the Comprehensive Plan;
2. The transportation system is capable of supporting the proposal in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;
3. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

E. Area plans. The proposal is consistent with any area plans adopted by the City Council as part of the Comprehensive Plan, such as neighborhood or community plans.

33.815.107 Short Term Housing in R and IR Zones

These approval criteria apply to Community Service uses that provide short term housing in existing structures in R and IR zones. The approval criteria are:

A. Livability. The proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to:

1. Noise, glare from lights, late-night operations, odors, and litter; and
2. Privacy issues.

B. Minimum spacing. The service provided by the proposed use is different from others provided within 750 feet of the site.

Ord. 188177, Vol. 2.5, page 14404

33.815.210 Helicopter Landing Facilities

Minor edit to include Campus Institutional zones

Ord. 188177, Vol. 2.5, page 14405

33.815.210 Helicopter Landing Facilities

A. The following approval criteria apply to all helicopter landing facilities reviewed through a Type III procedure.

1. The facility meets the safety standards required by state or federal agencies. The facility must be approved by State Aeronautics and the FAA;
2. The facility is located so that the flights may take advantage of existing natural flight corridors. Locations close to natural flight corridors such as freeways are preferred;
3. Consolidating the HLF with other existing nearby HLFs is not possible or feasible;
4. In C, E, ~~or~~ I, or campus institutional zones, the facility will not have a greater impact than allowed uses. If the facility will have significantly greater impacts, then it must be found that the public benefits of the HLF outweigh the harm of the impacts. Locations more than 500 feet from land with residential zoning will be viewed more favorably by the review body;
5. In OS, R, CN, CO, and CM zones, the facility will not have a significant negative impact on the livability of the area or a significant detrimental environmental impact;
6. The facility meets all development standards contained in 33.243.040; and
7. The facility meets all noise regulations of the State of Oregon Department of Environmental Quality and Title 18 of the City Code.

B. The following criterion applies to helicopter landing facilities reviewed through a Type II procedure: The proposal will not result in an increase in the number of flights, changes in flight path, number or type of aircraft, hours of operation, or changes in required distances from other uses.

Ord. 188177, Vol. 2.5, page 14406

Commentary

33.815.215 Major Event Entertainment

Minor edit includes CI1, CI2 and IR zones in Major Event Entertainment approval criteria.

Ord. 188177, Vol. 2.5, page 14407

33.815.215 Major Event Entertainment

These approval criteria ensure that the potentially large size and impacts of these uses are not harmful to surrounding areas and that transportation services are or will be sufficient to serve the use. The approval criteria are:

A. Public services.

1. The proposed use is in conformance with the street designations shown in the Transportation Element of the Comprehensive Plan;
2. If the proposed use will be located in an industrial zone, it will not have a significant adverse effect on truck and freight movement;
3. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes; and
4. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

B. Appearance. The appearance of the facility is consistent with the intent of the zone in which it is to be located and with the character of the surrounding uses and development;

C. Benefit. Public benefits of the proposed use outweigh any impacts that cannot be mitigated

D. In the ~~IR zone~~ campus institutional zones. These approval criteria allow Major Event Entertainment facilities to be part of an institutional campus. They also ensure that the impacts of the facility on nearby areas are mitigated and that affected neighbors have an opportunity to comment on the proposals for mitigation. The approval criteria are:

1. The facility is to be established as part of a school or college. Such facilities are prohibited as part of a medical center campus;
2. The facility is limited to events that feature the athletic or performance skills of students, faculty or staff or which supplement the institution's programs;
3. In the IR zone ~~T~~the facility is listed in the mission statement as part of the institution's impact mitigation plan;
4. In the IR zone ~~T~~the mitigation activities completed to implement the impact mitigation plan are adequate to mitigate for the expected impact of the facility. The location chosen and mitigation measures used are consistent with the institution's approved impact mitigation plan; and

Ord. 188177, Vol. 2.5, page 14408

Commentary

33.815.225 Radio Frequency Transmission Facilities

Edit picks up CI1, CI2 and IR zones in approval criteria.

Ord. 188177, Vol. 2.5, page 14409

5. All approved limited uses and major event entertainment uses in aggregate occupy 30 percent or less of all campus floor area. Calculation of total floor area of campus used by major event entertainment uses includes portions of parking structures associated with these uses. If campus facilities include structured parking 250 square feet of structured parking will be associated with the major event entertainment facility for each parking space required for the facility. Size exceptions are prohibited.

33.815.225 Radio Frequency Transmission Facilities

These approval criteria allow Radio Frequency Transmission Facilities in locations where there are few impacts on nearby properties. The approval criteria are:

A. Approval criteria for personal wireless service facilities proposing to locate on an existing building or other non-broadcast structure in an OS, CI1, IR, or R zone, or in a C, CI2, E, or I zone within 50 feet of an R zone:

1. The visual impact of an antenna must be minimized. For instance, it can be hidden behind a compatible building feature such as a dormer, mounted flush to the facade of the building and painted to match, mounted on a structure designed with minimal bulk and painted to fade into the background, or mounted by other technique that equally minimizes the visual impact of the antenna;

2. Accessory equipment associated with the facility must be adequately screened. If a new structure will be built to store the accessory equipment, the new structure must be designed to be compatible with the desired character of the surrounding area and be adequately screened; and

3. The regulations of Chapter 33.274, Radio Frequency Transmission Facilities are met.

B. Approval criteria for personal wireless service facilities proposing to locate on a tower in an OS, CI1, IR, or R zone, or in a C, CI2, E, or I zone within 50 feet of an R zone:

1. The applicant must prove that a tower is the only feasible way to provide the service, including documentation as to why the proposed facility cannot feasibly be located in a right-of-way;

2. The tower, including mounting technique, must be sleek, clean, and uncluttered;

3. The visual impact of the tower on the surrounding area must be minimized. This can be accomplished by one or more of the following methods:

   a. Limiting the tower height as much as possible given the technical requirements for providing service and other factors such as whether the tower will provide co-location opportunities;

   b. Planting or preserving trees around the tower as a way to soften its appearance. The variety and spacing of the trees will be determined based on the site characteristics, tower height, and other co-location factors;

Ord. 188177, Vol. 2.5, page 14410

Ord. 188177, Vol. 2.5, page 14411

c. Shielding the tower and antennas from view by enclosing or concealing them within another structure that has less visual impact.

d. Placing the tower away from land uses that are more sensitive to the visual impacts, such as adjoining residences or open spaces; or

e. Other methods that adequately minimize visual impact;

4. Accessory equipment associated with the facility must be adequately screened. If a new structure will be built to store the accessory equipment, the new structure must be designed to be compatible with the desired character of the surrounding area;

5. Public benefits of the use outweigh any impacts which cannot be mitigated; and

6. The regulations of Chapter 33.274, Radio Frequency Transmission Facilities are met.

C. Approval criteria for personal wireless service facilities, proposing to locate on a tower in a C, CI2, or EX zone more than 50 feet from an R zone:

1. The applicant must prove that a tower that is taller than the base zone height standard allows or is within 2,000 feet of another tower is the only feasible way to provide the service, including documentation as to why the proposed facility cannot feasibly be located in a right-of-way;

2. The tower, including mounting technique, must be sleek, clean and uncluttered;

3. Accessory equipment associated with the facility must be adequately screened. If a new structure will be built to store the accessory equipment, the new structure must be designed to be compatible with the desired character of the surrounding area;

4. The visual impact of the tower on the surrounding area must be minimized;

5. Public benefits of the use outweigh any impacts which cannot be mitigated; and

6. The regulations of Chapter 33.274, Radio Frequency Transmission Facilities are met.

D. Approval criteria for all other Radio Frequency Transmission Facilities:

1. Based on the number and proximity of other facilities in the area, the proposal will not significantly lessen the desired character and appearance of the area;

2. The facility will be located so that impacts on mature trees and tree groves are minimized;

3. Public benefits of the use outweigh any impacts which cannot be mitigated; and

4. The regulations of Chapter 33.274, Radio Frequency Transmission Facilities are met.

Ord. 188177, Vol. 2.5, page 14412

Commentary

33.820 Conditional Use Master Plans

Section includes expiration date of December 31, 2023 for existing, master plans as part of the proposal's transition.

Ord. 188177, Vol. 2.5, page 14413

33.820 Conditional Use Master Plans

820

33.820.060 Duration of the Master Plan

The master plan must include proposed uses and possible future uses that might be proposed for at least 3 years and up to 10 years. Generally, ~~A~~an approved master plan remains in effect until development allowed by the plan has been completed or the plan is amended or superseded, however if an approved master plan for a site in a CI1 or CI2 zone has an expiration date later than December 31, 2023, the master plan expires on December 31, 2023.

33.848.060 Phases and Duration

Section includes expiration date of December 31, 2023 for existing, Impact Mitigation Plans as part of the proposal's transition.

Ord. 188177, Vol. 2.5, page 14415

33.848 Impact Mitigation Plans

848

33.848.060 Phases and Duration

An impact mitigation plan remains in effect until all phases of development included in the plan have been completed. An impact mitigation plan may include a specific expiration date. After all phases of development provided for in their impact mitigation plan have been completed, the plan remains in effect until it is amended, or updated, or superseded. Mitigation plans for sites in a CI1 or CI2 zone expire on December 31, 2023 and are superseded by the base zone.

Ord. 188177, Vol. 2.5, page 14416

CHAPTER 33.852 TRANSPORTATION IMPACT REVIEW

This new code section establishes the purpose, procedure and approval criteria for Transportation Impact Analysis and mitigation efforts applied to both campus institutions and mixed use projects. This chapter works in conjunction with Chapter 266 to establish an ongoing process for addressing parking and multi-modal transportation needs for institutions and their surrounding neighborhoods.

Note that Chapter 33.852 replaces existing code section 33.207 Cascade Station/Portland International Center Transportation Impact Analysis Review and expands the circumstances in which a TIA is required.

CHAPTER 33.852~~07~~ ~~CASCADE STATION/PORTLAND INERNATIONAL CENTER~~ TRANSPORTATION IMPACT ~~ANALYSIS~~ REVIEW

852~~07~~

Sections:

33.852~~07~~.010 Purpose
33.852~~07~~.100 Procedure
33.852.105 Supplemental Application Requirements
33.852~~07~~.110 Approval Criteria
33.852.115 Duration of a Transportation Impact Review

33.852~~07~~.010 Purpose

~~Cascade Station/Portland International Center Transportation Impact Analysis (TIA) Review allows additional flexibility for development in the CS/PIC Plan District, while ensuring that the roadway systems are capable of supporting the recommended development.~~ Transportation Impact review provides a mechanism to evaluate whether the multimodal transportation system is capable of supporting proposed development. The review includes evaluation of a Transportation Impact Analysis, as well as consideration of recommended mitigation measures, and transportation and parking demand management actions. The development thresholds that trigger a Transportation Impact review can be found in other chapters of this Title. Transportation Impact review provides surrounding businesses, neighborhoods and the City with information about, and an opportunity to comment on, development that may impact the transportation system. Transportation Impact review may be completed at various levels of detail. Generally, the more specific the proposal, the less review will be required as future development is built.

33.852~~07~~.100 Procedure

~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Rreviews are processed through a Type II procedure. An amendment to an existing Transportation Impact review for a site in a commercial/mixed use zone is processed through a Type I procedure.

33.852.105 Supplemental Application Requirements

In addition to the application requirements of Section 33.730.060, an application for a Transportation Impact review requires a transportation impact analysis. The transportation impact analysis must include:

A. Description of proposed development;

B. Delineation of the study area, and rationale for the delineation;

C. Description of existing uses and conditions in the study area. If the application is for development in the Cascade Station/Portland International Center Plan District, the following are also required:

1. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;

2. Any approved TIA must be reflected in the BDS tracking report;

D. Traffic forecasts and distribution;

E. Primary traffic access routes to and from the study area;

F. Analysis of the proportional responsibility of the proposed development to mitigate forecasted impacts;

G. Recommended mitigation measures, including transportation system management, transportation and parking demand management, and needed transportation improvements; and

H. Evaluation of:

1. Impacts on street function, capacity and level of service;

2. Impacts on on-street parking;

3. Access requirements;

4. Impacts on transit operations and movements;

5. Impacts on pedestrian and bicycle routes and safety; and

6. Impacts on the immediate area and adjacent neighborhoods.

33.852~~07~~.110 Approval Criteria for ~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Reviews~~s~~

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met:

A. The transportation system is capable of supporting the recommended development in addition to the existing uses in the area, as shown by the TIA. Evaluation factors include street capacity, level of service, access to arterials; connectivity; transit availability; availability of pedestrian and bicycle networks; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety.

B. Adequate transportation demand management strategies will be implemented ~~plan is recommended that includes measurers~~ to reduce the number of trips made to the site by single-occupant vehicles, especially during peak commuting hours.

Commentary

33.852.115 Duration of a Transportation Impact Review

Please note that a ten year expiration date has been added since previous versions to recognize changes to the surrounding transportation network and development that may have an impact on the transportation system.

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C. Adequate measures to mitigate on- and off-site transportation impacts are proposed ~~recommended~~. Measures may include~~, but are not limited to the following:~~ transportation improvements to on-site circulation, public street dedication and improvement or private street improvements,street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit stop improvements; and

D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

33.852.115 Duration of a Transportation Impact Review

An approved Transportation Impact review remains in effect for ten years or until development allowed by the review has been completed whichever occurs first.

Commentary

CHAPTER 33.855 Zoning Map Amendments

Recommended subsection D. establishes the requirement for a Transportation Impact Review further described in CHAPTER 33.852 as a component of a complete zoning map amendment application to the CI1 or CI2 Zone.

Ord. 188177, Vol. 2.5, page 14423

Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

CHAPTER 33.855 Zoning Map Amendments

855

Sections:

33.855.050 Approval Criteria for Base Zone Changes
An amendment to the base zone designation on the Official Zoning Maps will be approved (either quasi-judicial or legislative) if the review body finds that the applicant has shown that all of the following approval criteria are met:

A. Compliance with the Comprehensive Plan Map. [No change.]

B. Adequate public services. [No change.]

C. When the requested zone is IR, Institutional Residential. [No change.]

D. When the requested zone is CI1 or CI2. When the requested zone is CI1 or CI2, a Transportation Impact review is required as part of the zoning map amendment.

~~D~~**E. Location.** The site must be within the City's boundary of incorporation. See Section 33.855.080.

Commentary

Description of Use Catagories

33.920.410 Colleges
Minor amendment to Accessory Uses to include housing for faculty and staff.

33.920.450 Medical Centers
Minor amendment to Medical Center definition to recognize housing for patient families (such as Ronald McDonald houses) as accessory uses.

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33.920 Descriptions of the Use Categories

920

33.920.410 Colleges

A. Characteristics. This category includes colleges and other institutions of higher learning which offer courses of general or specialized study leading to a degree. They are certified by the State Board of Higher Education or by a recognized accrediting agency. Colleges tend to be in campus-like settings or on multiple blocks.

B. Accessory Uses. Accessory uses include offices, housing for faculty, staff and students, food service, food membership distribution, laboratories, health and sports facilities, theaters, meeting areas, parking, maintenance facilities, and support commercial.

C. Examples. Examples include universities, liberal arts colleges, community colleges, nursing and medical schools not accessory to a hospital, and seminaries.

D. Exceptions. Business and trade schools are classified as Retail Sales And Service.

33.920.450 Medical Centers

A. Characteristics. Medical Centers includes uses providing medical or surgical care to patients and offering overnight care. Medical centers tend to be on multiple blocks or in campus settings.

B. Accessory uses. Accessory uses include out-patient clinics, offices, laboratories, teaching facilities, meeting areas, cafeterias, food membership distribution, parking, maintenance facilities, and housing facilities for staff, ~~or~~ trainees, or patient families.

C. Examples. Examples include hospitals and medical complexes that include hospitals.

D. Exceptions.

1. Uses that provide exclusive care and planned treatment or training for psychiatric, alcohol, or drug problems, where patients are residents of the program, are classified in the Group Living category.
2. Medical clinics that provide care where patients are generally not kept overnight are classified as Office.
3. Urgency medical care clinics are classified as Retail Sales And Service.

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VI. Zoning Map Amendments

The Comprehensive Plan Map, land use designation of the fifteen (15) dispersed campus institutions subject to this project is being changed to Institutional Campus(IC) as part of Task 4 of the Comprehensive Plan Update.

The current Task 5, early implementation effort of the Comprehensive Plan Update proposes to rezone these same campuses to a corresponding campus institutional zone. The specific zone type and geographic extent of this zoning is portrayed on the following maps. More detailed campus specific maps are also portrayed in an appendix to this report.

Map 1: Concordia University
Map 2: Legacy Emanuel Hospital and Health Center
Map 3: Legacy Good Samaritan Hospital and Health Center
Map 4: Kaiser Medical Centers
Map 5: Lewis and Clark College
Map 6: Multnomah University
Map 7: Portland Community College – Cascade
Map 8: Portland Community College – Southeast Center
Map 9: Portland Community College – Sylvania
Map 10: Adventist Medical Center
Map 11: Providence Portland Medical Center
Map 12: Reed College
Map 13 University of Portland
Map 14: University of Western States
Map 15: Warner Pacific University

Transition from Existing Conditional Use Master Plans and Impact Mitigation Plans

Existing conditional use master plans and impact mitigation plans will be honored during an approximate eight year transition period ending December 31, 2023. (See code section 33.700.110) During this transition period Institutions may elect to continue development under the entitlements and obligations described in their approved CUMP/IMPs. At the end of this time period, or sooner if proposed by the institution, development proposals will be reviewed against the requirements of the campus institution base zone and other code sections as applicable. Once the decision has been made to develop under a provision of the new campus institution zone the applicable CUMP/IMP will expire.

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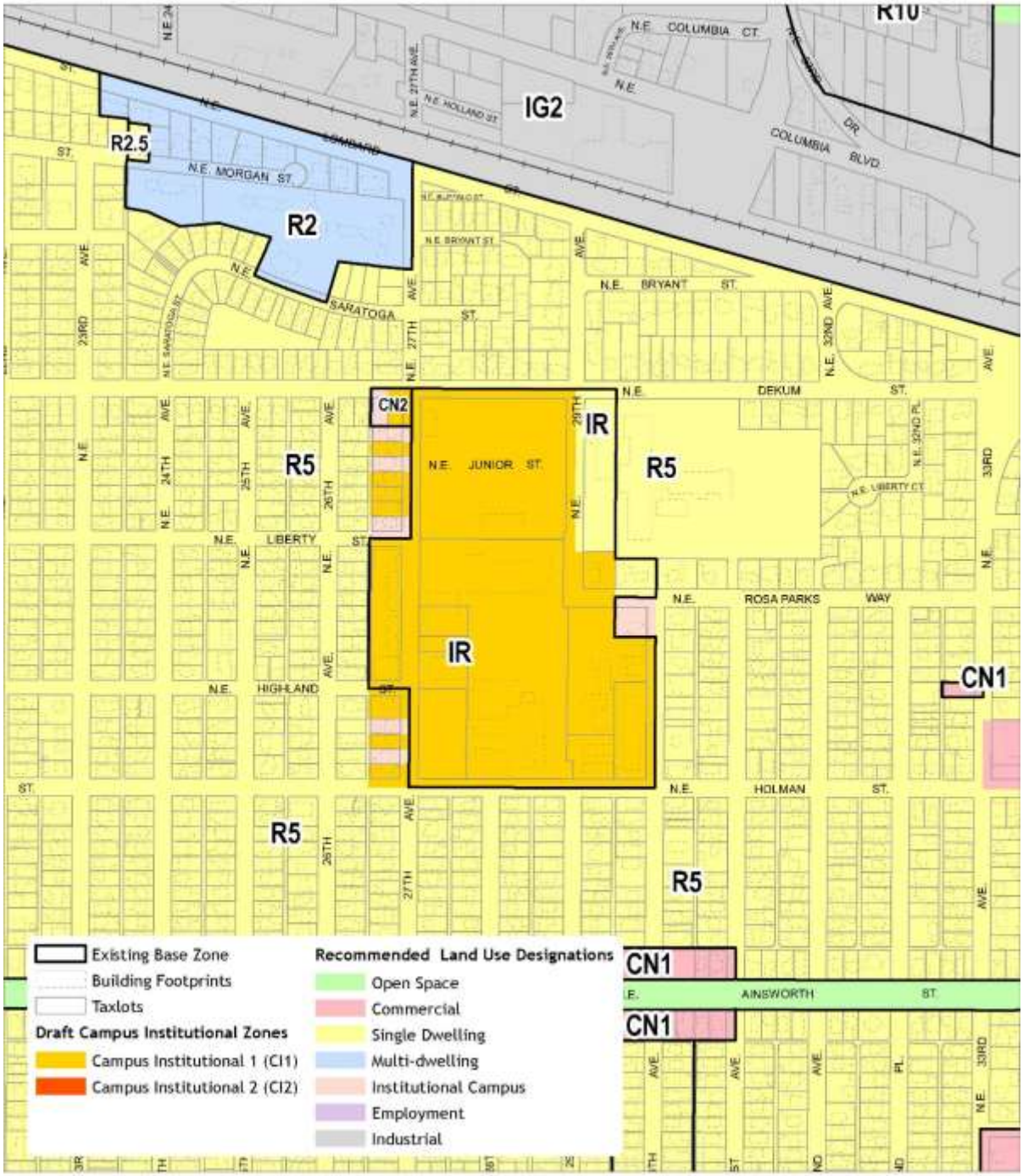
Map 1: Concordia University



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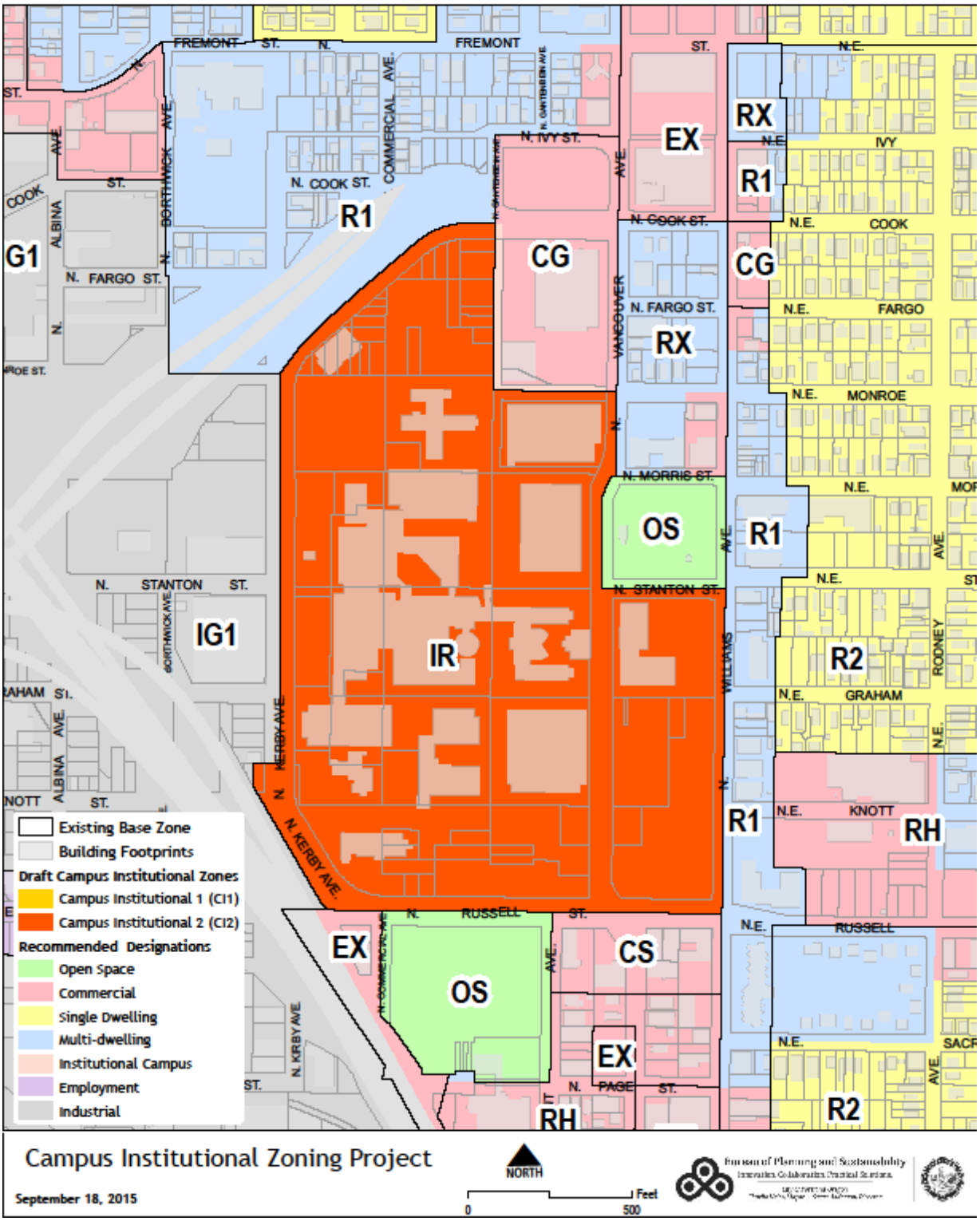
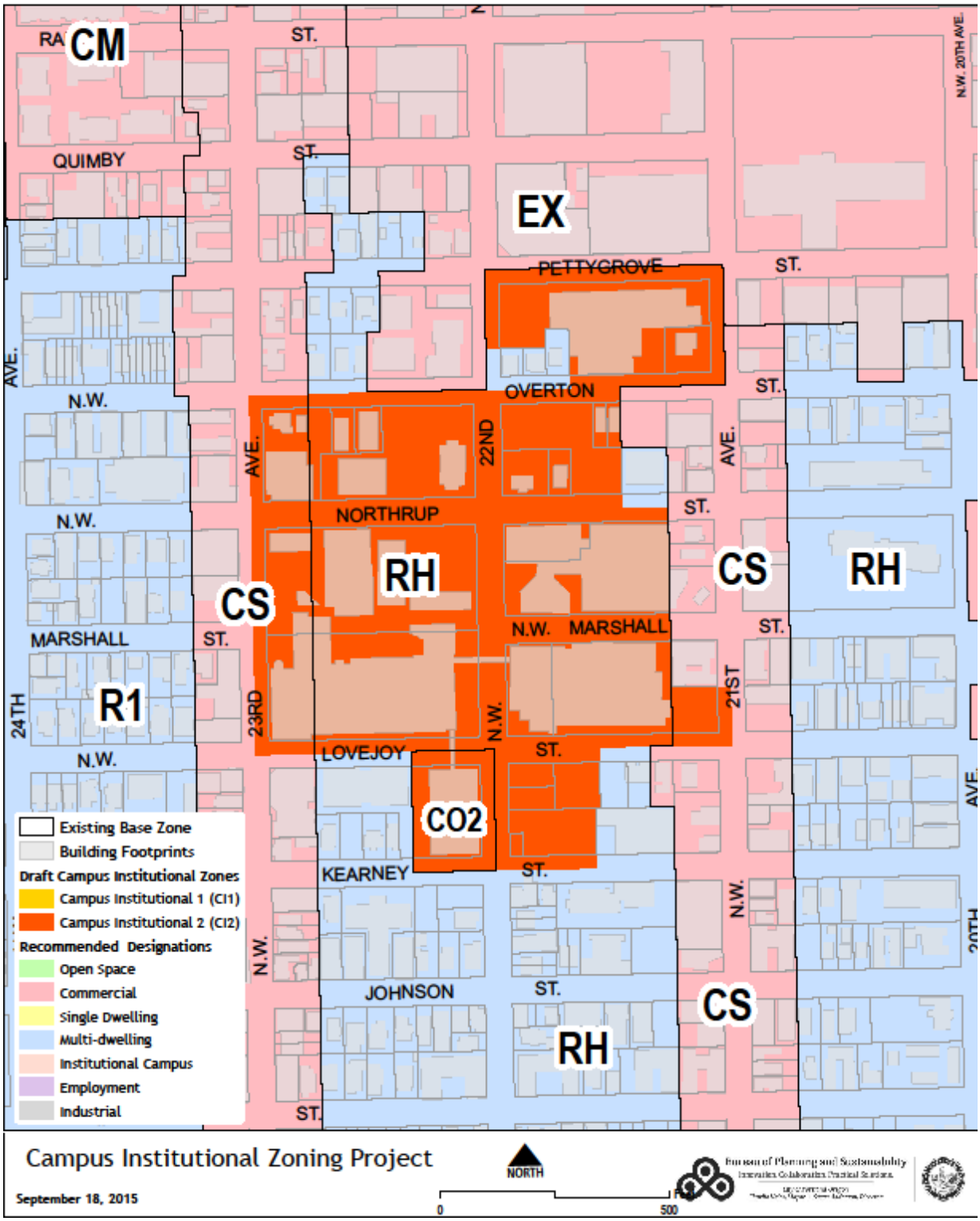
Map 2: Legacy Emanuel Hospital and Health Center



Map 3: Legacy Good Samaritan Hospital and Health Center



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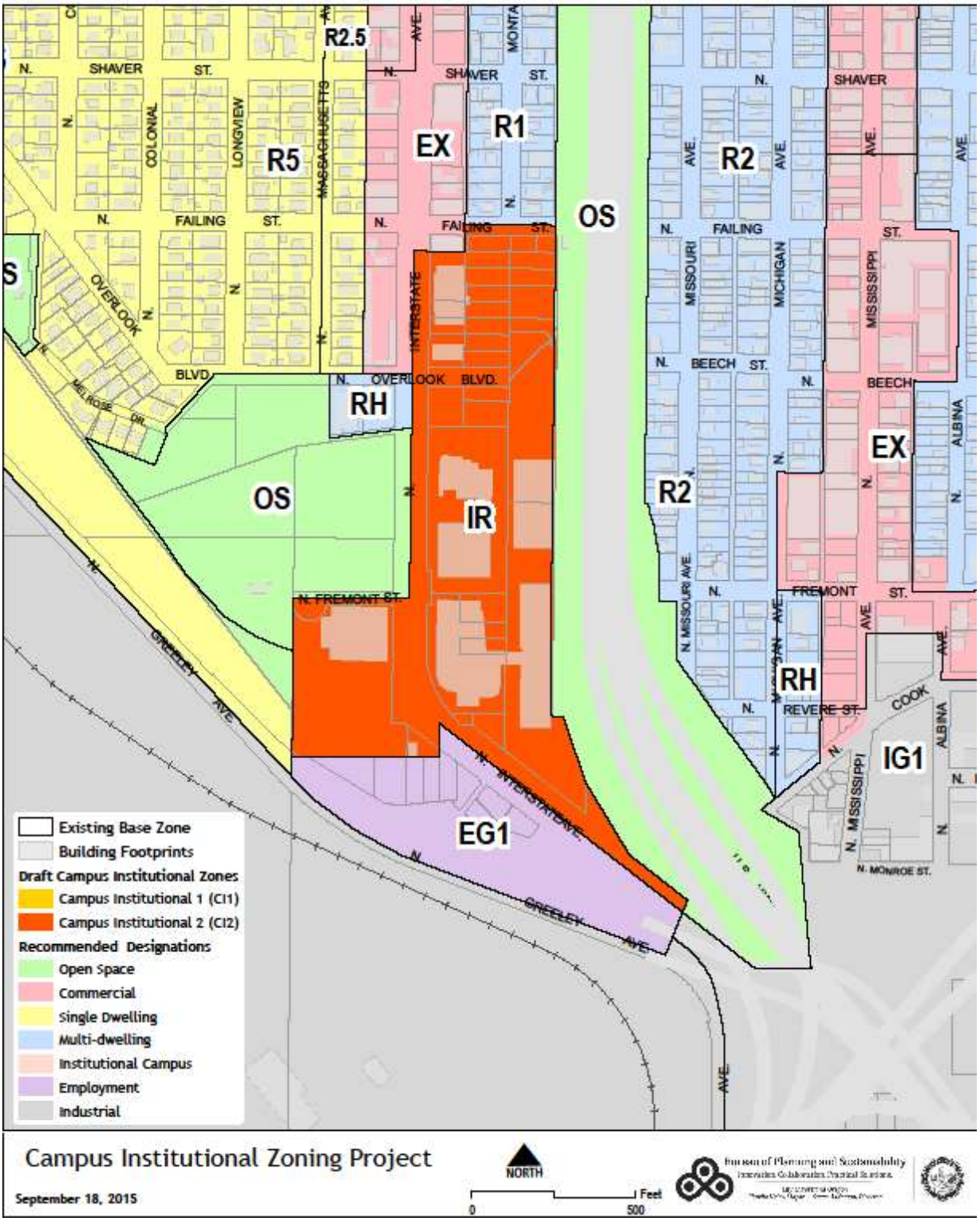
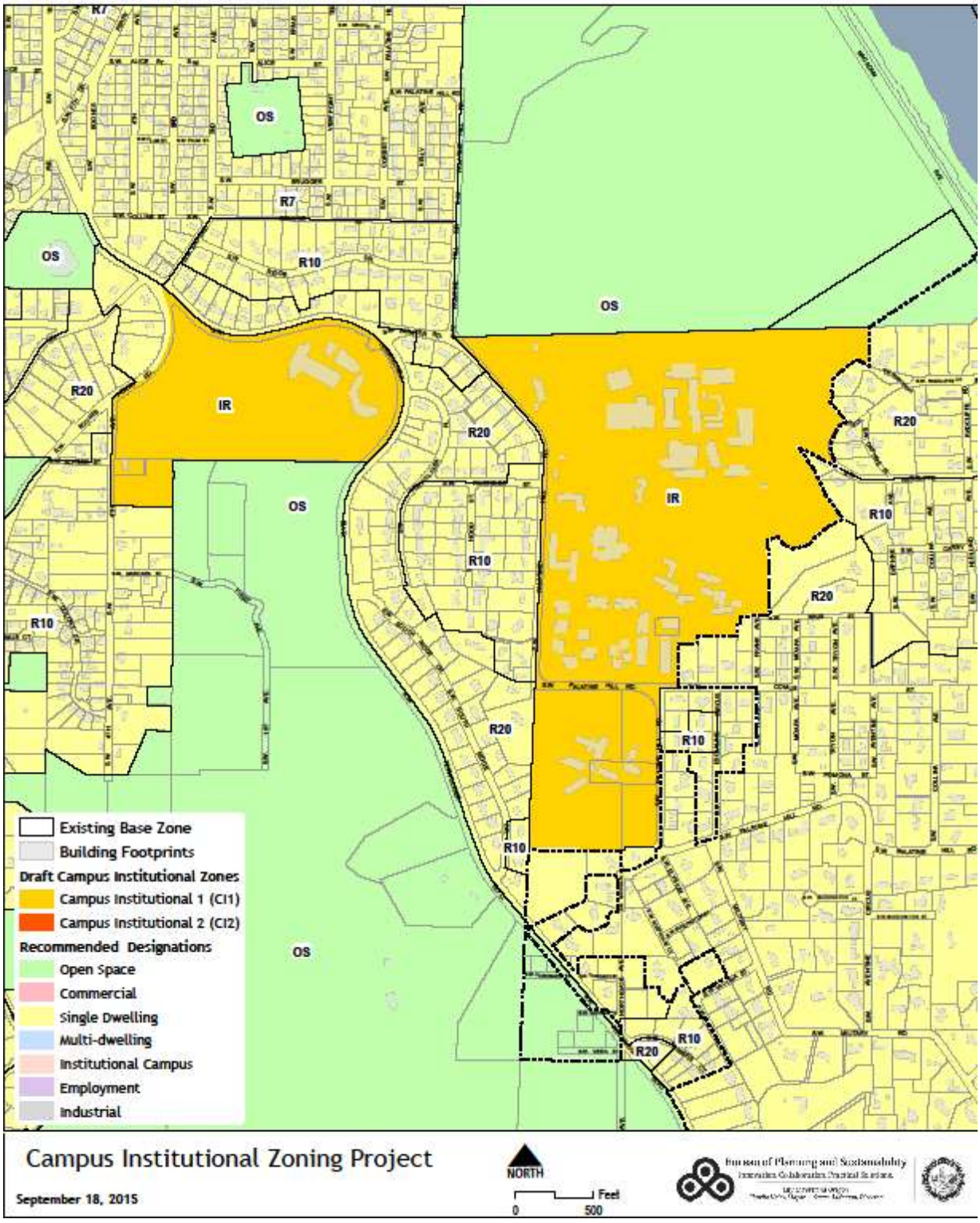
Map 4: Kaiser Medical Center



Map 5: Lewis and Clark College



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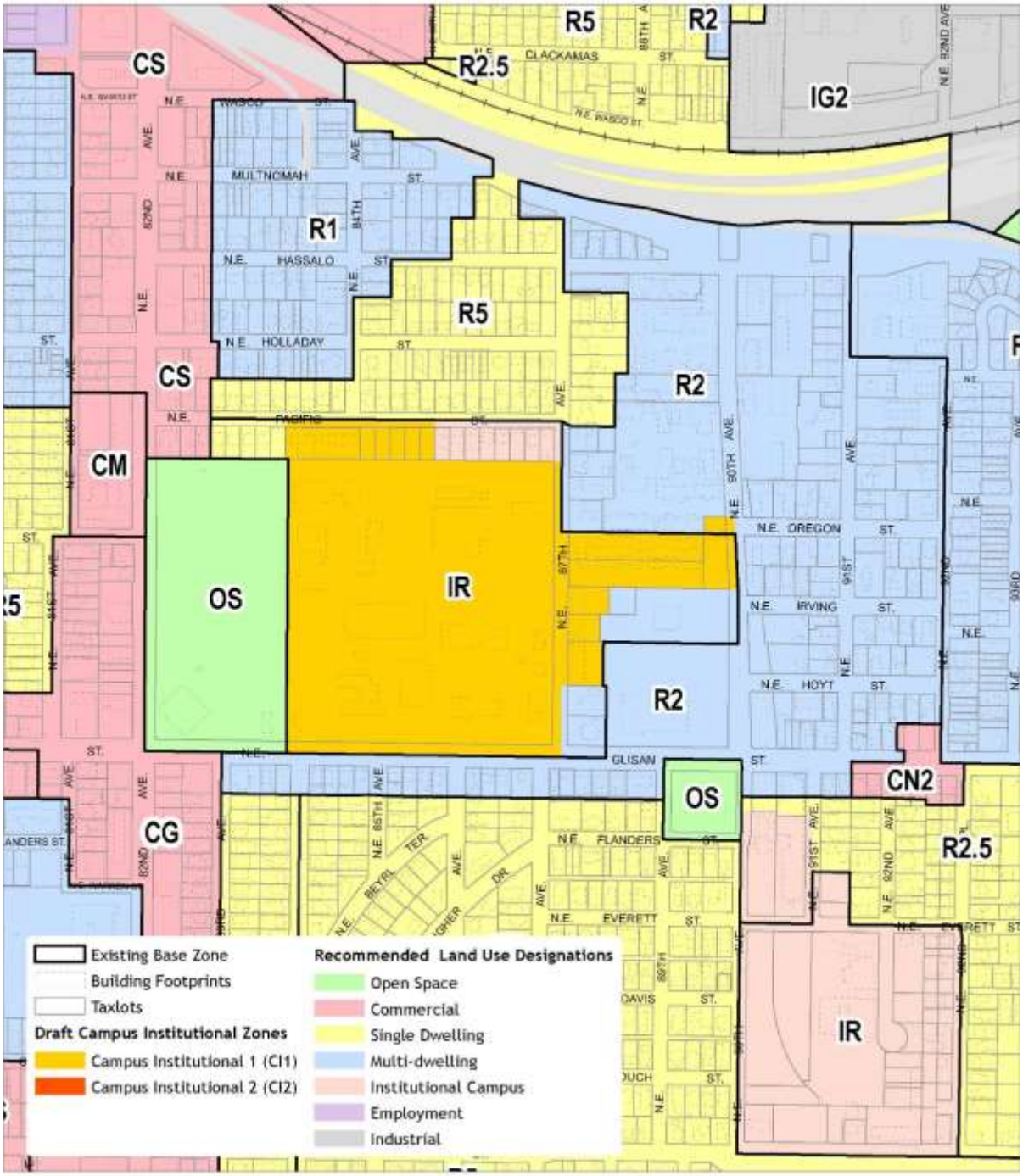
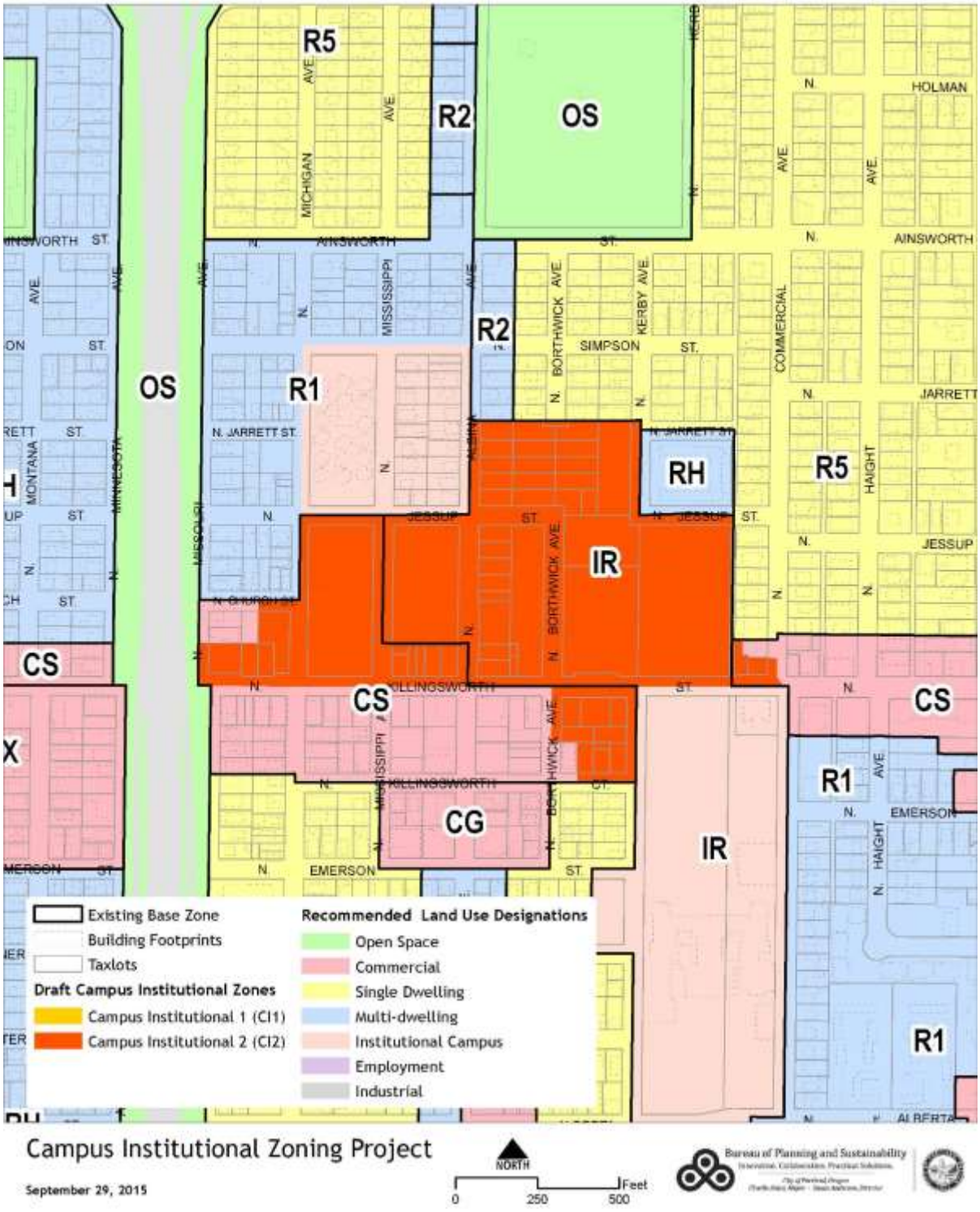
Map 6: Multnomah University



Map 7: Portland Community College - Cascade



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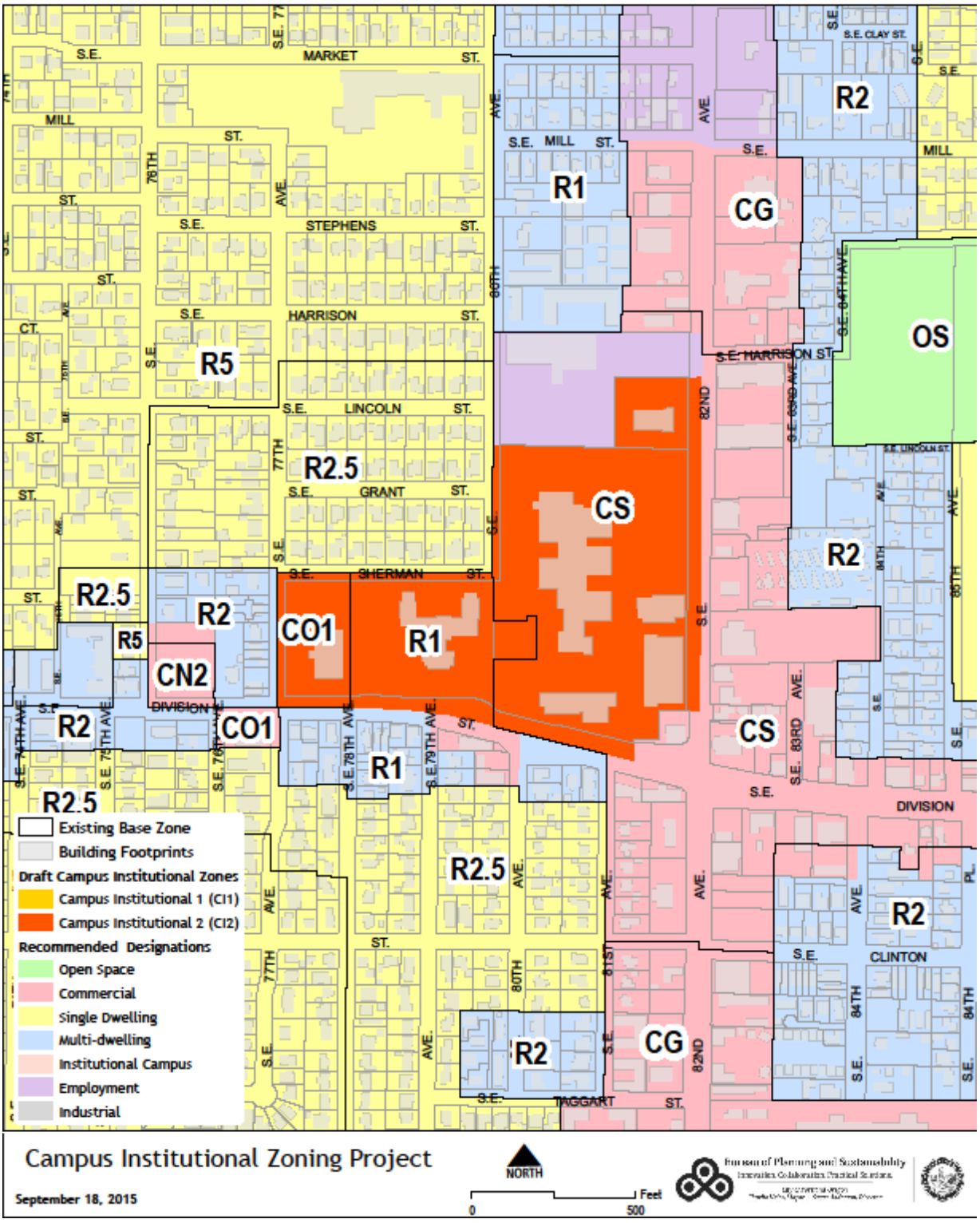
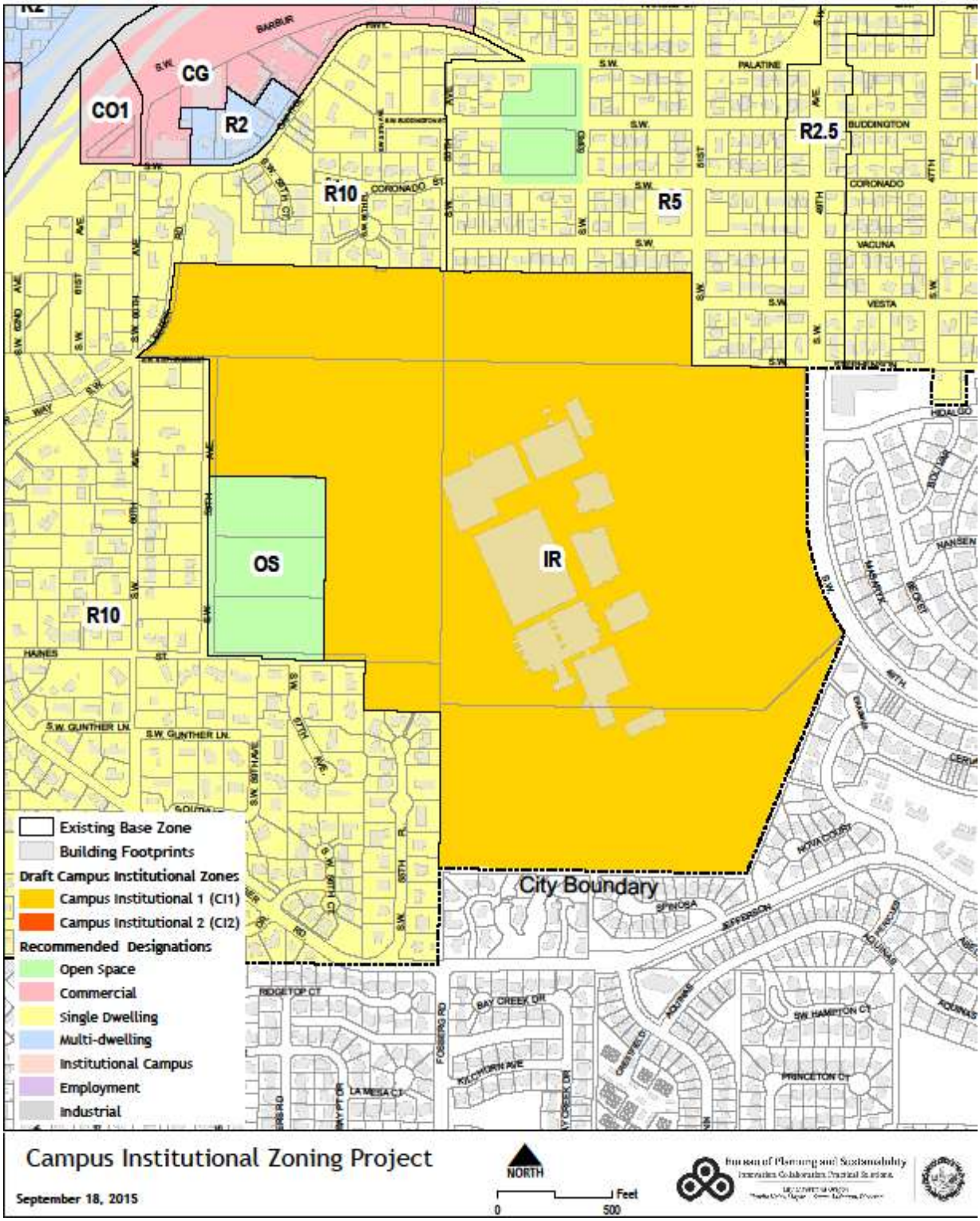
Map 8: Portland Community College - Southeast Center



Map 9: Portland Community College - Sylvania



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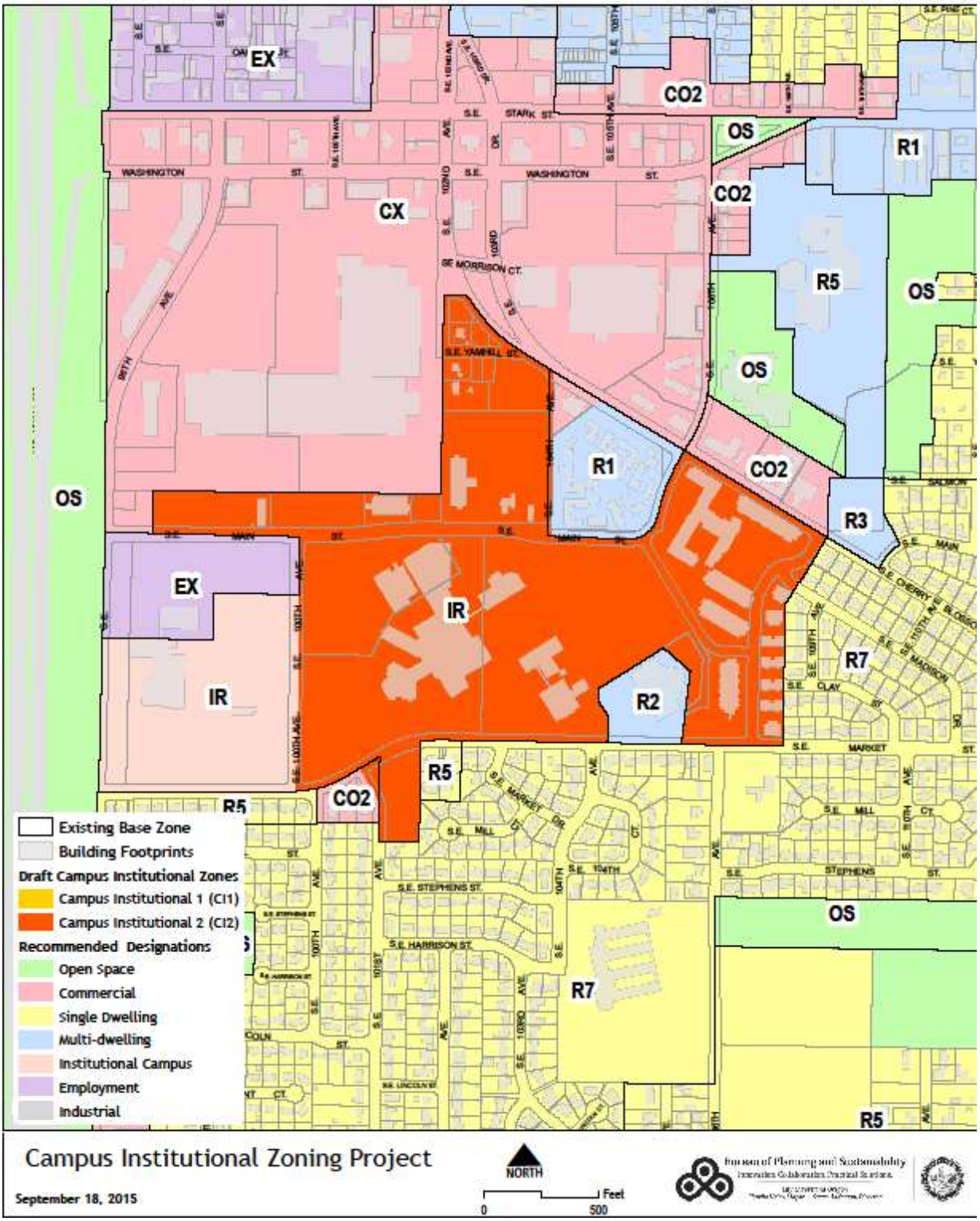
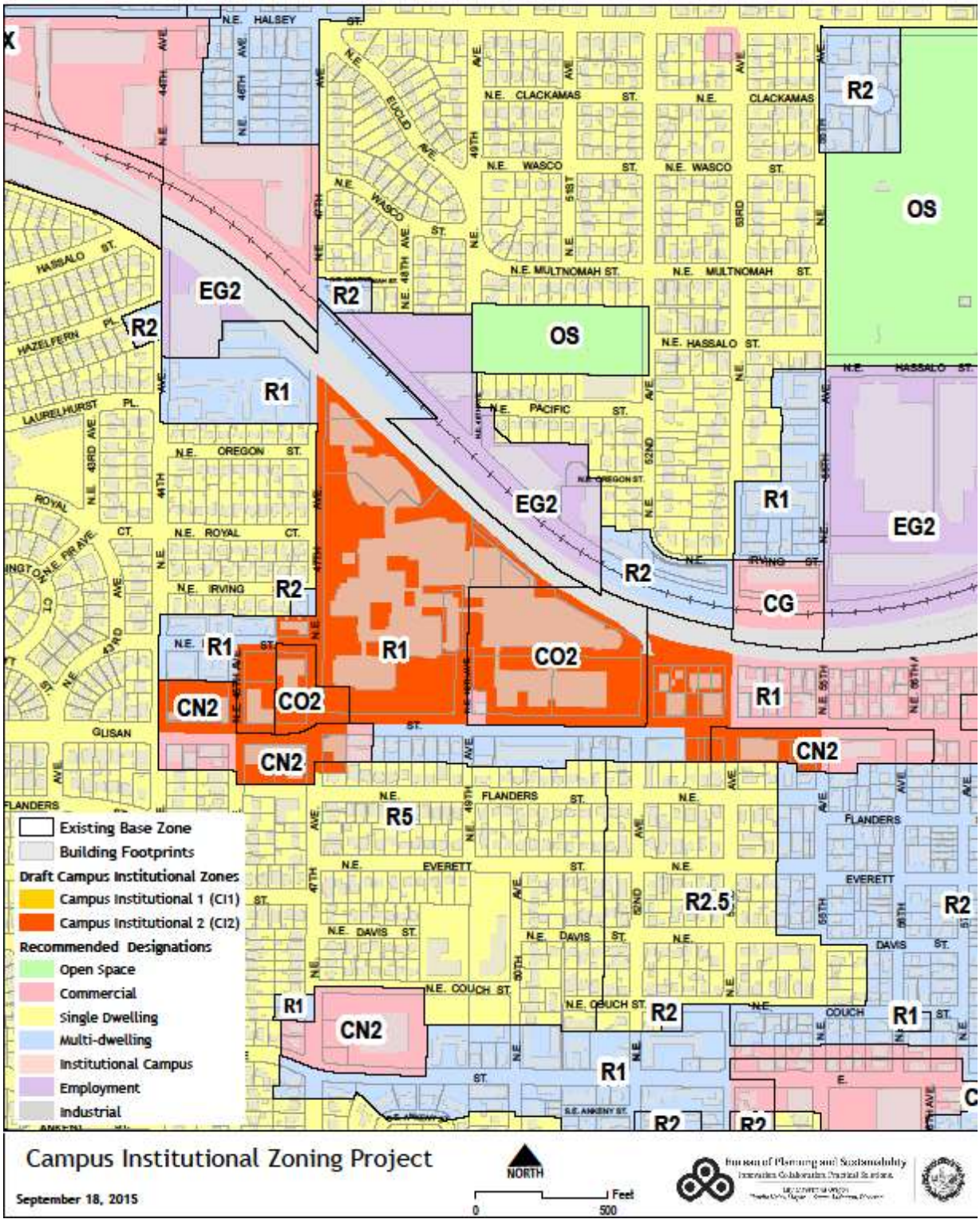
Map 10: Adventist Medical Center



Map 11: Providence Portland Medical Center



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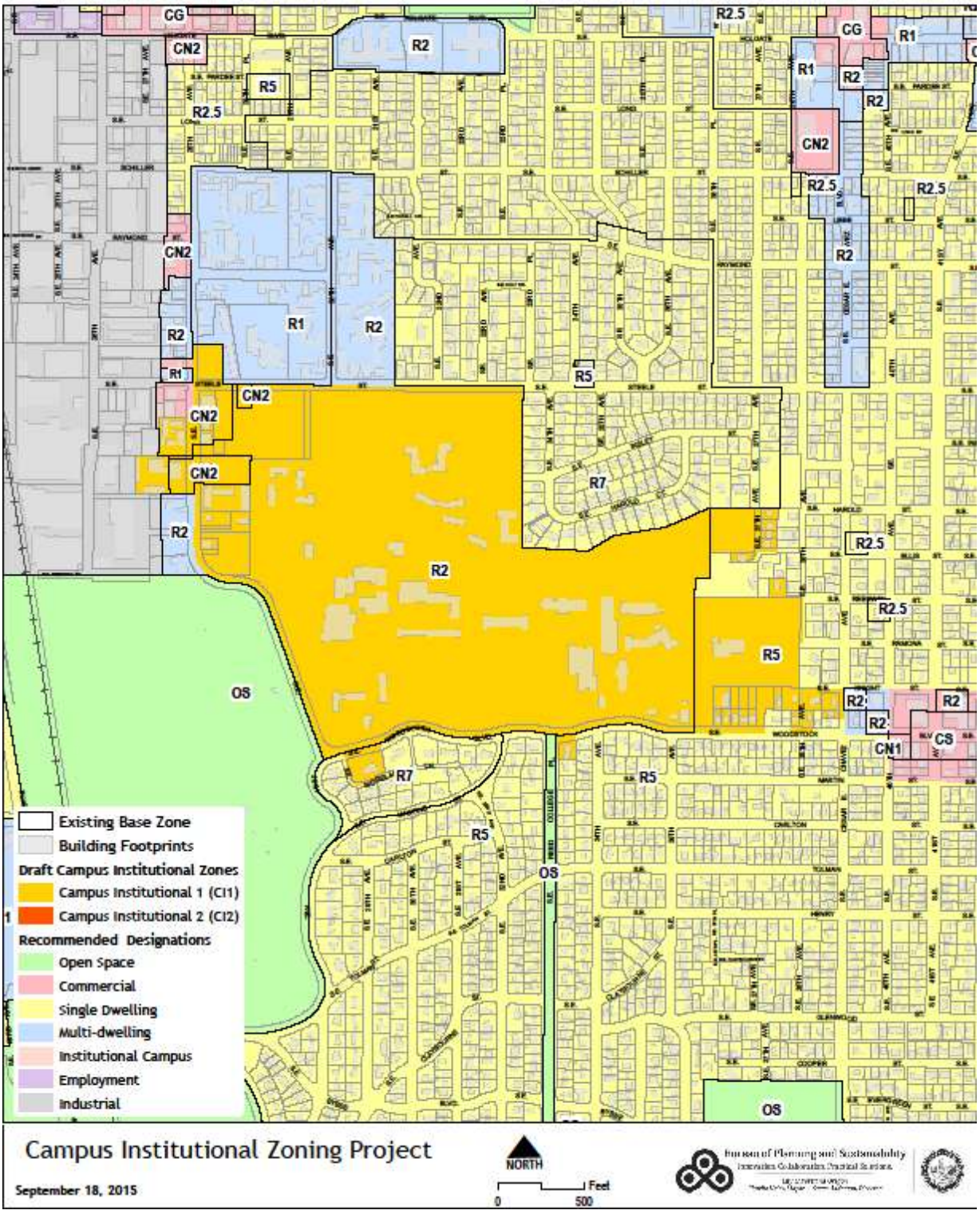
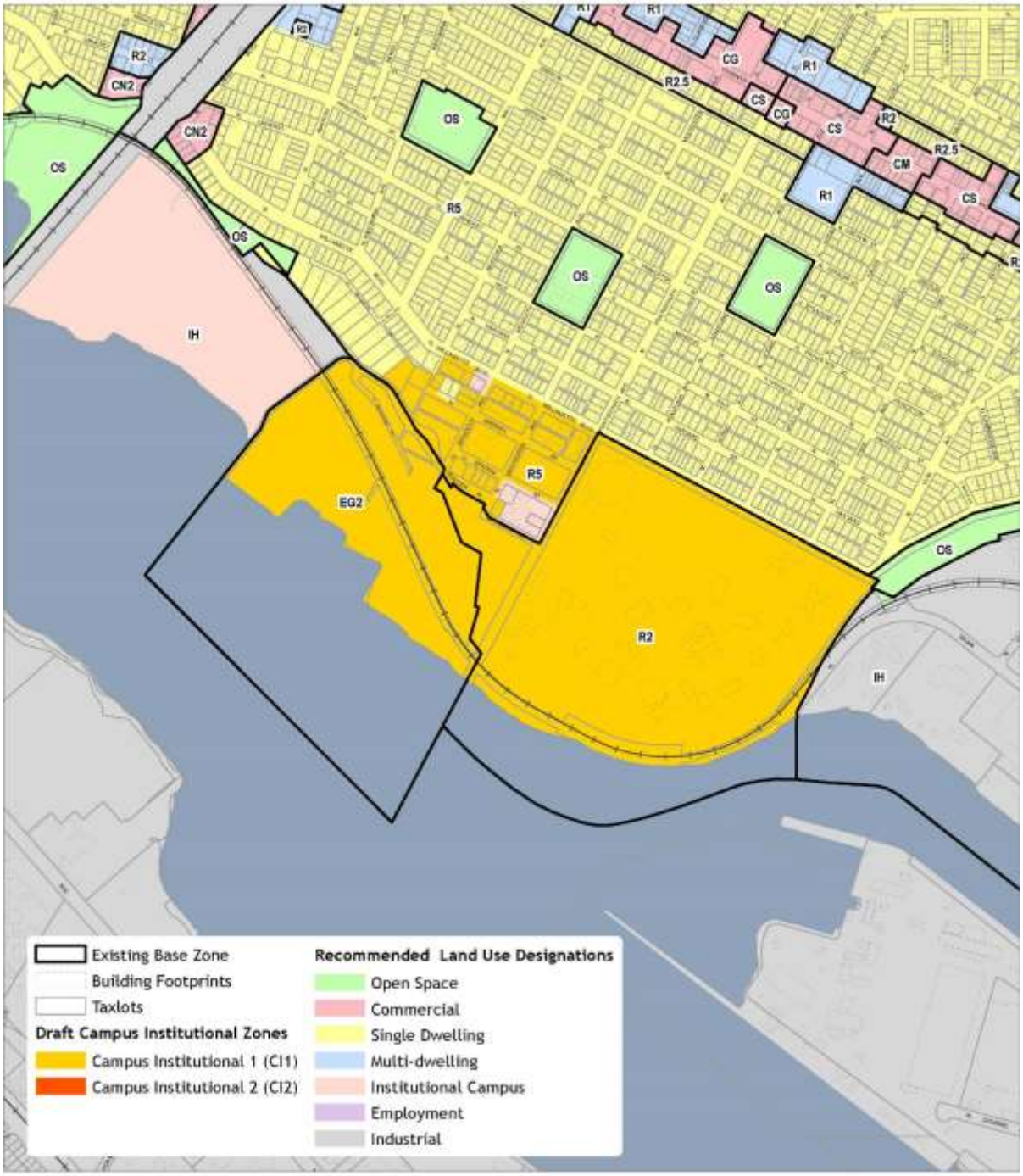
Map 12: Reed College



Map 13: University of Portland



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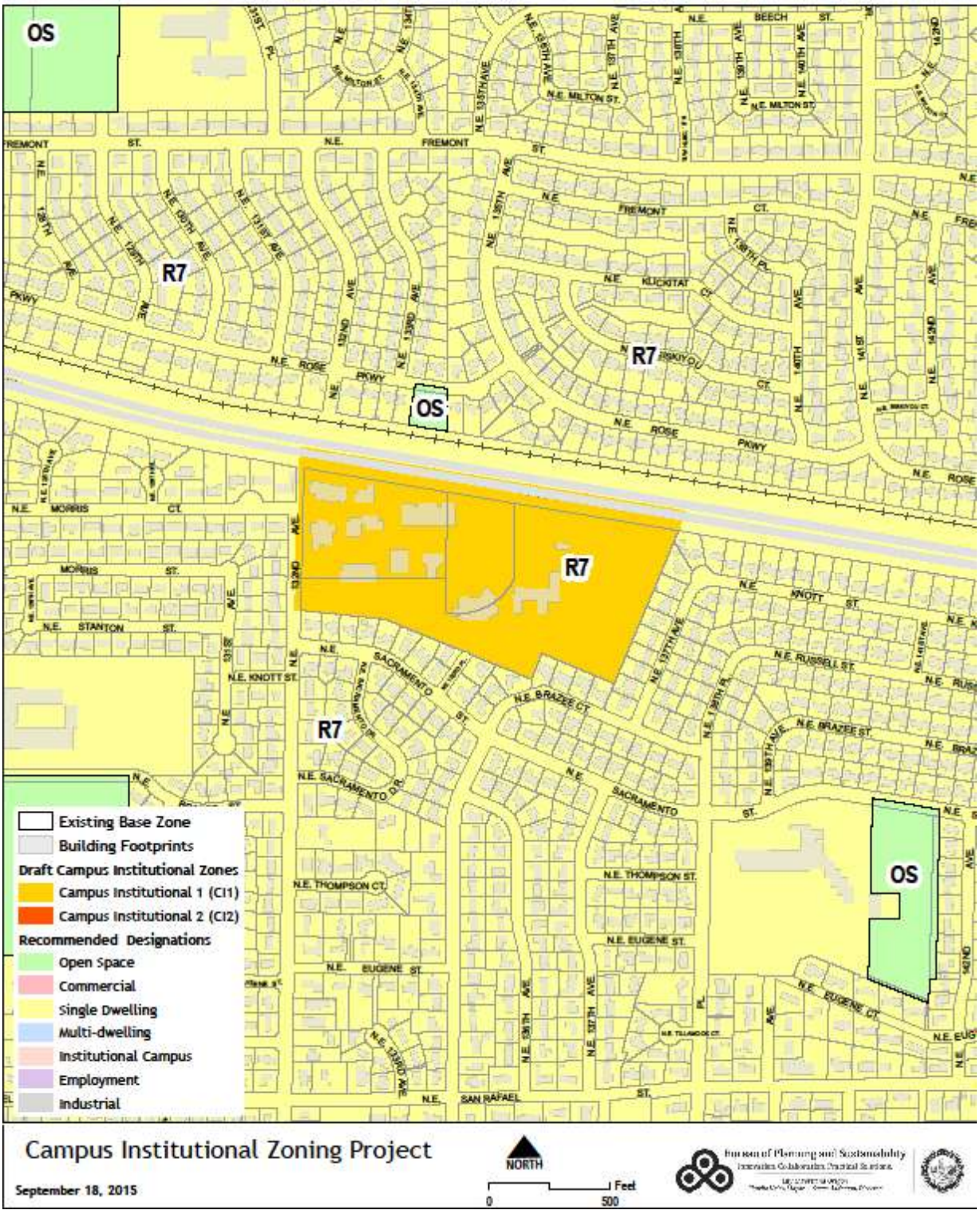
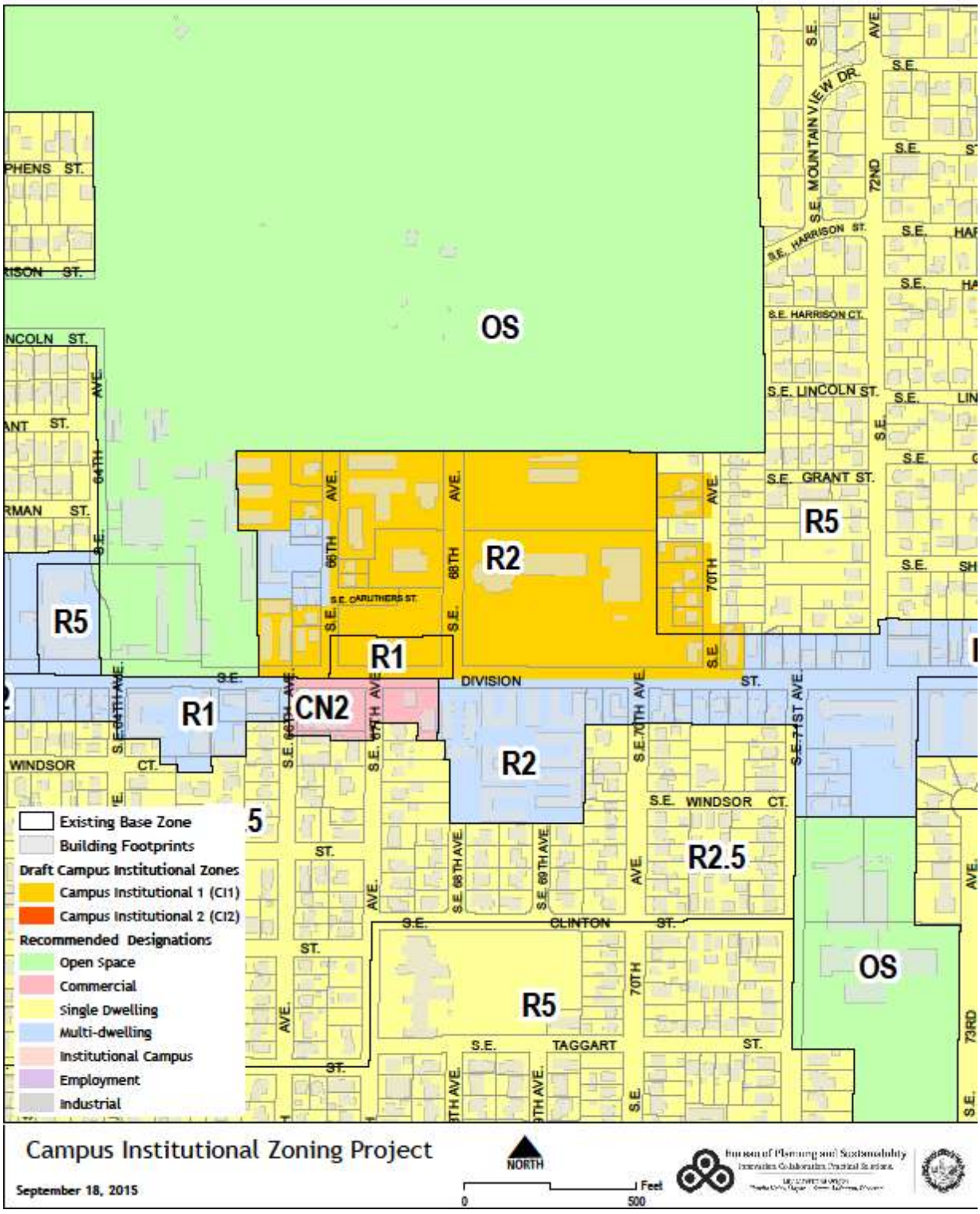
Map 14: University of Western States



Map 15: Warner Pacific University



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Section VII. Other Implementation Tools

Balancing the growth needs of the campus institutions with the quality of life of the surrounding neighborhoods is not only accomplished through adoption of the new Campus Institution zones. There are other City codes and infrastructure investments that will serve to support the objectives of this project as well.

Affiliated City Codes
The two new proposed base zones will operate within a larger regulatory structure that will continue to influence how campus institutions will develop and interact with their adjoining neighborhoods. Within the Zoning Code, Chapter 200 Additional Use and Development Chapter 400 Overlay zones, and Chapter 500 Plan Districts contain specific procedures and development standards that will apply to institutions. Depending on the proposed development and the specific location of the institution one or more of the following additional regulatory requirements may be applicable:

Chapter 200 Additional Use and Development Regulations
33.243 Helicopter Landing Facilities
33.248 Landscaping and Screening
33.262 Off-Site Impacts
33.266 Parking and Loading

Chapter 400 Overlay Zones
33.420 Design Overlay Zone
33.430 Environmental Overlay Zone
33.440 Greenway Zones

Chapter 500 Plan Districts
33.526 Gateway Plan District (Adventist Medical Center)
33.555 Marquam Hill Plan District
33.561 North Interstate Plan District (Legacy Emanuel Hospital)
33.562 Northwest Plan District (Legacy Good Samaritan Hospital)

Chapter 800 Land Use Reviews
33.805 Adjustments
33.852 (proposed) Transportation Impact Analysis
33.815 Conditional Use Review
33.825 Design Review

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Other Codes
Other city codes relevant to the development and operation of institutions remain in place including but not limited to: Title 11 Trees; Title 17 Public Improvements; Title 18 Noise Control and Title 32 Signs and Related Regulations.

Transportation System Improvements
In addition to the regulatory constraints that limit development potential on the dispersed campus institutions there are specific infrastructure impediments to institutional growth, which have been identified in transportation analysis done as part of the Comprehensive Plan. Transportation improvements that mitigate for these impediments and improve the multi-model transportation system in the neighborhoods surrounding these institutions are presented for inclusion in the City's "Transportation Systems Plan" (TSP). The TSP identifies over $700 million dollars in transportation infrastructure projects within 1/2 mile of the dispersed campus institutions including $122 million dollars in projects that directly improve the transportation networks within the neighborhoods surrounding these campuses. An abbreviated list of these recommended TSP projects is included as appendix b. to this report. As the City and region secures funding for transportation improvements, that money is spent on projects identified in the TSP. Funding is not guaranteed for these identified projects. The City expects to coordinate funding strategies with the colleges and hospitals that will benefit from these projects.

Expanded Transportation Demand Management (TDM) Requirements
TDM encompasses a variety of strategies to encourage more efficient use of the existing transportation system and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand.

As part of the Campus Institutional Zoning Project, PBOT will consider expanding the requirement that each campus has an approved, performance-based TDM Plan. TDM plans for colleges and medical centers will be approved through Transportation Impact Review (proposed Chapter 33.852). These plans would need to be updated when development occurs over certain impact thresholds. Changes may include better integration of TDM and parking management; and revitalized TDM program monitoring. Implementation of these concepts will involve changes to the Zoning Code (in Chapter 33.266), and to Title 17. Title 17 changes will address minimum requirements for TDM plans, fees, and enforcement. Title 17 may also authorize PBOT to publish administrative rules that will contain the specific forms and monitoring requirements. These rules will be finalized in 2016 or early 2017.

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VIII. Appendices

Appendix a: Outreach Meeting Schedule
Appendix b: Representative Transportation System Improvements

Maps
Map 1: Concordia University
Map 2: Legacy Emanuel Hospital and Health Center
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Appendix a. List of Scheduled Outreach Meetings (partial)

Public outreach efforts included advisory group meetings, attendance at Comprehensive Plan open houses and scheduled briefings with neighborhood associations, institutions and other interested groups.

Date	Outreach Event/Meeting
11/26/2012	Montavilla Neighborhood Association
11/29/2012	Comp Plan Update: Campus Institutional Policy Update Community Briefing
12/17/2012	Eliot Neighborhood Association
12/18/2012	SWNI LU Chairs
1/23/2013	Northeast Coaltion of Neighborhoods, Land Use and Transportation Committee
1/24/2013	North Portland Land Use Group
1/28/2013	SE Uplift Land Use Chairs
6/25/2013	Concordia University
10/2/2013	Sellwood-Moreland Improvement League (SMILE)
10/15/2013	Diversity and Civic Leadership
10/16/2013	Woodstock Neighborhood Association Land Use Committee
11/20/2013	Community Involvement Committee
12/12/2013	Project Advisory Group Meeting #1
12/17/2013	North Mt. Tabor Neighborhood Association
2/13/2014	Project Advisory Group Meeting #2
4/10/2014	Project Advisory Group Meeting #3
6/12/2014	Project Advisory Group Meeting #4
8/14/2014	Project Advisory Group Meeting #5
8/18/2014	Northwest District Neighborhood Association - NWDA
9/1/2014	Collinsview Neighborhood Association
9/10/2014	Open House - David Douglas High
9/11/2014	Project Advisory Group Meeting #6
9/18/2014	Open House - Roosevelt High
10/9/2014	Project Advisory Group Meeting #7
11/13/2014	Project Advisory Group Meeting #8
11/18/2014	Reed College
1/15/2015	Project Advisory Group Meeting #9
2/17/2015	SWNI Land Use Committee
3/12/2015	Project Advisory Group Meeting #10
3/16/2015	Southeast Uplift
3/18/2015	North/Northeast Business Association
3/25/2015	Northeast Coalition of Neighbors
3/26/2015	North Portland Land Use Group
4/6/2015	East Portland Land Use Chairs
4/13/2015	Eliot NA Land Use and Transportation Committee
4/29/2015	Portland Community College
4/29/2015	Providence Medical Center
5/7/2015	University of Portland
5/19/2015	Kaiser Medical Center
6/22/2015	Legacy Good Sam
6/25/2015	Northwest District Neighborhood Association

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Institution	Project Name	Estimated Timeframe	Cost
Concordia University	Twenties Bikeway	Years 1 - 10	$3,353,690
Kaiser	Failing Street Neighborhood	Years 1 - 10	$1,000,000
Lewis & Clark College	SW Terwilliger Corridor Improvements, Segment	Years 11 - 20	$4,000,000
Lewis & Clark College	Terwilliger Bikeway Gaps	Years 1 - 10	$1,000,000
Multnomah University	Inner Glisan Bikeway	Years 11 - 20	$5,352,131
Multnomah University	I-84 Active Corridor	Years 1 - 10	$1,207,937
Pcc-cascade	Killingsworth Street	Years 1 - 10	$3,728,869
Pcc-southeast	SE Seventies Bikeway	Years 1 - 10	$2,818,037
Pcc-southeast	Inner Division Corridor Improvements, Phase	Years 11 - 20	$5,000,000
Pcc-southeast	82nd Ave Corridor	Years 1 - 10	$5,000,000
Pcc-southeast	SE Division St Transit	Years 11 - 20	$5,000,000
Pcc-sylvania	Outer Capitol Hwy Corridor	Years 11 - 20	$3,900,626
Pcc-sylvania	Barbur to PCC Neighborhood	Years 1 - 10	$850,000
Portland Adventist Hospital	Gateway Local Street Improvements, Phase	Years 1 - 10	$8,418,000
Portland Adventist Hospital	Gateway Local Street Improvements, Phase	Years 11 - 20	$8,418,000
Portland Adventist Hospital	Gateway Regional Center	Years 11 - 20	$1,944,558
Portland Adventist Hospital	Mill Park Pedestrian	Years 11 - 20	$10,000,000
Portland Adventist Hospital	4M Neighborhood	Years 1 - 10	$450,000
Portland Adventist Hospital	Gateway 99th/96th Streetscape	Years 11 - 20	$4,209,000
Portland Adventist Hospital	East Portland Access to	Years 1 - 10	$5,870,072
Providence Portland Hospital	Inner Glisan Bikeway	Years 11 - 20	$5,352,131
Providence Portland Hospital	I-84 Active Corridor	Years 1 - 10	$1,207,937
Reed College	Twenties Bikeway	Years 1 - 10	$3,353,690
Reed College	Inner SE Steele Bikeway	Years 11 - 20	$1,077,000
University Of Portland	North Portland Greenway Trail, Segment	Years 11 - 20	$14,787,630
University Of Portland	North Portland Greenway Trail, Segment	Years 11 - 20	$5,256,420
Warner Pacific College	Inner Division Corridor Improvements, Phase	Years 11 - 20	$5,000,000
Warner Pacific College	SE Division St Transit	Years 11 - 20	$5,000,000
		Total	**$122,555,728**

Date: **January 13, 2016**

To: **Planning and Sustainability Commission**

From: **John Cole, Project Manager**

Copy: **Tom Armstrong, Joe Zehnder**

Subject: **Campus Institutional Zoning: Follow-up Information**

At the Planning and Sustainability Commission's December 15th Public Hearing a number of questions were raised either in public testimony or by Commissioners themselves. This memo attempts to address these questions.

1. Overall Summary of Support and Opposition for the Proposed Draft.

Based on submitted testimony, neighborhood associations are generally wary of the base zone proposal although there is written testimony providing conditional support from Dave Johnston, Land Use Chair of the Collinsview Neighborhood Association (testifying as an individual) and Tamara DeRidder, Chair of the Rose City Park Neighborhood Association. Both Mr. Johnston and Ms. DeRidder were active members of the Project Advisory Group.

Northwest District Association and University Park Neighbors are opposed based on a fundamental position that recurring Conditional Use Master Plans and or Impact Mitigation Plans are necessary for addressing conditions unique to their neighborhoods and are beneficial forums for communications between the institutions and neighbors.

Institutions are generally withholding support of the proposal pending the outcome of three issues: 1) They want the option to continue operating under their existing Conditional Use Master Plans (CUMP) and Impact Mitigation Plans(IMP) until their expiration (and beyond): 2) They are seeking additional assurances that existing development will not be considered "non-conforming" under the new zone district standards: and 3) They are seeking additional information regarding the new Transportation Demand Management and Transportation Impact Analysis requirements now being promulgated by PBOT as a component of the Transportation System Plan. These concerns are addressed below.

2. **Early Termination of Conditional Use Master Plans and Impact Mitigation Plans.**

The proposal is to legislatively rezone the 15 campuses as part of this project and to have the conditional use master plans expire at the end of 2020. The reason for the expiration is twofold:

I. An interest in simplifying the number of different zoning code regulations that apply to campus institutions. The City is legislatively changing the zoning, which relives the institutions of the burden and expense of applying individually for the new zones. At the same time it is moving all of the institutions to a single review procedure rather than adding yet another review procedure (base zone) to the CUMP and IMP procedures now

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in effect. After 2020 all campus institutions would be subject to the same base zones and development review procedures.

II. The City wants institutions to implement the new TIA/TDM requirements as a means of meeting mode split targets. Expiring existing CUMPs and IMPs is a means of encouraging new TIA/TDM programs from these significant transportation nodes.

PSC options to consider:

a) Affirm the proposed 2020 expiration date

b) Provide a transition period that ends later. An expiration date of 12/31/23 would be after the expiration date of all existing CUMPs.

c) Portland Providence Medical Center is asking that each institution be allowed an additional extension of their CUMP or IMP. This would extend the "transition period" out to the end of the Comprehensive Plan period.

d) Refrain from legislatively rezoning campuses. Allow institutions the choice of rezoning to

Option b) above may be an acceptable approach that provides the institutions with an ability to fully utilize their existing CUMP entitlements while still moving towards a base zone approach to institutional regulation.

3. Transportation Demand Management and Transportation Impact Analysis and Mitigation Requirements

While the campus zoning project may be the first instance where TDM concerns are raised, this is a citywide proposal by the Bureau of Transportation that will be presented more thoroughly as part of the Transportation Systems Plan (TSP) at the PSC Briefing (2/9/16) and Public Hearing (3/8/16). Code changes presented as part of the campus zoning project merely establish a requirement that TDM/TIA strategies be implemented by campus institutions (as is now the case) while the specific requirements are being presented as part of the TSP. This is not significantly different from what is already in place.

Existing Impact Mitigation Plan Text

33.848.070 Impact Mitigation Plan Requirements

G. Transportation. *For each phase of campus development the following must be addressed in the multi-modal transportation plan.*

2. Strategies to reduce the number of motor vehicle miles traveled by those traveling to and from the campus, i.e. students, patients, faculty, staff, and visitors

Existing Conditional Use Master Plan Text

33.820.070 Components of a Master Plan

G. Transportation and parking. *The master plan must include information on the following items for each phase.*

1. Projected transportation impacts. These include the expected number of trips (peak, events, and daily), an analysis of the impact of those trips on the adjacent street system, and proposed mitigation measures to limit any projected negative impacts. Mitigation measures may include

improvements to the street system or specific programs and strategies to reduce traffic impacts such as encouraging the use of public transit, carpools, vanpools, and other alternatives to single occupant vehicles.

Proposed Title 33 Text

33.852.110 Approval Criteria for Transportation Impact Reviews~~

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met:

B. *Adequate transportation demand management strategies will be implemented to reduce the number of trips made to the site by single-occupant vehicles, especially during peak commuting hours.*

4. Request to Explicitly Identify Nonconforming Uses or Development Created From Legislative Rezoning as Grandfathered and not Subject to Non-Conforming Upgrade Requirements of 33.258.070

Nonconforming uses and development are already grandfathered through code section 33.258 which states that both nonconforming uses and nonconforming development are allowed to continue. This is not something that needs to be explicitly stated in the CI code section.

According to existing code section 33.258.070 certain types of nonconforming development must be brought into conformance with current code standards when an alteration valued at more than $153,450 is made to the site. Development subject to this requirement is limited to

- Landscaping and trees;
- Pedestrian circulation systems;
- Bike parking;
- Screening;
- Required paving of surface parking and exterior storage and display areas.

Other standards including building height, setbacks, building length, ground floor windows, façade articulation, and main entrance requirements are not on the list of required upgrades because it would be too hard/expensive to retrofit an existing building to meet these standard. Exterior alterations that add square footage to an existing nonconforming building would need to conform to the new standards.

5. Request to Remove Three Legacy Emanuel Lots at the NW Corner of Russel & N Williams From IC Designation and CI2 Zone in Favor of Mixed Use Designation and Zone to Support Community Supporting Housing, School and Commercial Activities.

Any such change would start with a change to the Comprehensive Plan Map designation that is currently under consideration by the City Council. City staff has forwarded the NNE Business Association letter to Legacy Emmanuel and will assist Legacy Emanuel to consider the implications such a change would have on their development potential.

6. Request to add "Residential" to Permitted Uses to Allow Housing as Transitional Uses at Campus Boundaries

Allowed uses were discussed at length with the Project Advisory Group and among staff. One of the main objectives of this project is to provide additional development potential to support healthcare and higher education job growth. Allowing residential development not related to the primary campus use such as student/faculty housing or patient family housing acts to subtract development capacity available to the primary healthcare and higher-education use.

Staff remains opposed to allowing unrelated/non-accessory residential development in the CI1 and CI2 zone.

7. Small Scale Energy Production Allowance.

Proposed text is similar to that adopted across numerous zones as part of the "Green Bundle" proposed in RICAP 5 (April 2010). As part of that bundle "onsite power generation" is now permitted in all zones. In RX and IR zones, up to 10 tons per week of biological materials or byproducts from other sites may be used to generate energy. All other Basic Utilities are limited to 20 percent of the floor area on a site, exclusive of parking area, unless specified above.

The PSC could eliminate the allowance for offsite biological material from the CI1 zone if they felt this was prudent in preventing excess truck traffic.

8. CI Zone & IC Designation Boundaries and Private Inholdings.

There are approximately 10 instances where exceptions have been made to the IC Institutional Campus Comprehensive Plan Map designation and the corresponding application of the Campus Institution zone. Six of these were at the request of individual property owners and four at the initiation of staff. Private inholdings that are not owned by the institution are the result of existing zoning code section 33.848.070 B. Institutional campus boundary pertaining to the establishment of an impact mitigation plan boundary that allows an institution to "include land that the institution does not presently control. However, sites must be controlled by the institution to be zoned IR."

The initial methodology for assigning the IC Institutional Campus Comp Plan designation was to follow approved CUMP and IMP boundaries. However, in reviewing each campus and responding to property owner requests, BPS staff identified ten situations where the proposal is not to apply the IC map designation and retain the current underlying map designation.

The following table provides a complete listing of the Comprehensive Plan Map and Zoning Map revisions that have been made or under consideration during the project's review.

Campus Boundary Amendments

Institution Involved	Address/location	Revision	Inititiated by	Comment/status
PCC Cascade (IMP)	5534 N Missouri and adjacent ownership	Refrain from CI Comp Plan Designation	Property Owner	revision included in current Comp
		Retain CS Zone		Plan Map
	Various Killingsworth Frontage	Refrain from CI Comp Plan designation	Staff	revision included in current Comp
		Retain CS zone		Plan Map
	2 full blocks, N of Jessup,	Refrain from CI Comp Plan Designation	Staff	revision included in current Comp
	both sides of Mississippi	Retain R1 Zone		Plan Map
Concordia (IMP)	2626 NE Dekum	Refrain from IC Comp Plan designation	Property Owner	Comp Plan Map amendment incl. in
		Retain CN1 zone		staff proposed council amendment
	6700 NE 29th	Refrain from IC Comp Plan designation	Property Owner	revision included in current Comp
		Retain R5 ah Zone		Plan Map
	Misc 27th & 30th Avenue frontage	include in IC Comp Plan designation	Staff	revision included in current Comp
	(6 lots)	Retain R5 zone		Plan Map
Legacy Emanuel (IMP)	Unaddressed N Kerby	Retain IG1 zone	PDX Facilities	Pending
Legacy Good Sam (IMP)	2244 NW Overton	Refrain from IC Comp Plan	Property owner	Request submitted and under
		Retain RH zone		review
Kaiser Medical Center	2 Blocks N of Failing	Refrain from IC Comp Plan designation	Staff	revision included in current Comp
		Retain exisitng R1d and Exd zones		Plan Map
Lewis and Clark (CUMP)	Misc lots including 425 SW Maplecrest	Apply IC Comp Plan designation	Property owner	revision included in current Comp
	9919-10025 Boones Ferry	Rezone to CI1		Plan Map

9. Good Neighbor Agreements

Staff supports the concept of Good Neighbor Agreements and believes that institutions will continue to enter into these with adjoining neighborhood associations even in the absence of requirements from either a CUMP/IMP condition of approval or base zone requirement.

The City Attorney's Office advises against requiring third party agreements as a condition of zoning code approval. If the PSC would like to include a requirement for a Good Neighbor Agreement this could be added to proposed code section 33.150.050 Neighborhood Contact and Outreach but should clarify that the City is not a party to, nor does it have enforcement responsibilities for such agreements.

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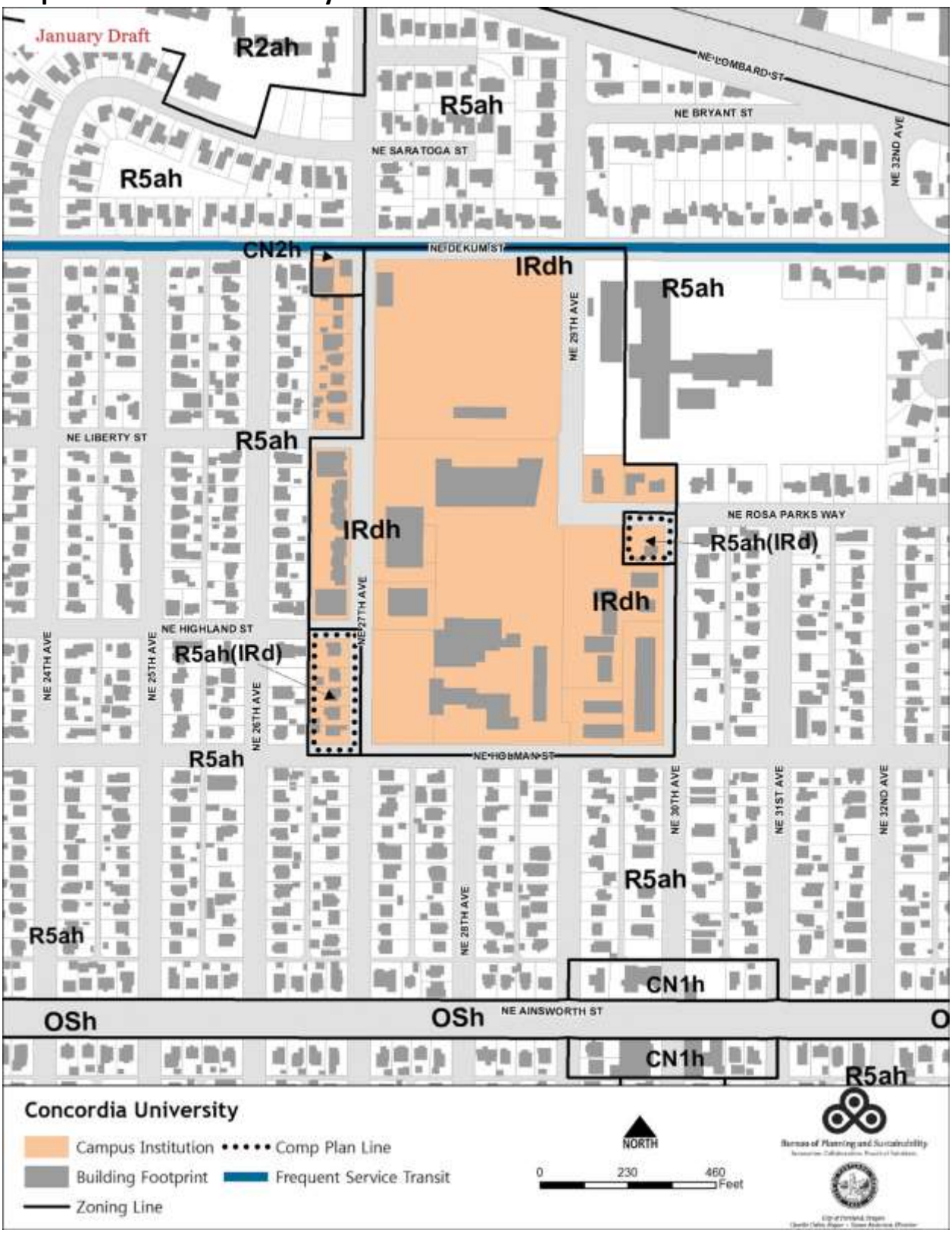
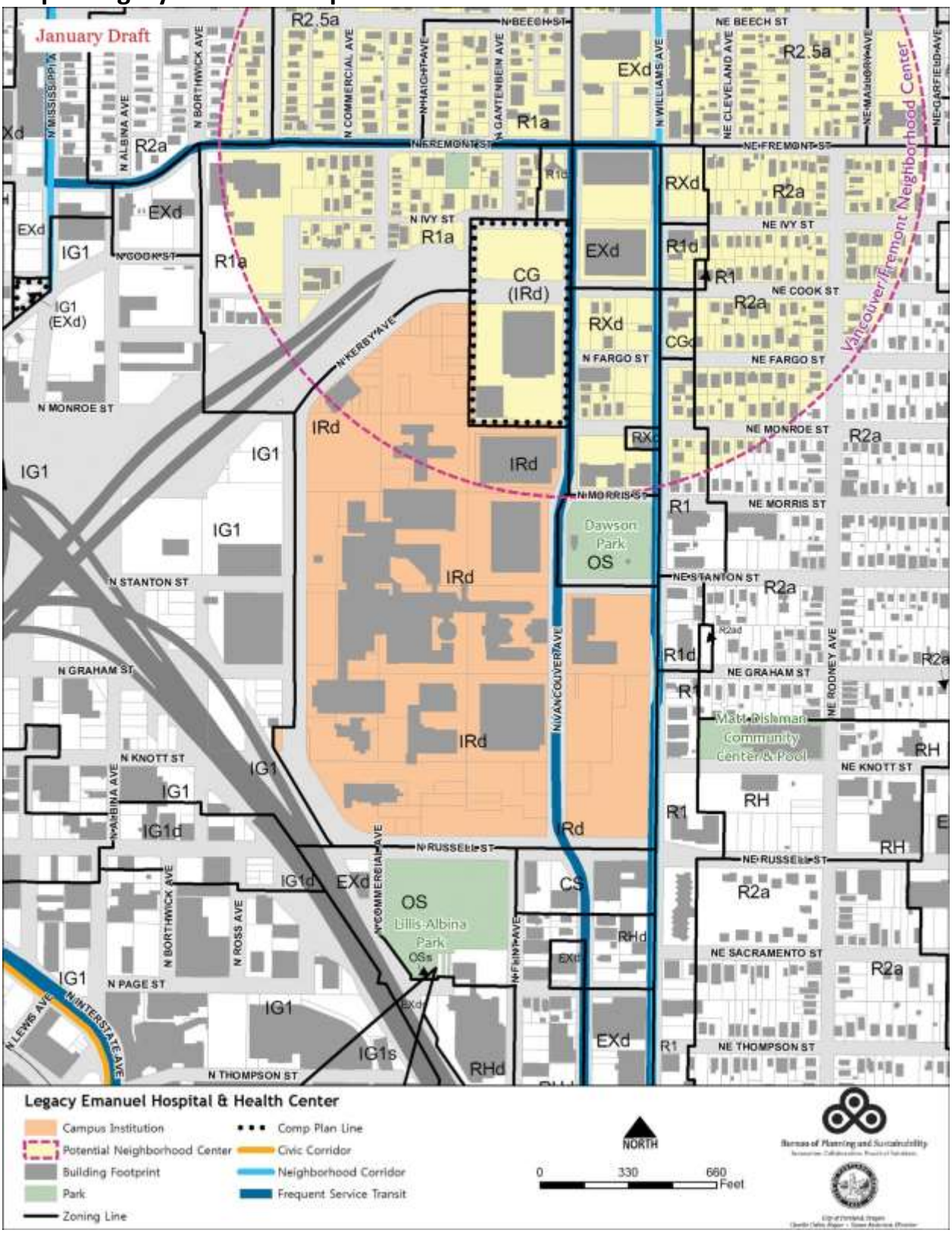
Map 1: Concordia University



Map 2: Legacy Emanuel Hospital and Health Center



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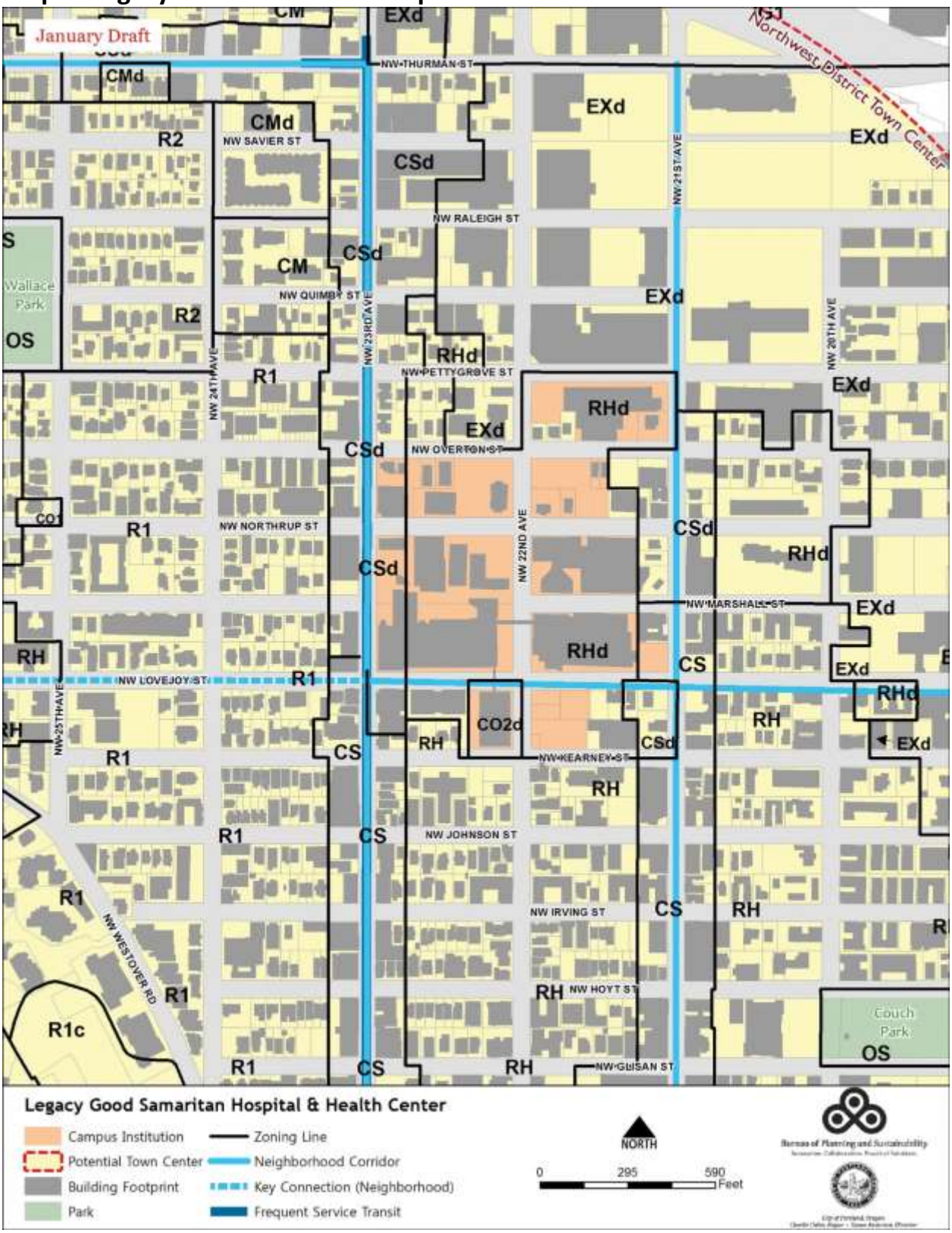
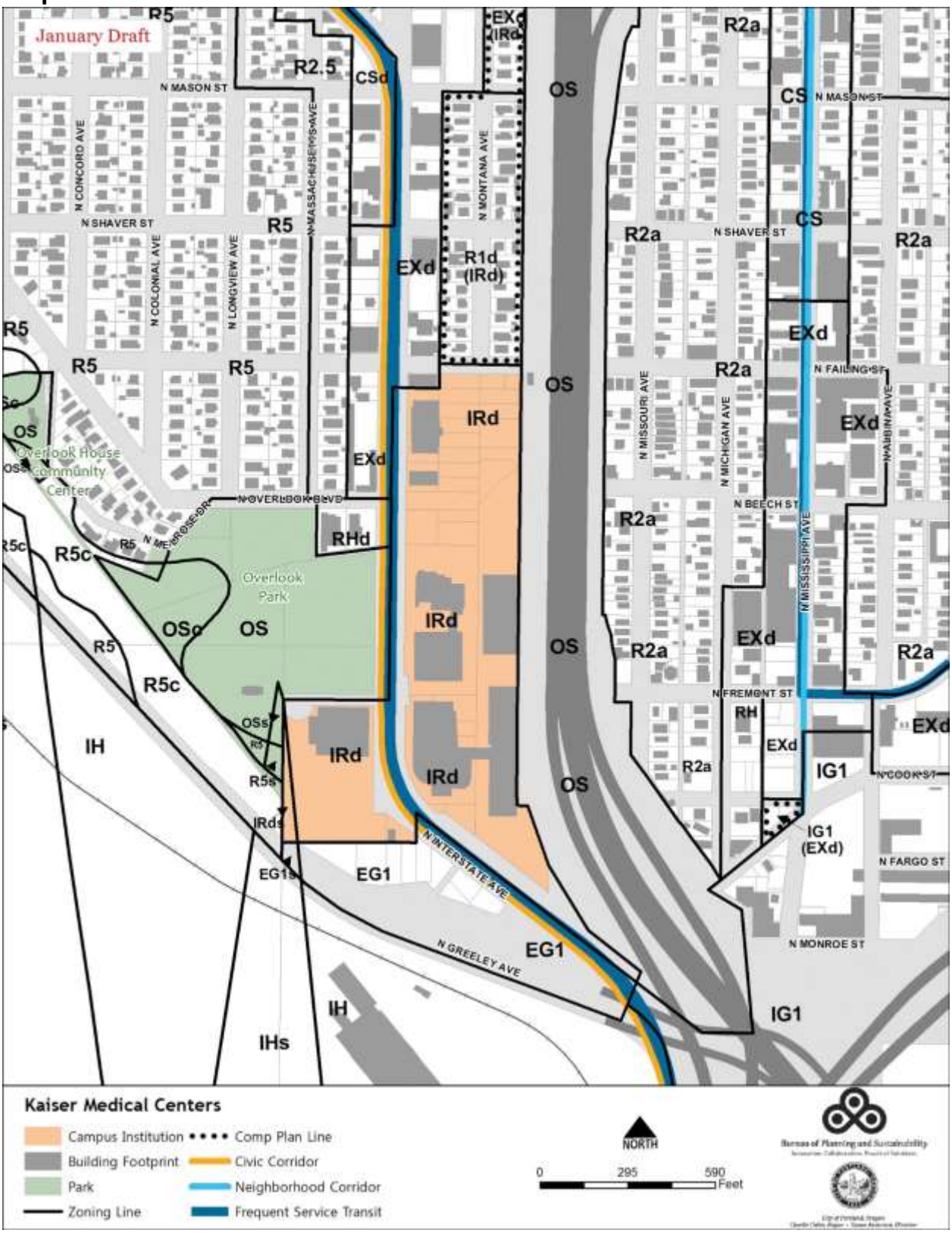
Map 3: Legacy Good Samaritan Hospital and Health Center



Map 4: Kaiser Medical Center



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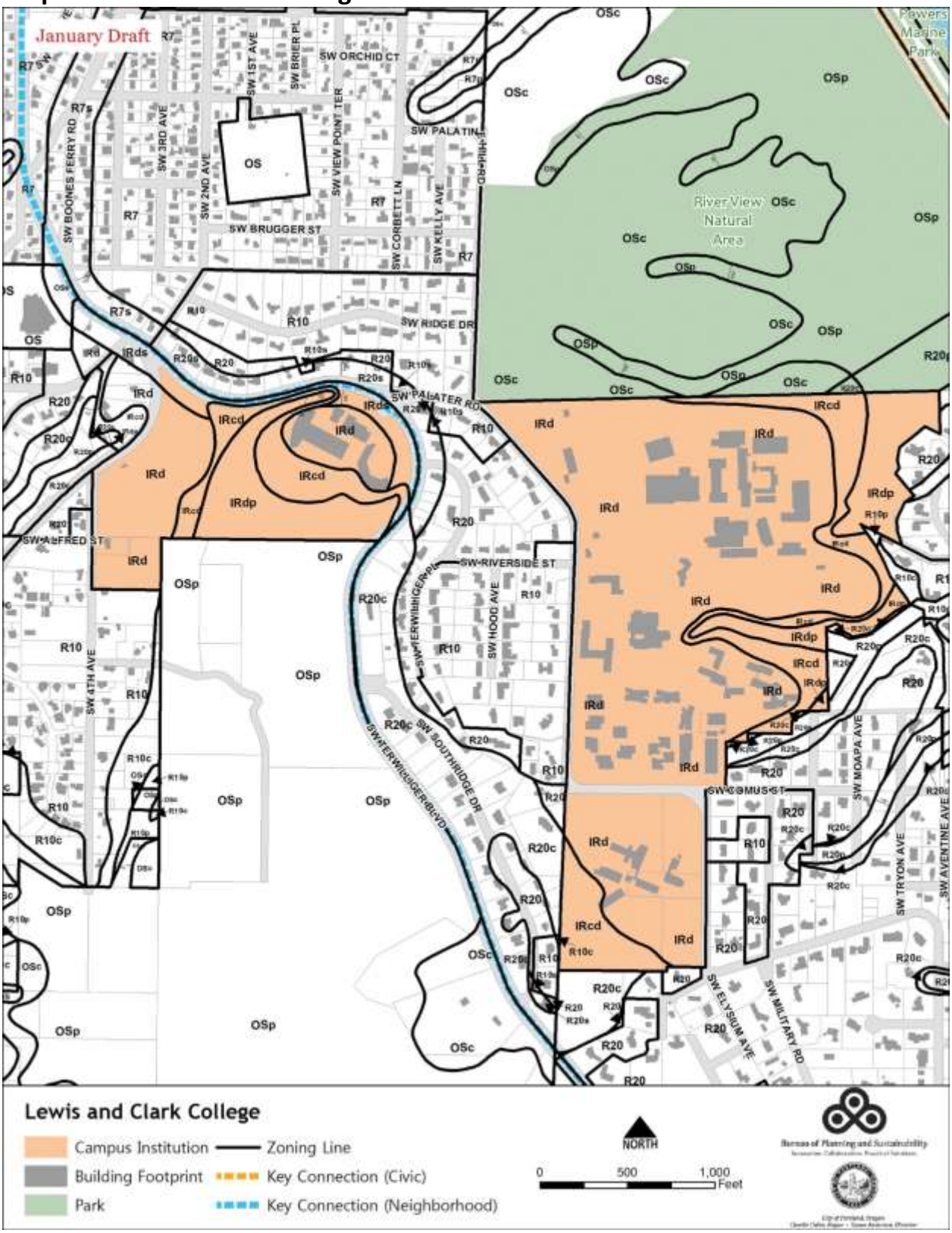
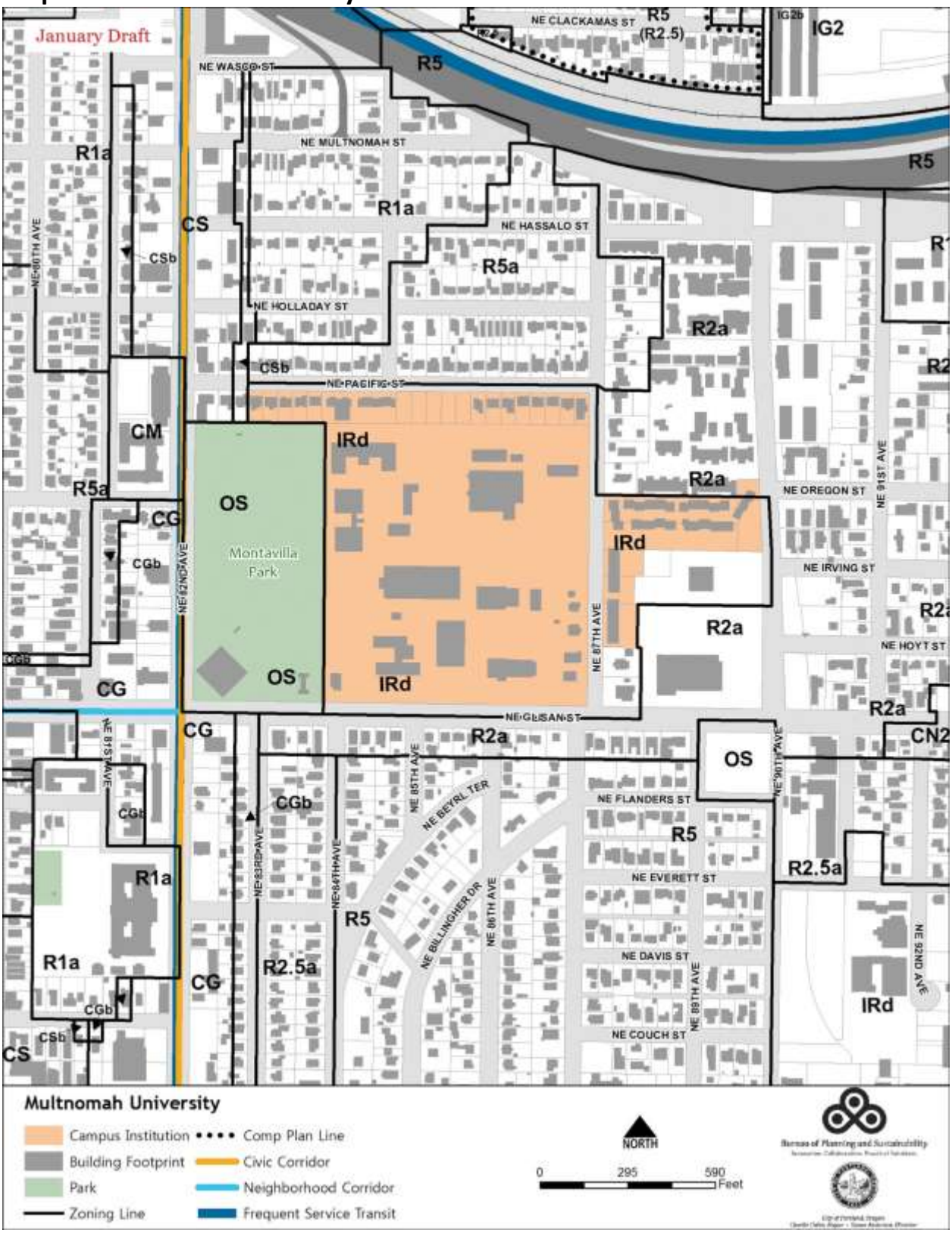
Map 5: Lewis and Clark College



Map 6: Multnomah University



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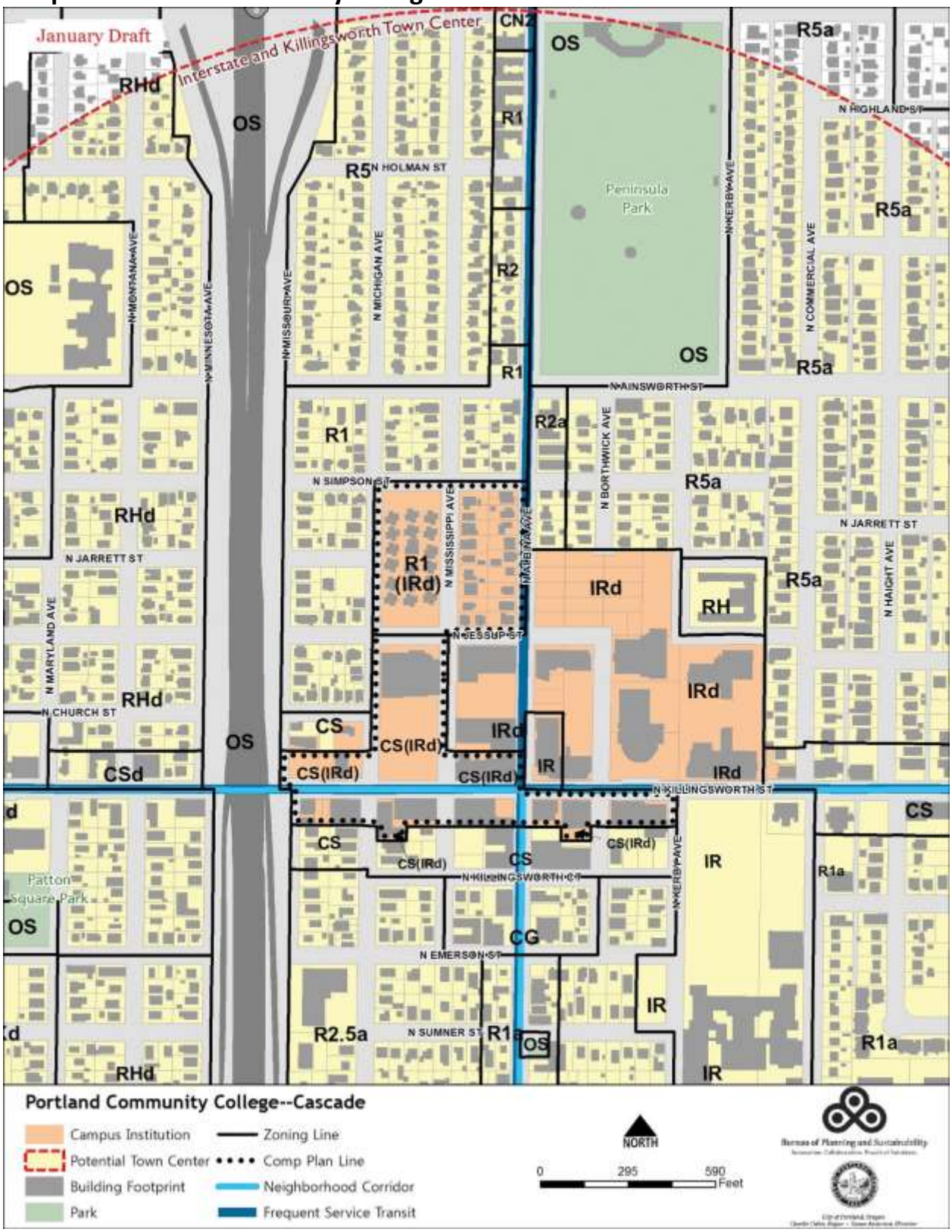
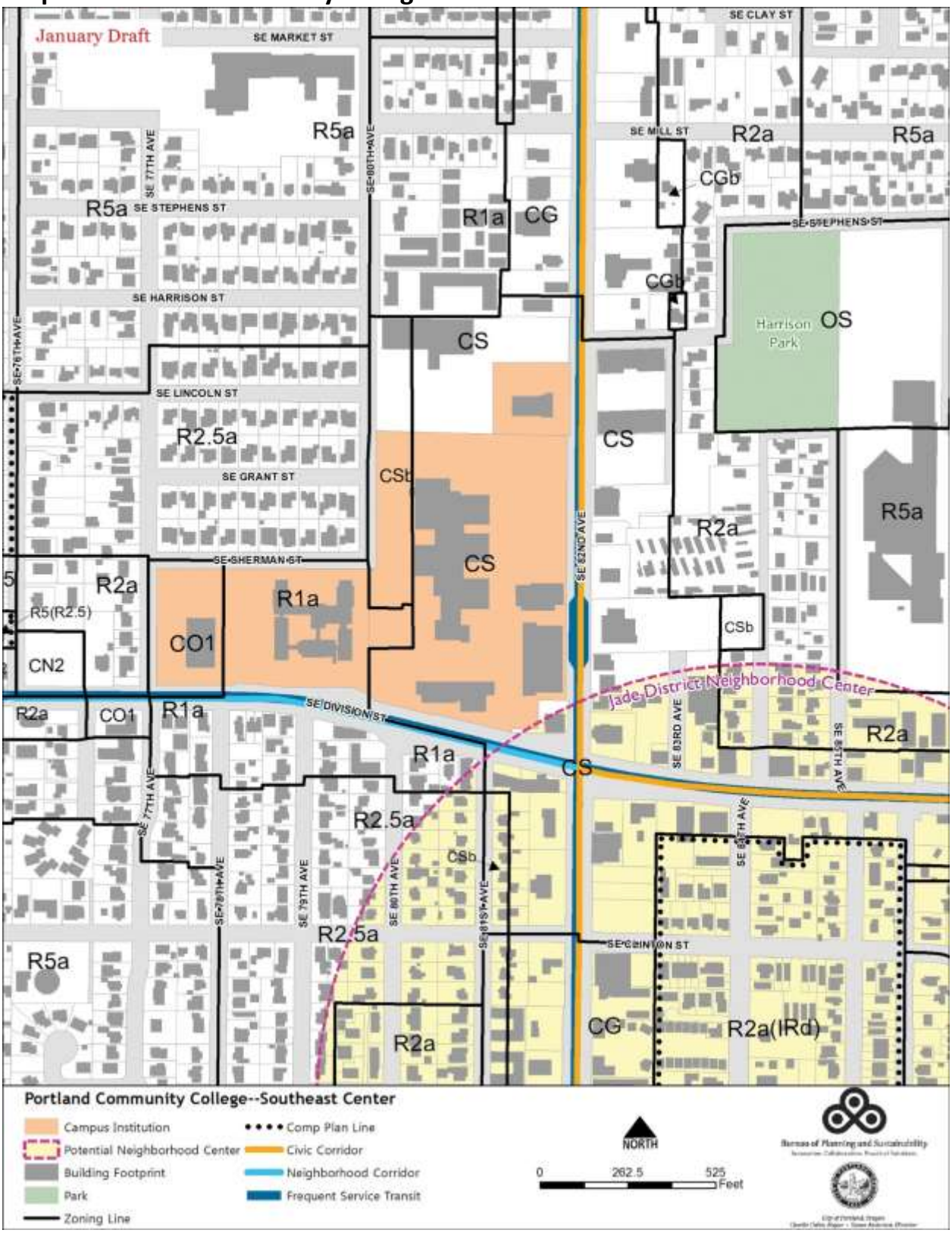
Map 7: Portland Community College - Cascade



Map 8: Portland Community College – Southeast Center



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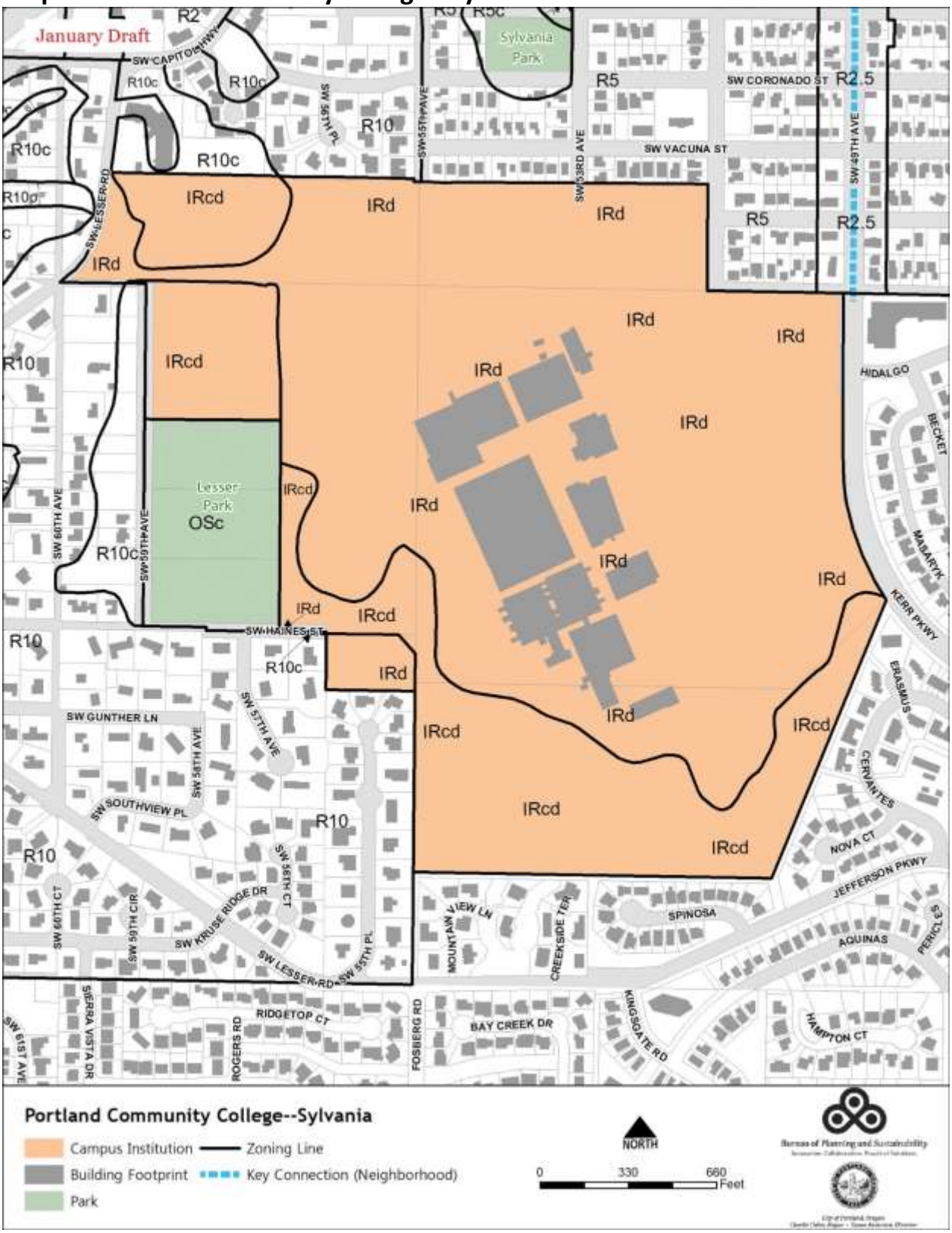
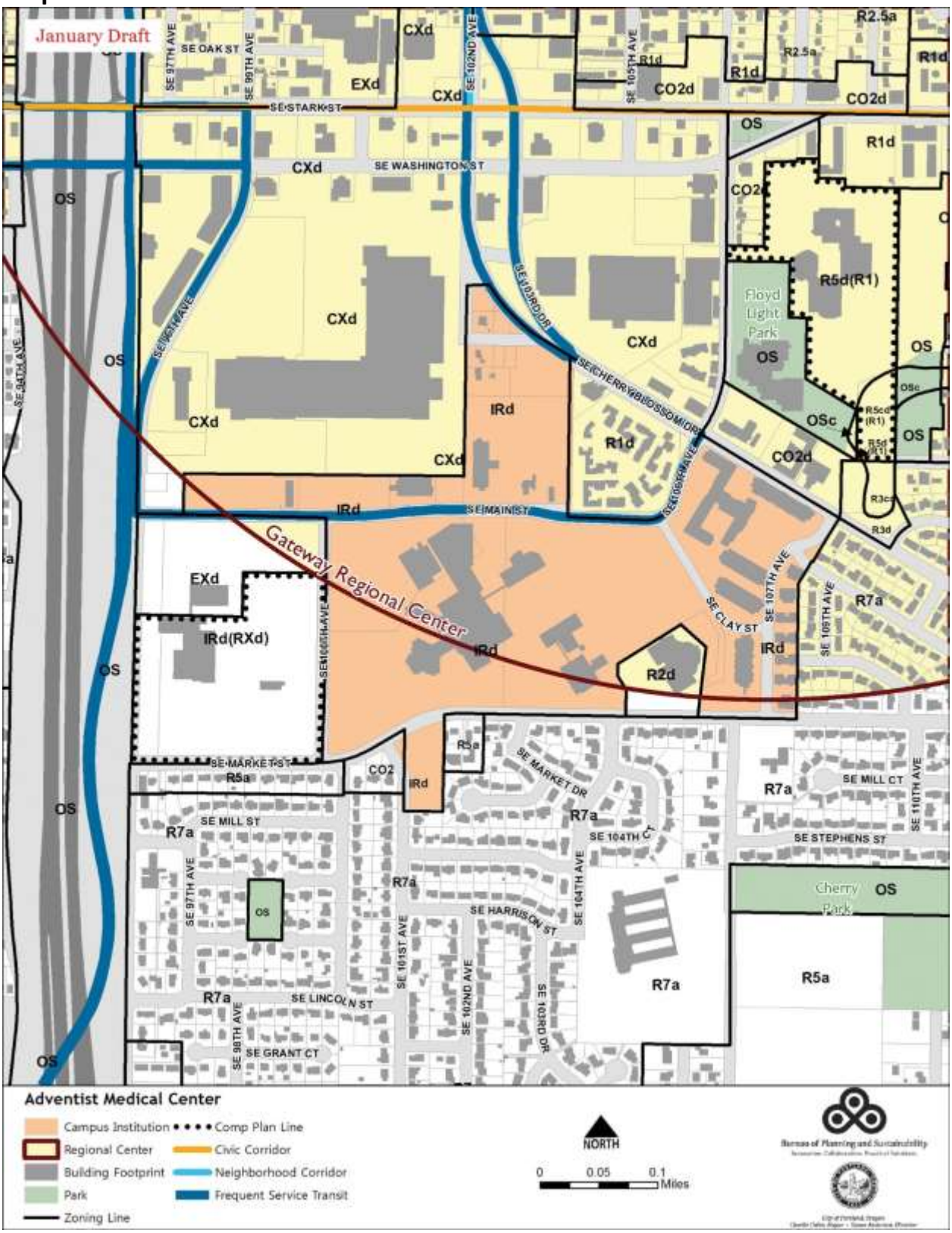
Map 9: Portland Community College - Sylvania



Map 10: Adventist Medical Center



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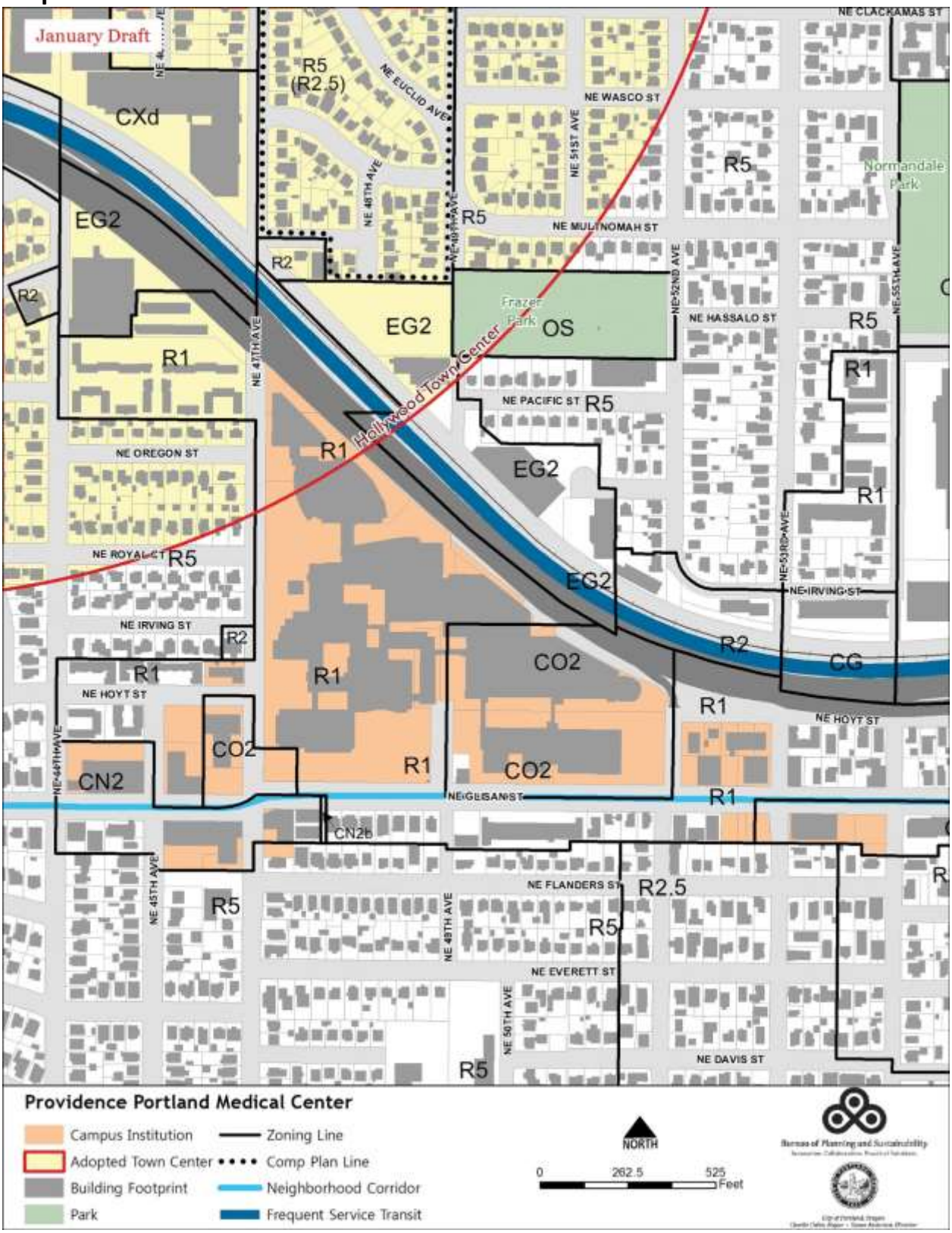
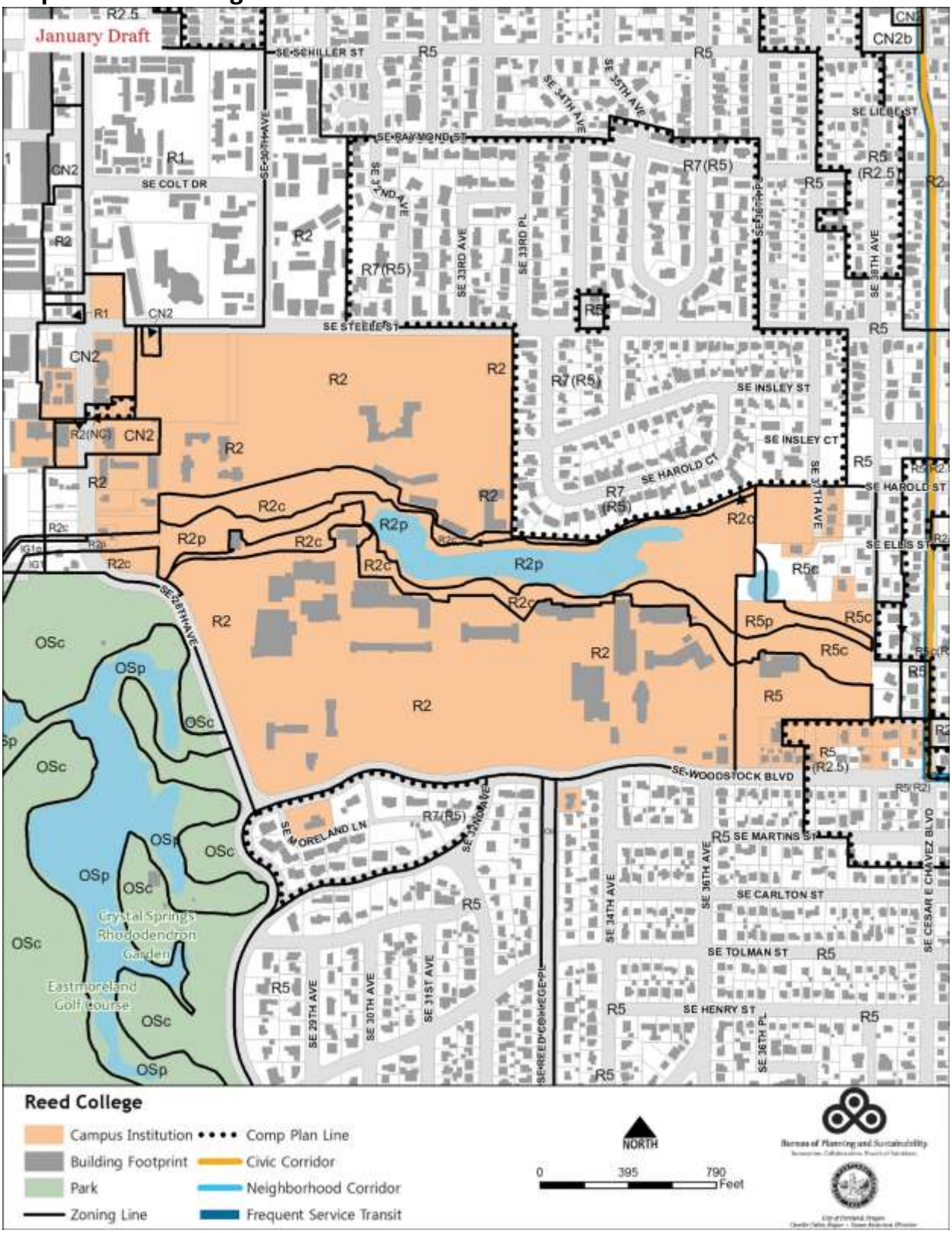
Map 11: Providence Portland Medical Center



Map 12: Reed College



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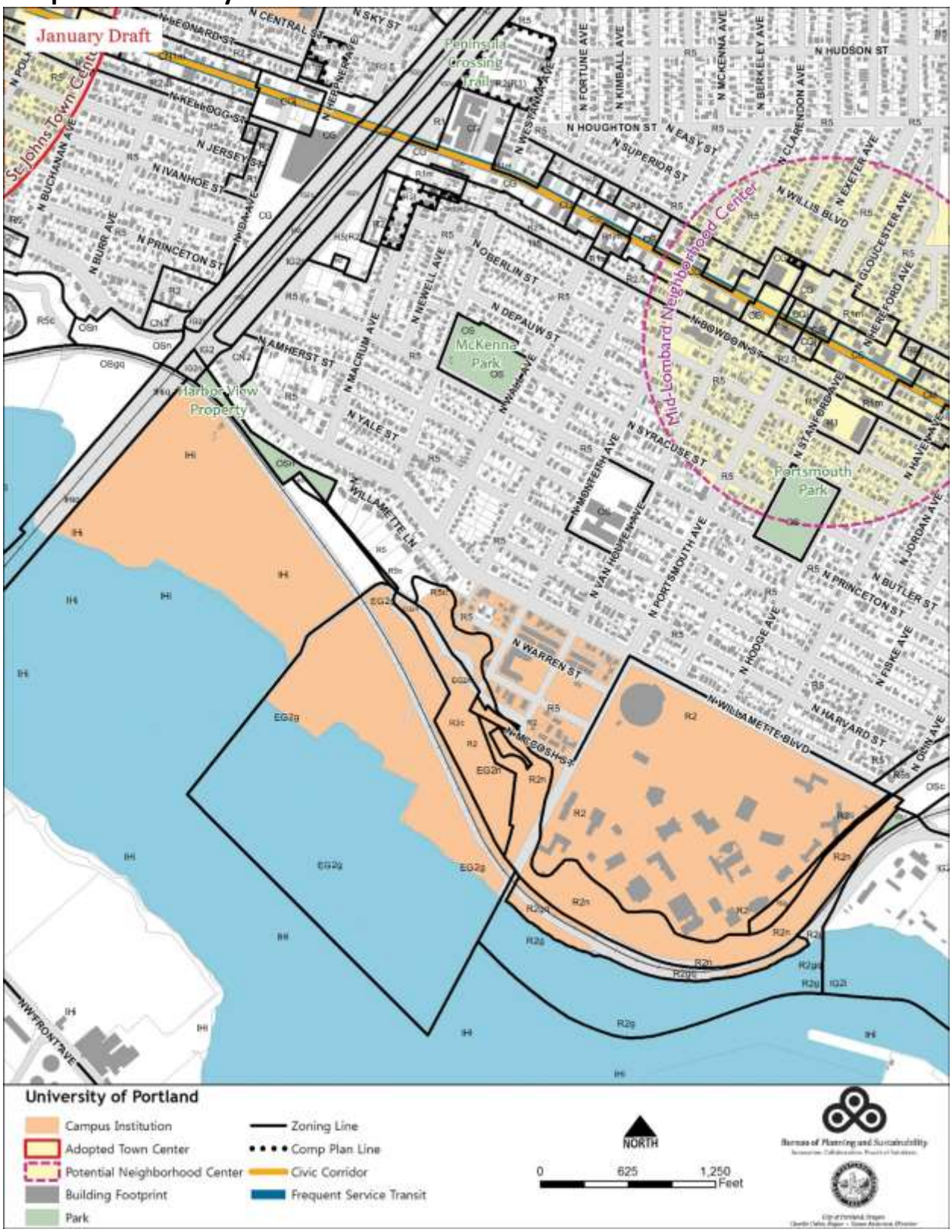
Map 13: University of Portland



Map 14: University of Western States



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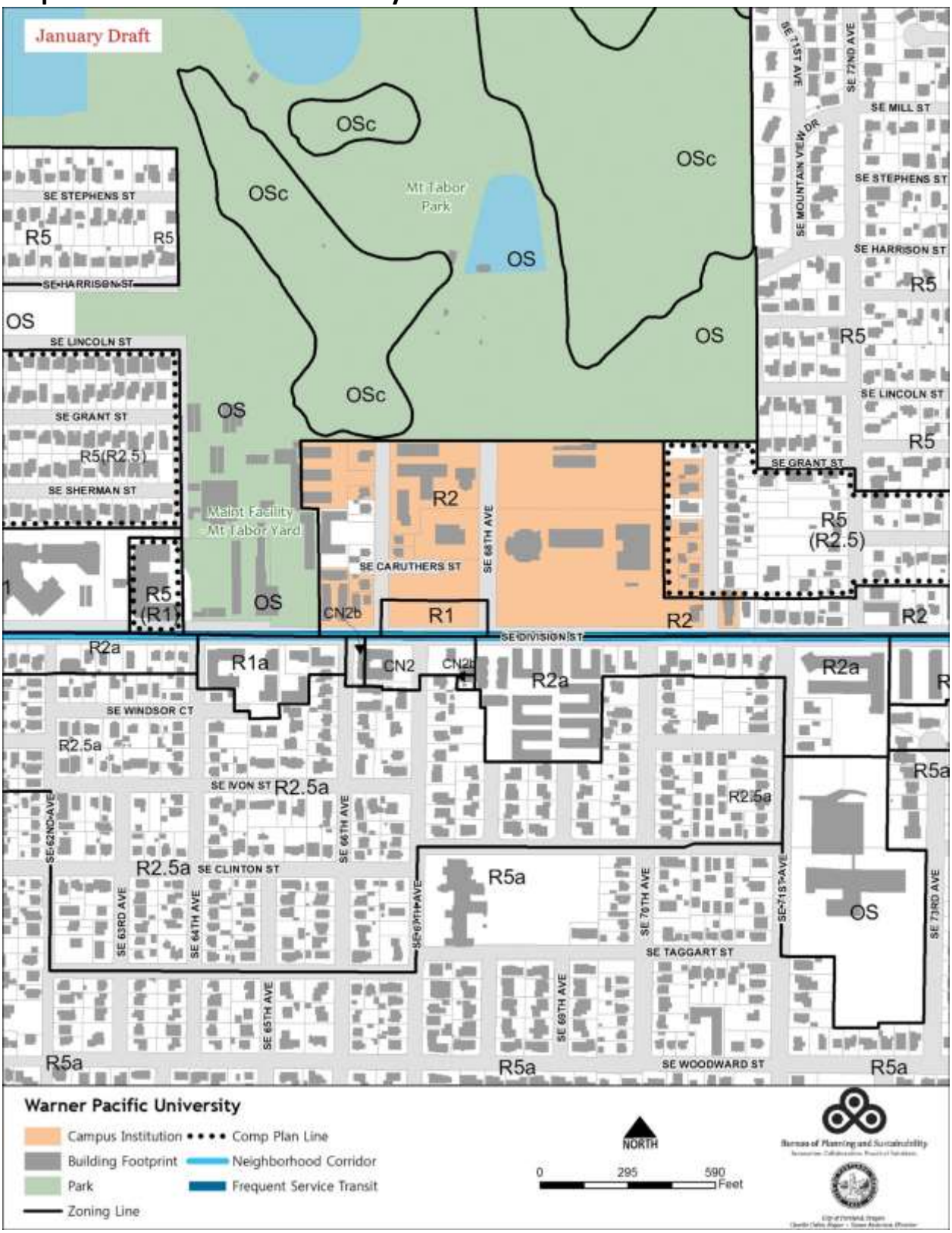
Map 15: Warner Pacific University



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PBOT
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Steve Novick Commissioner **Leah Treat** Director

Memorandum

To: Planning and Sustainability Commissioners

From: Zef Wagner, Portland Bureau of Transportation

Date: 03/03/2016

Subject: Hayden Island Bicycle Classification Map in TSP Proposed Draft

Background
On December 18, 2015, the Portland Bureau of Transportation (PBOT) issued the Proposed Draft of the Transportation System Plan (TSP). Section 5: Bicycle Classification Maps, page 7, shows the proposed Bicycle Classifications for Hayden Island and the surrounding area. This map shows a City Bikeway along the edge of Hayden Bay, along what is now a privately-owned path along the waterfront. This proposed classification has raised concerns among property owners around Hayden Bay, who expected this path to remain pedestrian-only.

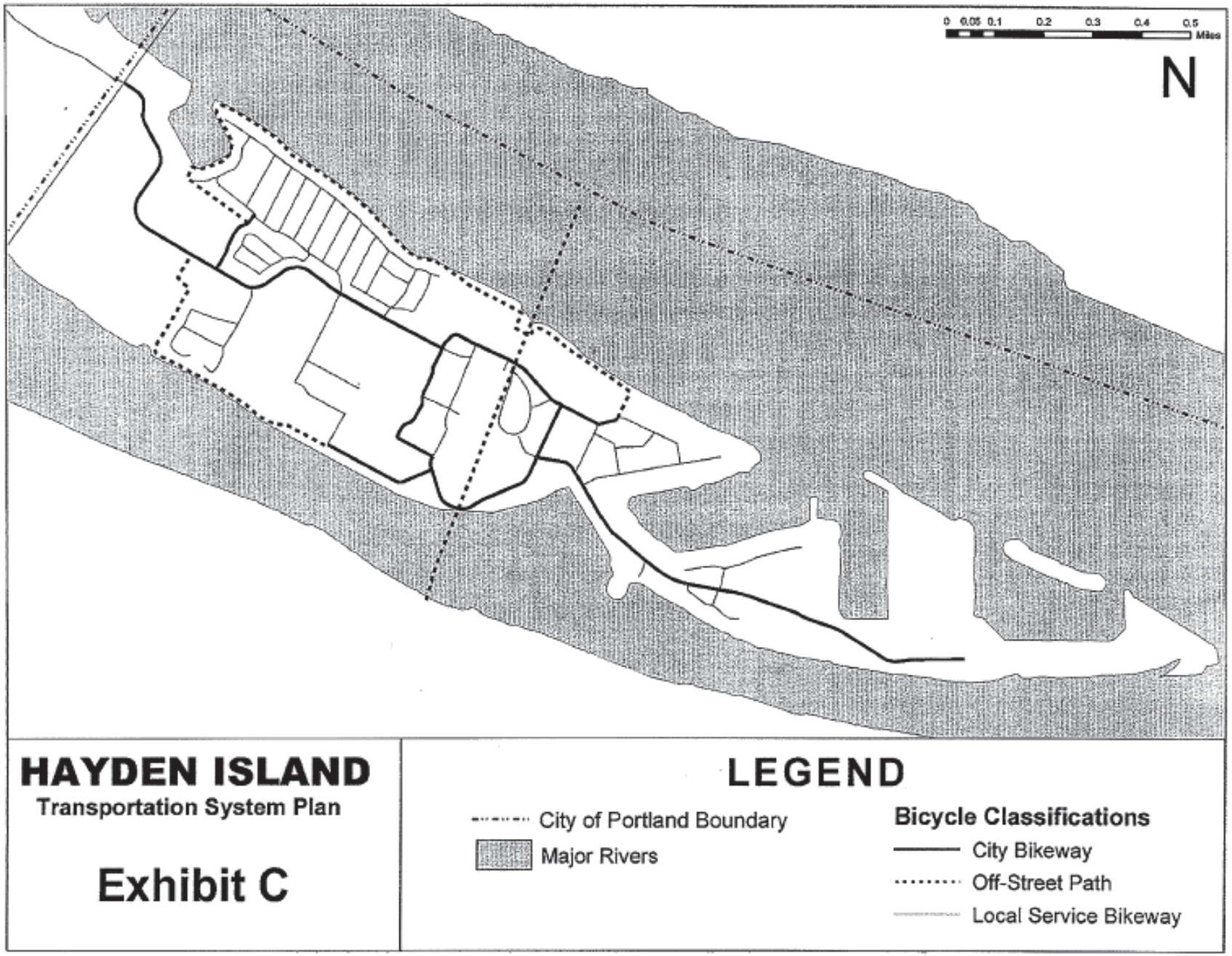
When developing the Proposed Draft of the TSP, PBOT staff reviewed previously adopted area plans to inform the proposed street classifications. Exhibit C on page 28 of the published Hayden Island Plan, available on the City of Portland website and marked as adopted by Portland City Council on August 19, 2009, shows a bicycle classification along Hayden Bay.

Staff Response
In response to recent concerns from residents and property owners around Hayden Bay, PBOT staff did additional research into the history of the Hayden Island Plan adoption process. It was discovered that an amendment to the Hayden Island Plan was passed by City Council to amend Exhibit C to delete the bicycle classification from the path around Hayden Bay and instead added a short connection to the local street system at N Hayden Island Dr. (near N Jantzen Beach Ave) between the Red Lion Hotel and the Waterside Marina. The bicycle classification was retained to the west of that connection, but was deleted to the east of the connection and around Hayden Bay.

PBOT staff recommends that the PSC amend the Proposed Draft of the TSP to remove the City Bikeway classification from the Waterside Marina and Hayden Bay path to be consistent with the amended version of Exhibit C of the Hayden Island Plan passed in 2009 (ORD 183124 - see amended map, next page).

The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.

183124



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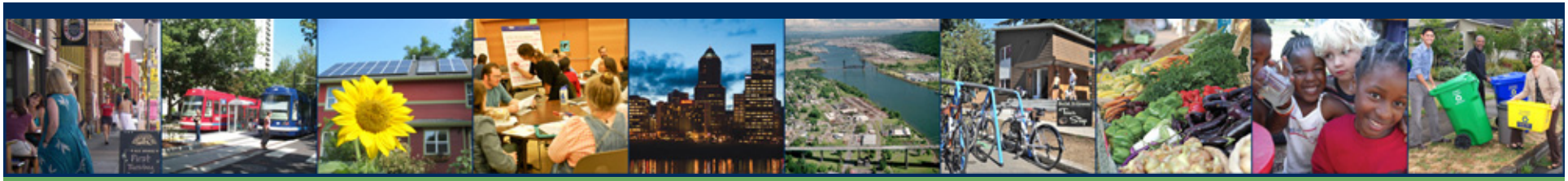

2035 Comprehensive Plan

Planning and Sustainability Commission
Briefing

Residential and Open Space Zoning Map Update

February 23, 2016

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Residential and Open Space Zoning Map Update

- One of several projects to implement the *2035 Comprehensive Plan*:
  - Employment
  - Campus Institutional
  - **Residential and Open Space**
  - Mixed Use
- No accompanying changes to the Zoning Code.

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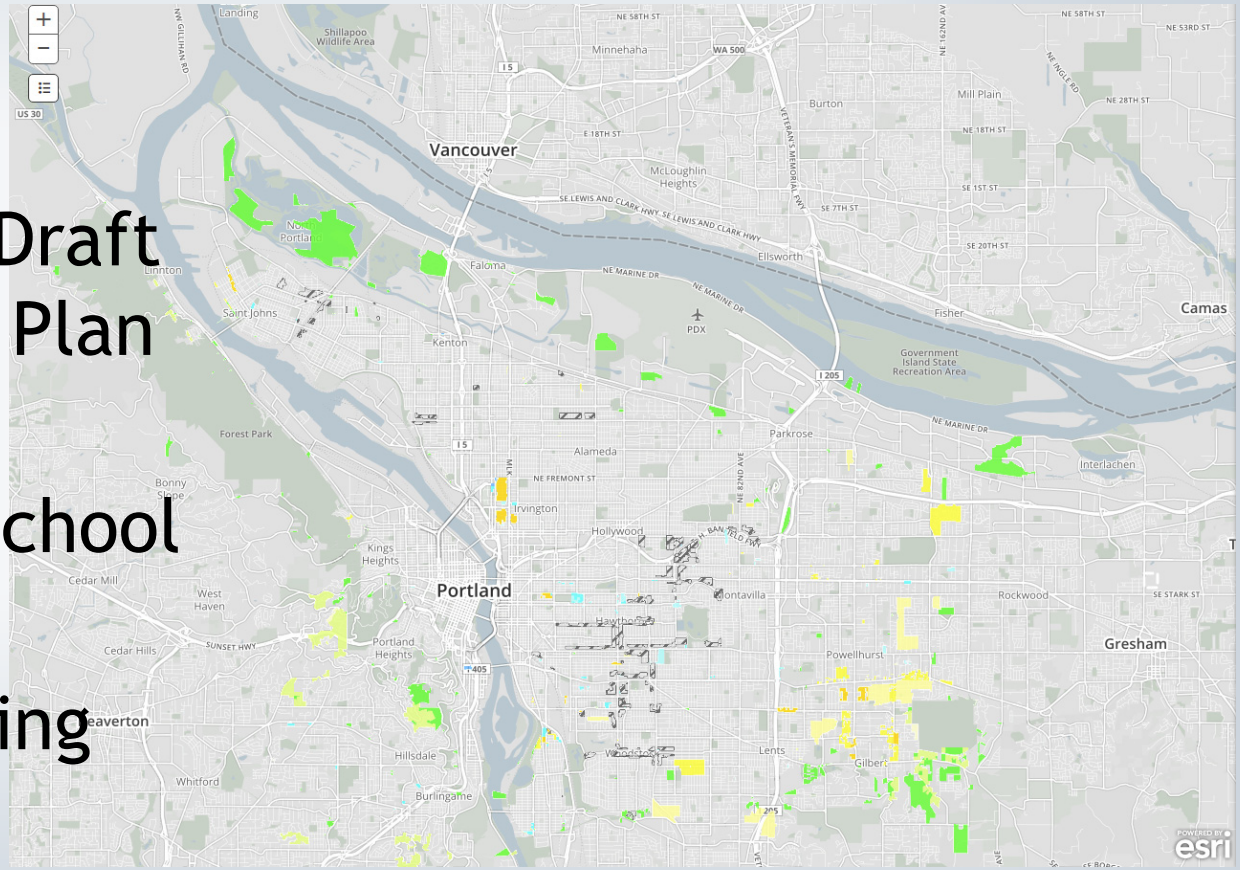
Three sets of related proposals:

1. Zoning Map to correspond to Recommended Draft Comprehensive Plan Map
2. David Douglas School District
3. Residential Zoning Review Areas



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Correspond to Recommended Draft CP Map – Residential zones

- Lacking connectivity, public services
- Natural hazards, drainage concerns, and infrastructure constraints
- Distance from centers and corridors, and prevalent lot patterns
- Acknowledge built environment







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Correspond to Recommended CP map - Open Space zones




Photo: The Intertwine



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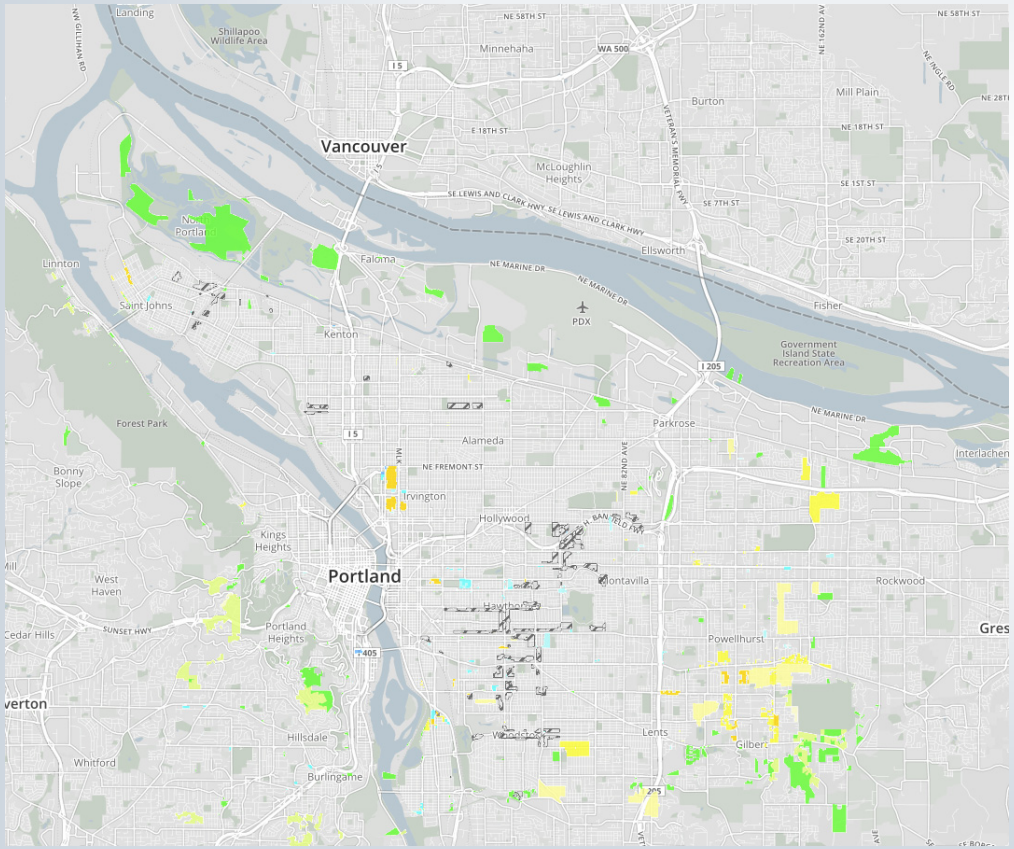
Correspond to Recommended CP map - Open Space zones



- Publicly owned lands
- Accurate map
- Parks and open areas

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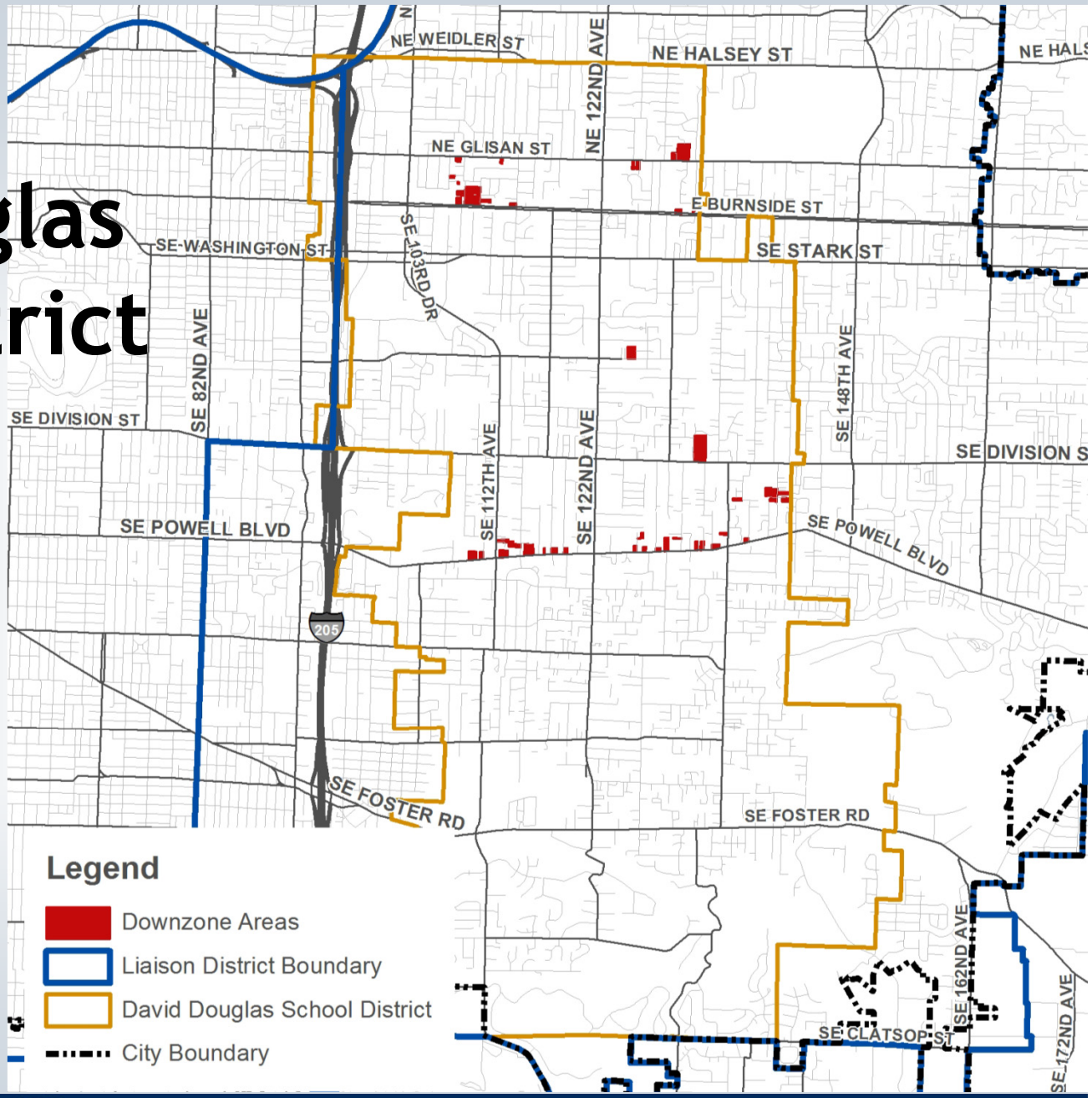
David Douglas School District

Changing zoning, retaining CP designation
R5 (R2)
R2 (R1)



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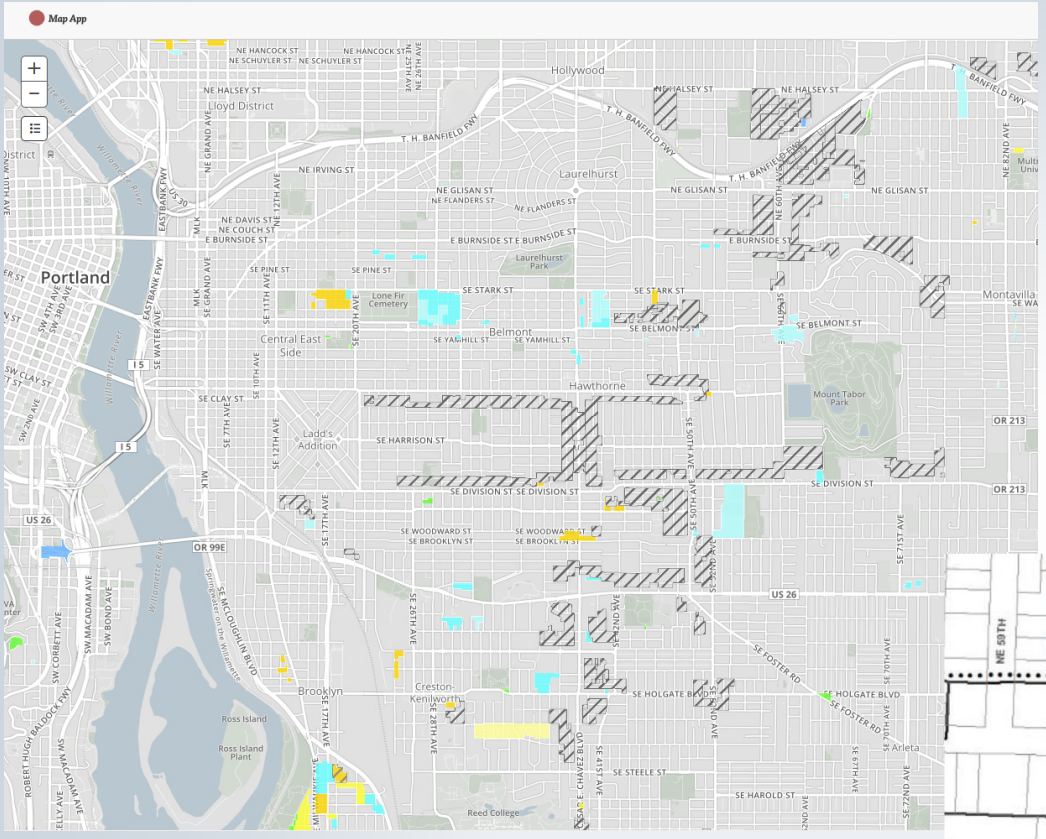
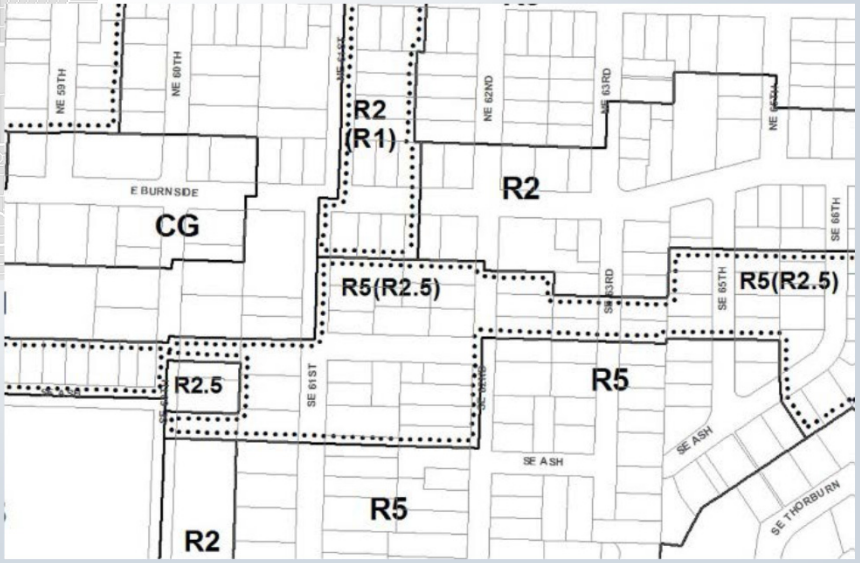
Residential Zoning Review Areas





- Areas where Comprehensive Plan designation and zoning do not match.

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Residential Zoning Review Areas

- **North, Northeast and Inner Southeast**
  R5 → R2.5
- **North, Northeast and Inner Southeast**
  R5 → R2 or R1
- **Inner Southeast**
  R2 → R1
- **Areas around light rail stations**
  Zones and Comprehensive Plan designations vary









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Proposal for each Residential Zoning Review Area:

- Changing the zoning to match the Comp Plan Map designation; or
- Changing zoning to match the Comp Plan Map only on properties with nonconforming residential development and/or lot size; or
- Retaining the status quo

In some cases where natural hazards occur, etc., the appropriate option may be to change the Comp Plan Map to match the Zoning Map.

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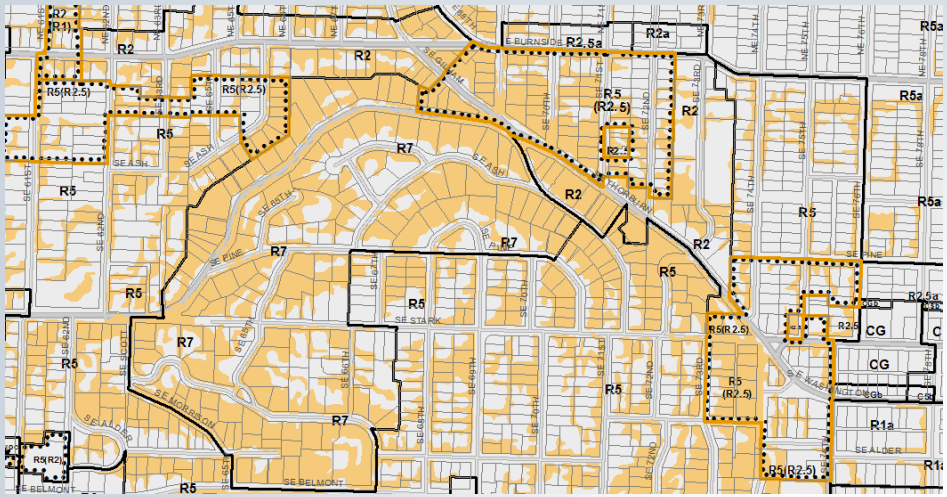
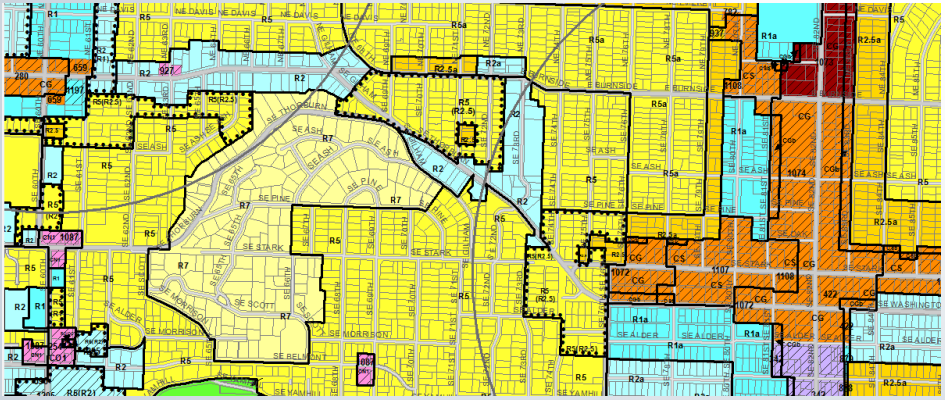
Area-scale GIS analysis





- Infrastructure systems
- Steep slopes – LiDAR
- Floodplain
- Existing conditions
- Market activity
- Occupancy
- Proximity to centers and services
- Surrounding land use/zoning and transit

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Public involvement activities related to mapping

- Fourteen neighborhood meetings (Nov and Dec 2015)
  - Attendance varied from 5 to 60+ individuals present
  - Approximately 185 people in attendance total.
- Residential and Open Space Map App layer (Nov 2015)
- Public comments reflected in:
  - 14 neighborhood meeting summaries
  - 19 comments by the Map App
  - 15 comments by email

Public involvement began in 2012.

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What we heard in public comment:

- Mixed support and opposition from ~34 individuals, groups and neighborhood associations
- Support from:
  - Ardenwald-Johnson Creek and North Tabor NAs
- Suggestions from BES and PBOT helped refine the proposal

Public Notice will be mailed in early March 2016.

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Comprehensive Plan policy context:

The proposal supports:

- Policy 3.37 Housing
- Policy 3.91 Inner Neighborhoods infill
- Policy 4.29 Scale transitions
- Policy 4.57 Compact housing
- Policy 5.5 Housing in centers
- Policy 5.22 Higher-density housing

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Next steps – Residential and Open Space Zoning Map

- **Early March** – Proposed Draft released
- **March 7th** - Public Notice to be mailed
- **April 12th** – PSC public hearing the Residential and Open Space Zoning Map
- **May 24th** – Final PSC public hearing on the composite Zoning Map

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STATE OF PARKING



Portland Citywide Parking Strategy | 2015

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PBOT
PORTLAND BUREAU OF TRANSPORTATION

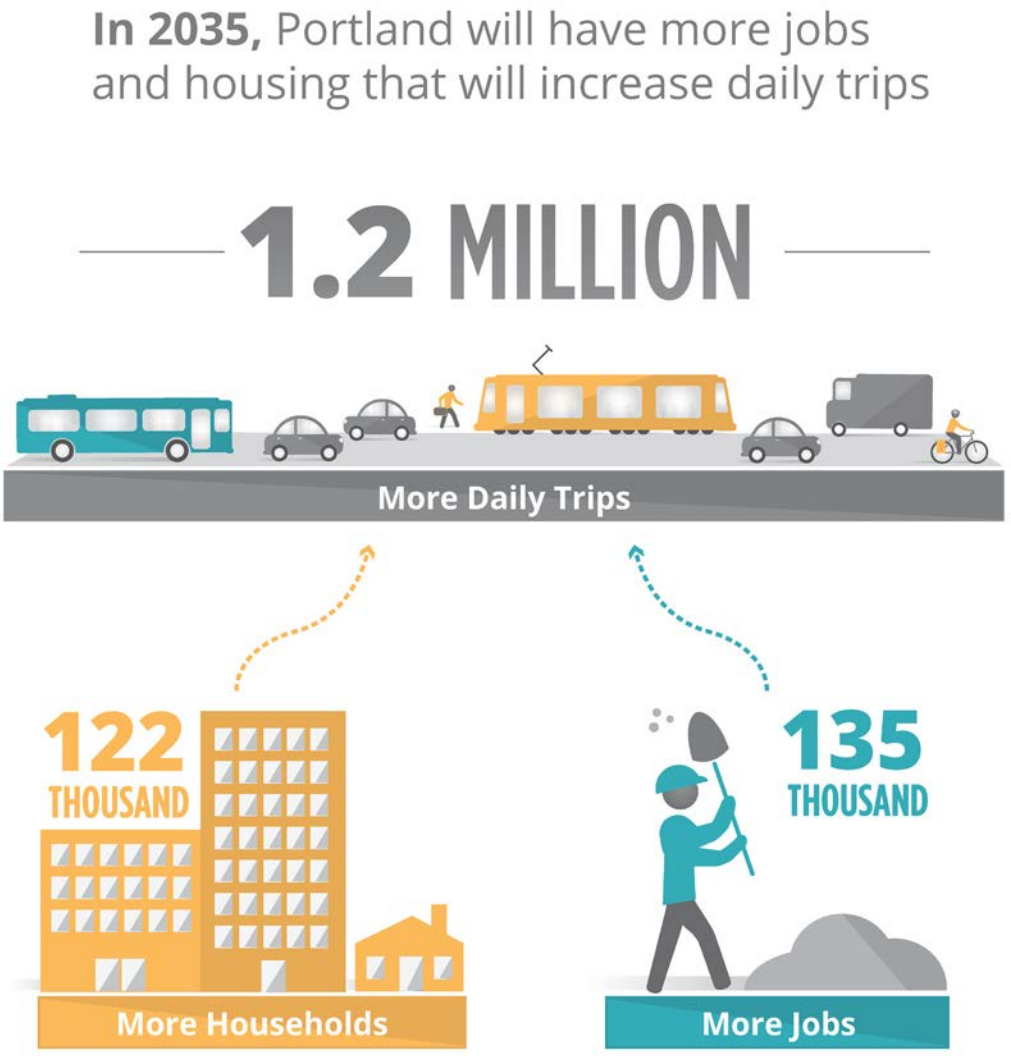
STATE OF PARKING

Welcome to the City of Portland State of Parking Report. This report summarizes findings from the *Central City Parking Policy Update* and the *Centers and Corridors Parking Study and Toolkit* about parking conditions across the city. It highlights key facts and opportunities to improve parking management. This includes identifying practices from other cities that could be a good fit for Portland's Central City, neighborhood centers, and commercial corridors. This report is a first step in developing a citywide parking strategy to guide how we manage and operate parking in Portland.

WHY DEVELOP A CITYWIDE PARKING STRATEGY NOW?

As the City of Portland grows, parking has become a source of tension and opportunity. Parking use is affected by changes in land use and travel patterns. Some Portland neighborhoods have experienced rapid development in the past few years, leading to increased demand for curbside parking. As residents and businesses adjust to growth and change, so too must the City's approach to the supply, management, and pricing of parking.

Portland's parking policy was last overhauled in 1996. The city has grown significantly since then, and our parking and transportation needs have changed. By 2035, we expect to have 122,000 more households, 135,000 more jobs, and 1.2 million more daily trips. To maintain Portland's quality of life, we must find ways to grow gracefully. That means finding new ways to manage parking and its effects on air quality, traffic congestion, housing and real estate development, equity, and economic vitality.



In this document you'll find information about the various parking planning projects underway, data on neighborhood parking occupancies and issues, existing policies, survey data from new residents, and how you can get involved with forming the Portland Parking Strategy.

For more information visit www.portlandoregon.gov/transportation/plans or email pdxparking@portlandoregon.gov.



CRAFTING A PARKING STRATEGY FOR PORTLAND

The Bureau of Transportation has worked in the past year on developing a cohesive, collaborative and comprehensive Citywide Parking Strategy. Recent efforts include:

- **The Central City Parking Policy Update**, which guides both on- and off-street parking in the Central City.
- **The Centers and Corridors Parking Study and Toolkit**, a neighborhood parking study and toolkit planning project.
- **The Citywide Parking Strategy**, which ties together all of the various on- and off-street parking regulations including zoning and permit and meter district policies.
- **The Comprehensive Plan Update**, which guides future development of the entire city for the next 20 years.
- **The Transportation System Plan Update**, which provides updated policies and projects to manage the whole transportation system for the next 20 years.
- **The Truck Loading and Unloading Strategy**, which guides truck parking and loading management in the Central City.
- **The Bike Parking Policy Update**, updates to off-street bike parking policies and requirements in the zoning code.

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CURRENT POLICY GUIDANCE FOR ON-STREET MANAGEMENT

Portland currently manages on-street parking through a complex set of use restrictions, time limits, meter rates, and permit requirements. The Portland Bureau of Transportation (PBOT) manages this system with policy guidance from the City Code and Charter (Title 16[1]), the Comprehensive Plan and associated Transportation System Plan (TSP), the Central City Transportation Management Plan (CCTMP[2]), and the Bureau Rules and Procedures Manual.

These documents direct PBOT to manage parking in order to meet specific objectives, including (1) facilitating turnover of parking spaces (e.g. multiple users per space per day), (2) reducing vehicle travel, and (3) increasing the use of non-auto travel choices. These documents also provide guidance for prioritizing users of curb-space, and establish how and when to change parking rates/fees.

REDUCING VEHICLE TRAVEL AND PROMOTING NON-AUTO CHOICES

Parking-related policies in the Draft Comprehensive Plan 2035 and the CCTMP direct Portland to reduce vehicle travel and increase the share of trips made by alternatives to driving alone:

- **Area Parking Permit Programs** (APPP) may be established in unmetered areas where on-street parking occupancy regularly exceeds 75 percent, **to increase access to residences/businesses and reduce commuter traffic** (City code 16.20.801-16.20.806).[3]
- The Recommended Draft Comprehensive Plan 2035:
  - » Defines "**a hierarchy of modes** for people movement,"... with "walking and cycling at the top of the list," and private vehicles at the bottom (Policy 9.6)
  - » Encourage[s] the **shared use of parking and vehicles** to maximize the efficient use of limited urban space (Policy 9.52)
- The CCTMP (1995 Update) specifies "policy concepts ...intended to **'pinch' the parking supply to encourage use of alternative modes** of travel."

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FACILITATING TURNOVER

The Draft Comprehensive Plan 2035 directs PBOT to "**manage on-street parking and loading**...in a manner that **achieves the highest and best use of this public space** in support of broad City policy goals and local land use context" (Policy 9.50).

Title 16 of the zoning code (16.20.401) authorizes the **use of parking meters to "increase vehicle turnover in parking spaces, to encourage short-term parking** in the metered area, and to improve safety in the public right of way."

PBOT is authorized to **set time limits** for on-street parking (enforced Monday-Saturday, 8 am-6 pm, unless otherwise noted) **to encourage turnover** and discourage commuter parking and resident vehicle storage on-street (City Code 16.20.260).

PRIORITIZATION OF CURB USERS

Within the Central City, on-street **parking should be available first for short-term parking, then for carpool vehicles, and last for long-term parking** (CCTMP Objective 4.1.1). On-street loading should be prioritized to support business activity (CCTMP Obj. 4.1.4).

Parking spaces may be reserved for specific uses, such as "No Stopping or Parking," "Truck loading," "Bus" "Taxi," "Carpool," and "ADA Permit Parking" zones by the City Traffic Engineer, upon request.[4]

RATE SETTING AND ADJUSTMENT

The City manages each meter district, including implementation of other parking management plans. City Council sets parking rates and hours of operation. Adjustments are guided by a committee of local businesses, residents, and property owners based on a periodic review of on-street and off-street parking occupancy, availability of travel options, rate comparisons with other cities, and other factors (Binding City policy TRN-3.102).

Similarly, each Area Parking Permit Program area is guided by a committee of local businesses, residents, and property owners. APPP permit fees are governed by City Policy FIN-2.06, which requires that **fees for services benefitting specific users** must be set to **recover full cost.**

See reference number 1 on reference list on page 33 for the complete policies for on-street parking management.



Parking Meter Districts

Portland has parking meter districts in Downtown, Marquam Hill, the Lloyd District, and the Central Eastside (The NW will be metered in 2015). Per City Code (16.10.420) and PBOT practice, new meter districts are considered based on criteria that include:

- On- and off-street parking occupancy and turnover trends
- Short-term parking rates (off-street)
- Existing and planned access alternatives
- Potential spillover impacts
- Traffic congestion and safety
- Economic conditions and expected impacts of metering
- Costs of meter district operations

Meter rates and hours of operation vary by district, based on broad measures of difference in demand.

Use of Parking Meter Revenue

Per Policy BCP-TRN-3.102, meter revenues must be spent on the following (in order):

- Payback on bonds for City-owned parking facilities
- Capital and operating costs of the meter system
- Mitigation of spillover parking impacts to adjacent neighborhoods

Remaining funds can be spent on transportation and parking services (with a majority of net revenue to be used within the district in which it is raised), including:

- Transportation demand management (TDM) and economic development programs
- Maintaining and improving the right-of-way (including bike/ped facilities)
- Building short-term off-street parking

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CURRENT POLICY GUIDANCE FOR OFF-STREET MANAGEMENT

Within neighborhoods across the Portland, on-street and off-street parking are complementary resources providing access for people and goods and a balance of short-term and long-term vehicle storage capacity. City policies and practices affecting the supply and management of off-street parking can affect these functions and influence how people travel around the City. Policies in the Comprehensive Plan and the Transportation System Plan and other PBOT principles provide guidance managing the supply of off-street parking to reduce vehicle travel, serve different types of users, and achieve City targets for the share of trips made by non-auto modes.

CURRENT POLICY GUIDANCE FOR CENTRAL CITY OFF-STREET PARKING

The Central City Transportation Management Plan included and updated policies first established in the Downtown Parking and Circulation Policy (DPCP) in 1975, **which are located in the City's zoning code (title 33.510)**. This includes maximum limits on the total supply of off-street parking that can be supplied with new developments, restrictions on shared parking agreements, and restrictions on surface parking lots. This code is long and complex with 26 sub-districts in the Central City, all with different parking maximum ratios and operational restrictions differing by land use type and location. (Note: There are no minimum off-street parking requirements for any use or site in the Central City).

There are currently six types of parking:

- Residential/hotel parking
- Visitor parking (short term, under 4 hours)
- Preservation parking (for historic buildings)
- Growth parking (for new commercial buildings)
- RX (exclusive residential) zone parking
- Undedicated general parking (not associated with any particular use, typically surface parking lots)

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REDUCING VEHICLE TRAVEL AND PROMOTING NON-AUTO CHOICES

Consistent with the state Transportation Planning Rule (TPR), the Comprehensive Plan and the Transportation System Plan aim to reduce vehicle travel by 10 percent over 20 years, and promote non-auto access with the following policies and practices:

- Increase the share of trips made using active and low-carbon transportation modes and reduce VMT (Comp Plan Policy 9.5)
- Regulate off-street parking to achieve mode share objectives, promote **compact and walkable urban form**, encourage **lower rates of car ownership**, and **promote the vitality** of commercial areas (Comp Plan Policy 9.51)
- Manage the parking supply to achieve…neighborhood and business district vitality, **auto trip reduction**, and improved air quality (TSP Policy 6.25)
- Develop parking management programs and strategies that …**reduce congestion**, [and] **promote alternatives** to the drive-alone commute…(TSP Policy 6.25)

LIMITING AND MANAGING OFF-STREET PARKING

To reduce vehicle travel and parking spaces per capita (per the TPR), promote desired compact development and use of non-auto travel choices, Portland's municipal zoning code (Title 33.266) and Comprehensive Plan limit the supply of off-street parking outside the Central City, with policies such as:

- **Limit the growth of off-street parking spaces** (Comp Plan Policy 9.49)
- **Limit the development of new parking spaces** to achieve land use, transportation and environmental goals (Comp Plan Policy 9.51)
- **Manage [the] parking supply** to achieve transportation policy objectives for neighborhood **livability, safety, business district vitality,** VMT reduction and improved air quality (Comp Plan Policy 9.48)

See reference number 1 on reference list on page 33 for the complete policies for on-street parking management.



SERVING DIFFERENT USERS

Policies in the Comprehensive Plan and the Central City Transportation Management Plan (CCTMP) define how off-street parking should be supplied and prioritized for different users:

- The CCTMP prioritizes (1) short-term parking, (2) carpool parking, and "lastly" (3) long-term parking, and "encourages multiple-use off-street parking."
- The TSP "require[s] institutions to **regulate parking facilities,** first to provide short-term parking for visitors and, second, to **minimize the amount of employee parking** through demand management measures..."(TSP Policy 6.28, Objective A).
- The Comprehensive Plan "promote[s] the development of **new bicycle parking facilities**..." (Comp Plan Policy 9.53).

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CURRENT PARKING OPERATIONS NUMBERS

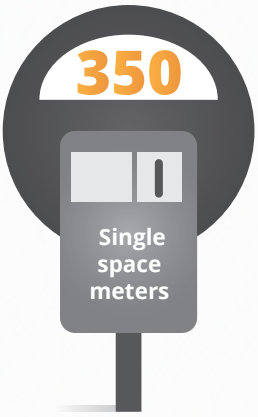
The Portland Bureau of Transportation manages and enforces parking both on and off street.



1,344
pay stations

11,419,406
Transactions at pay stations in 2014/2015







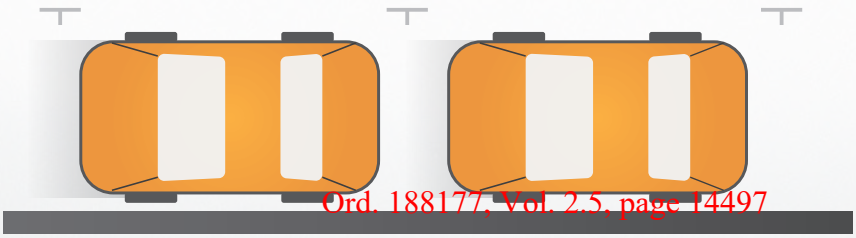
44,000
Annual meter help desk calls



$1.00-$1.60 per hour
On-street meter rate

$3.50 per hour
Event meter rate

9,500
On-street metered spaces (approximately 810 block faces)



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total supply

SmartPark
3,725
AVAILABLE SPACES

1.85 million

Transactions processed in 2014/2015

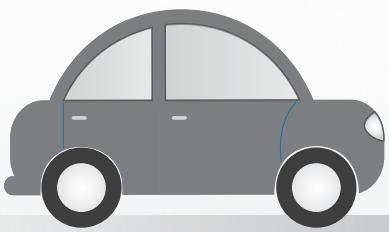
85%
Average weekday peak occupancy system wide

400
Merchants served in validation program

SmartPark

$1.60 per hour
First two hours

$10 to $15 per day
SmartPark garage only





6 Parking facilities

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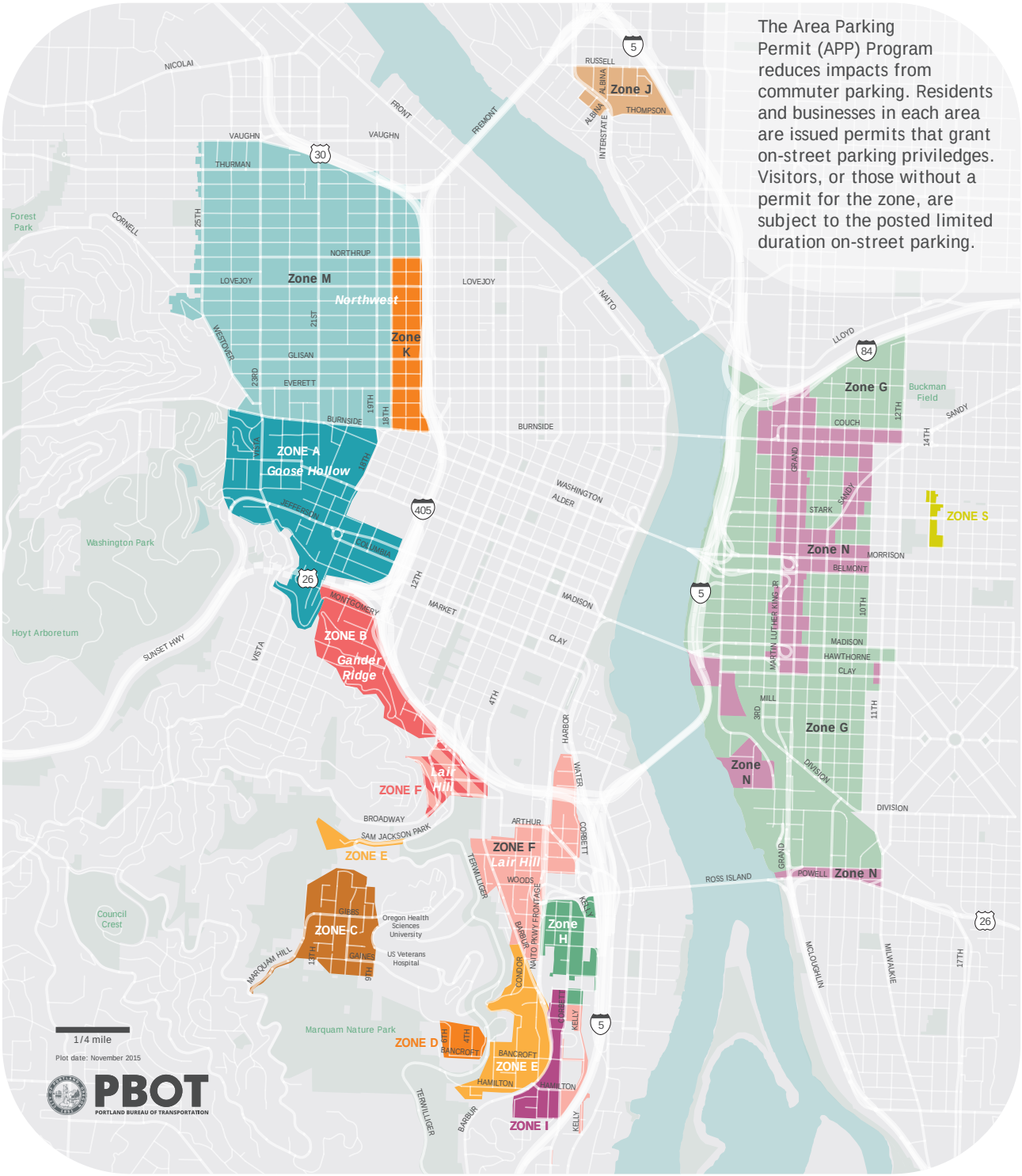
AREA PARKING PERMIT PROGRAM ZONES

The Area Parking Permit (APP) Program reduces impacts from commuter parking. Residents and businesses in each area are issued permits that grant on-street parking priviledges. Visitors, or those without a permit for the zone, are subject to the posted limited duration on-street parking.



ZONE A 2 hour visitor limit 7am - 6pm, Mon. - Fri.; 90 minute visitor limit 6 - 10pm, Mon. - Fri. 90 minute visitor limit; 1 - 10pm, Sat. and Sun.	**ZONE D** 2 hour visitor limit 7am - 6pm, Mon. - Fri.	**ZONE G** 2 hour visitor limit 7am - 6pm, Mon. - Fri.	**ZONE K** 2 hour visitor limit 7am - 7pm, Mon. - Sat.
ZONE B 1 hour visitor limit 7am - 9pm, Mon. - Fri.	**ZONE E** 2 hour visitor limit 7am - 6pm, Mon. - Fri.	**ZONE H** 2 hour visitor limit 7am - 6pm, Mon. - Fri.	**ZONE M** 4 hour visitor limit 9am - 7pm, Mon. - Sat. Timbers game event times vary
ZONE C 2 hour visitor limit 7am - 6pm, Mon. - Fri.	**ZONE F** 2 hour visitor limit 7am - 6pm, Mon. - Fri.	**ZONE I** 2 hour visitor limit 7am - 6pm, Mon. - Fri.	**ZONE N** 2 hour visitor limit 7am - 6pm, Mon. - Fri.
	ZONE F 1 hour visitor limit 7am - 6pm, Mon. - Fri.	**ZONE J** 2 hour visitor limit 7am - 7pm, Mon. - Sat.	**ZONE S** 2 hour visitor limit 7am - 6pm, Mon. - Fri.; 90 minute visitor limit 6 - 12am, Mon. - Fri.

A SNAPSHOT OF PARKING AND DEVELOPMENT PATTERNS

Demand for parking is linked to changes in land use and travel patterns. As Portland's population grows, more residents may choose to park on streets. The City's approach to the supply, management, and pricing of parking must adapt to meet changes in demand for curbside parking.

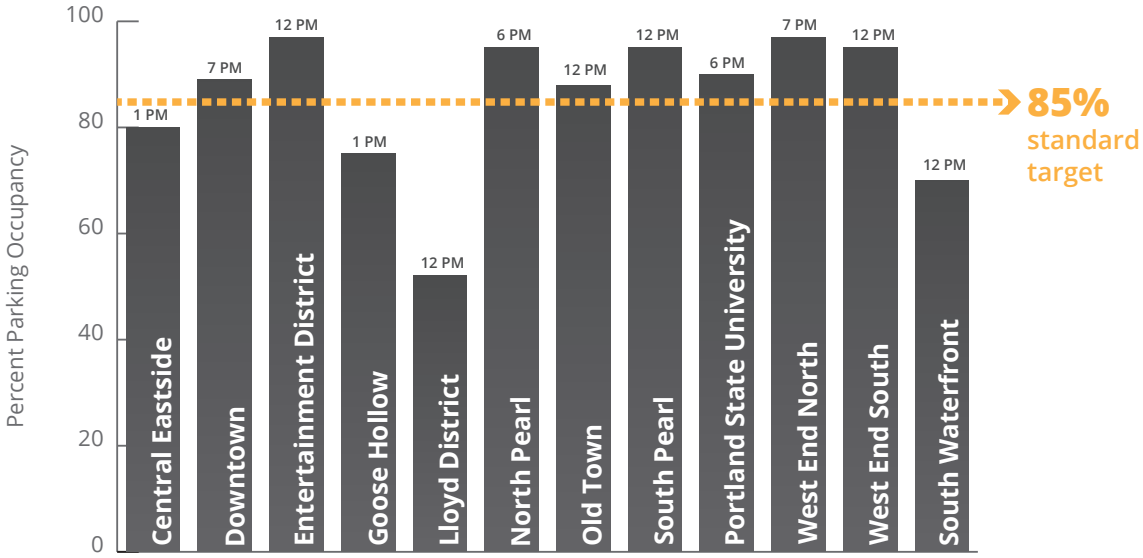
Neglecting parking management is not an option. Parking provides vehicle storage and access for people and goods. It is a major land use in its own right, and a key determinant of both land development patterns and transportation patterns. As such, parking is critical to developing compact and affordable communities and sustainable mobility.

> **"As land use and travel patterns change, so do parking use patterns…As residents and businesses adjust, so too must the City's approach to the supply, management, and pricing of parking.**
>
> ***Doing nothing is not an option."***

To better understand how parking is affecting economic development and the livability of Portland neighborhoods and commercial areas, PBOT commissioned several studies on parking utilization and development trends. Findings suggest that parking supply is tightening on commercial districts, including the Central City, and that parking along Centers and Corridors (e.g. Mississippi Avenue, Division Street and Hollywood Town Center) is spilling into adjacent neighborhoods. At the same time, many off-street parking lots are underutilized.

CENTRAL CITY PARKING PATTERNS

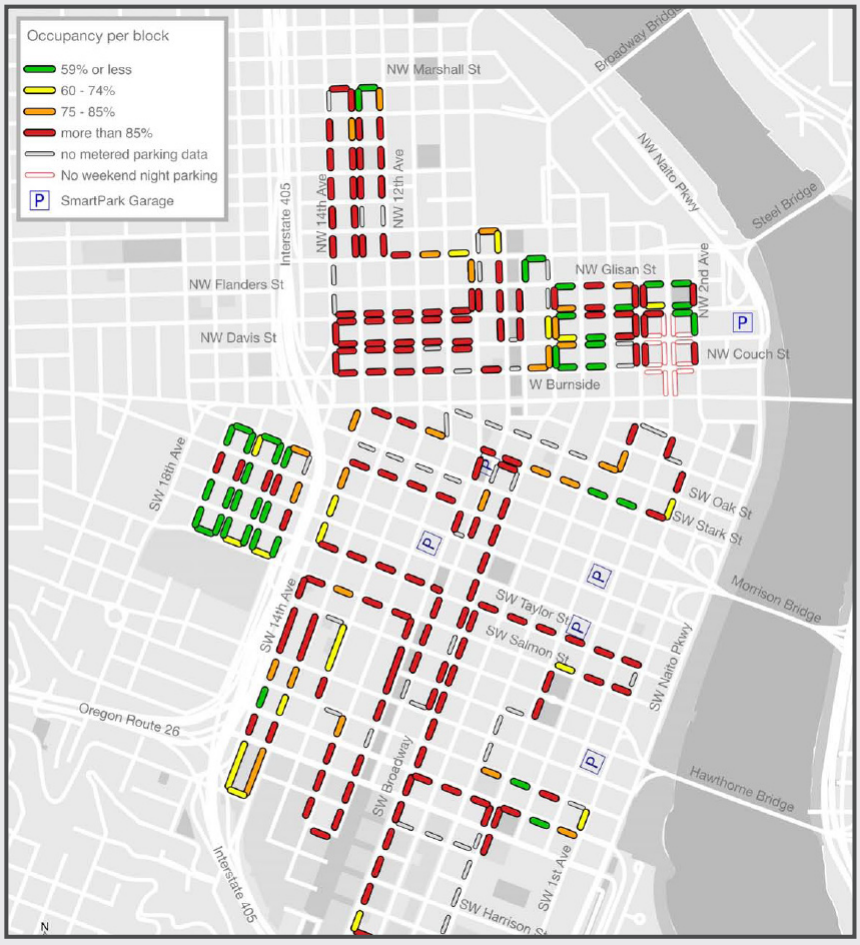
In fall of 2014, PBOT commissioned an analysis of on-street parking utilization in the Central City neighborhoods, including Downtown, Old Town/Chinatown, West End, Goose Hollow, University District, and the Pearl District.[5]



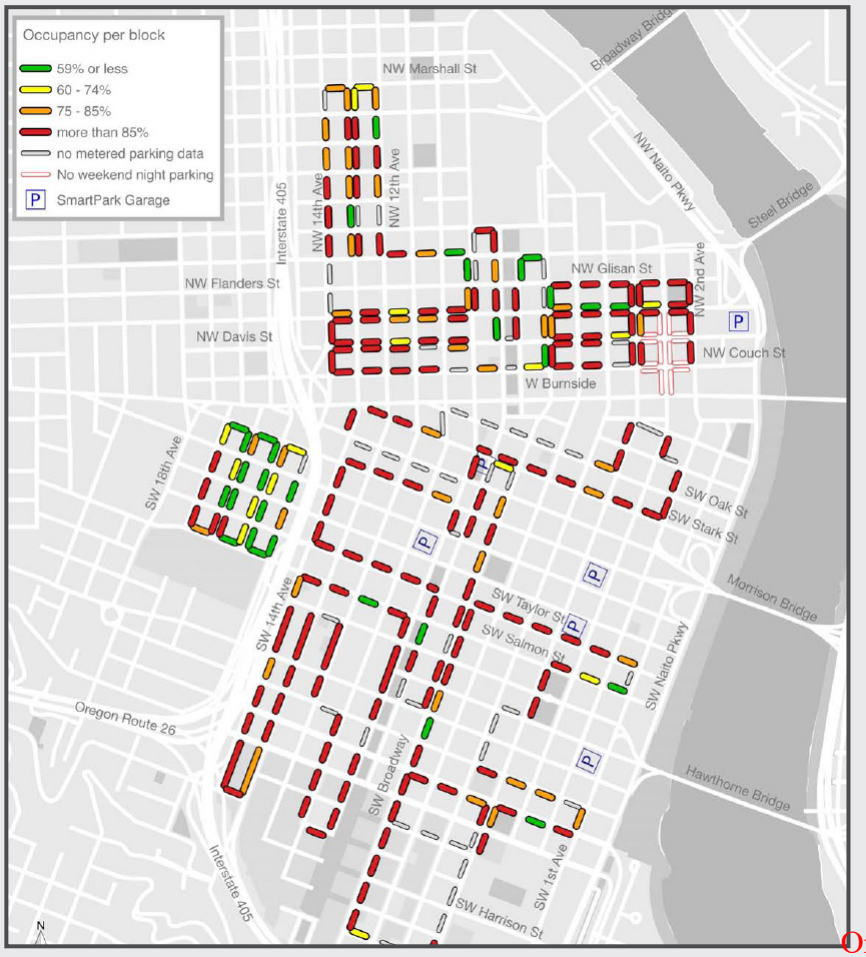
Source: Lancaster Engineering, 2015

KEY OCCUPANCY STUDY FINDINGS

- On weekdays, there are two distinct periods when parking spaces are most well utilized, with a midday peak (12:00-1:00 pm), and highest demand during an evening peak period (6:00-7:00 pm). These peak periods are similar to those identified in a 2008 study.
- Parking occupancy is shown by district, in relation to the industry standard target of approximately 85 percent. That rate allows one to two spaces available on each block for new arrivals, reducing parking search time.
- During the evening peak period, parking on most of the sampled block faces within Downtown, the Pearl District, and the University District was full or nearly full (e.g. more than 85 percent occupied), while parking was more widely available in the Goose Hollow and Old Town/Chinatown neighborhoods.



On-Street Parking Occupancy, 7:00-8:00 pm, "Evening Peak" (2014)



On-Street Parking Occupancy, 12:00-1:00 pm, "Midday Peak" (2014)

For the complete Central City Parking Occupancy and Turnover Analysis report from Lancaster Engineering see reference number 4 on page 33.

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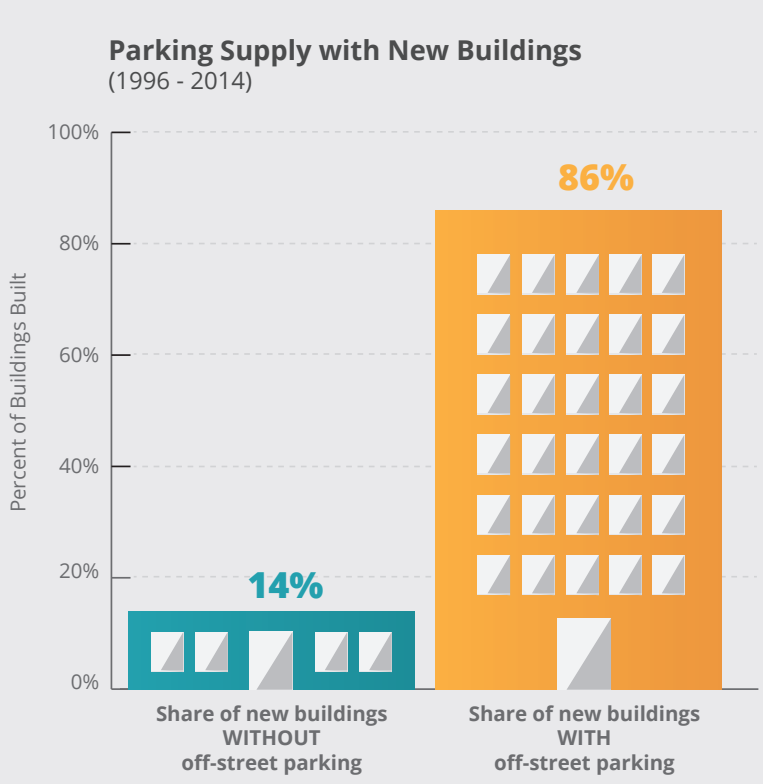
SMARTPARK PARKING OCCUPANCY TRENDS

During the same timeframe, SmartPark garages, which are visitor garages operated by the City, exceeded for many hours the 85 percent occupancy threshold, which indicates high demand for short trips. Although SmartPark garages are primarily for the use of short-term parkers, the City allowed monthly parking permits to be issued in some of these garages towards the beginning of the recession, in order to efficiently utilize the space in the garages. As SmartPark garages have started to see greater occupancy demands from short-term parkers, the City has discontinued the use of monthly permits within some of these garages.

DEVELOPMENT

Since 1996 there have been 85 new residential developments in the Central City, with over 12,000 units built. On average the Central City has built 0.85 parking stalls per unit. About 14 percent of residential developments did not provide off-street parking with development. For developments with parking, the average ratio was 1 stall per unit.

CENTRAL CITY OFF-STREET PARKING SUPPLY SINCE 1996



+6,500
parking spaces associated with new development (aka "growth" parking)*

+2,000
spaces serving existing buildings, including historic structures (aka "Preservation" parking)*

+3,400
visitor parking spaces*

+12,300
off-street spaces built for residential buildings*

*Figures are approximate, based on local land use data

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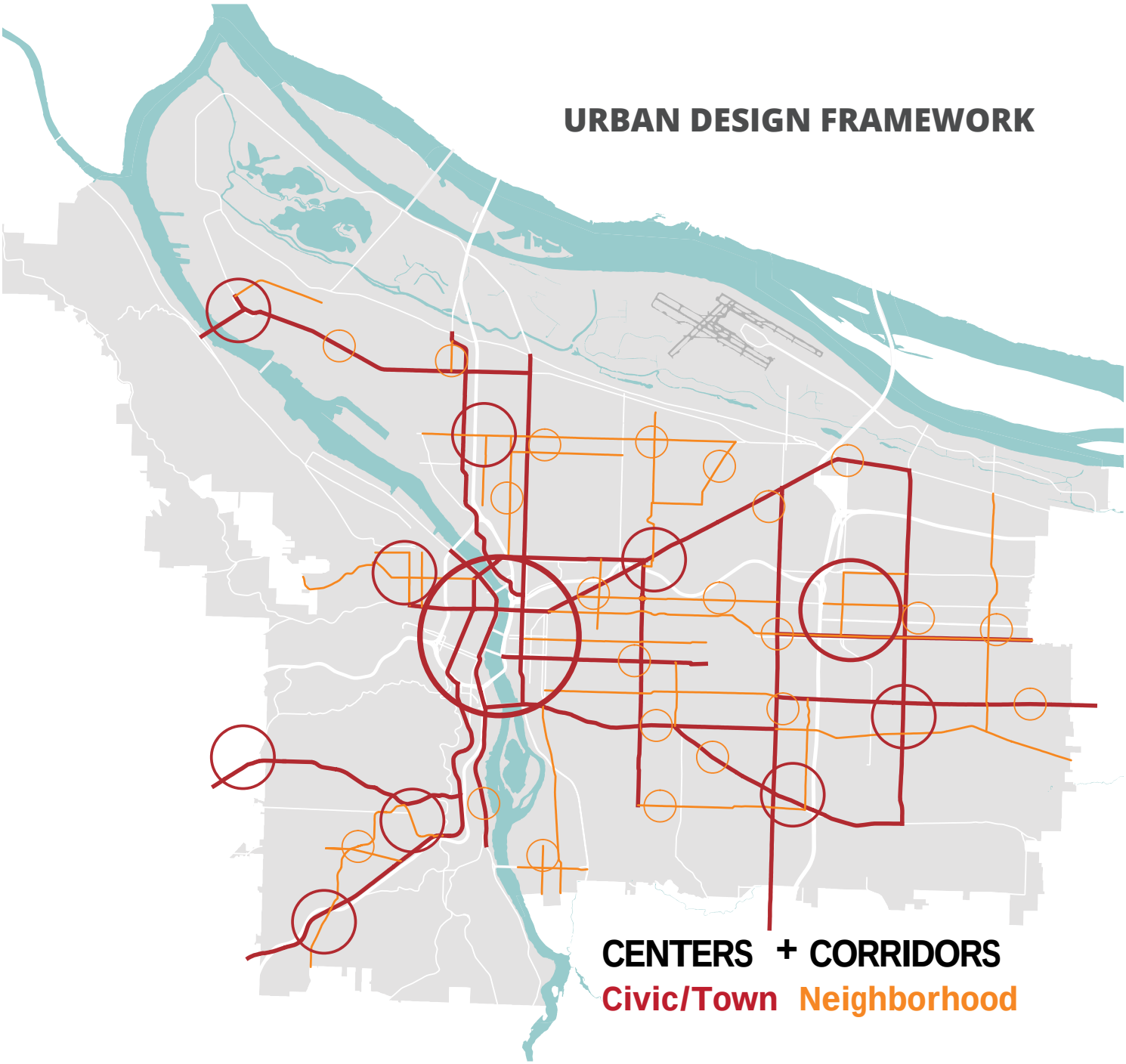
AIR QUALITY

In the 1960s and 1970s Portland suffered frequent violations of federal air quality standards, including carbon monoxide violations as frequently as once every three days. Reflecting investments in transit, walking and cycling, and improvements to vehicle emissions control technologies, the City has not had an air quality violation since 1987. Parking policies that reduce driving and make it easier to find a space will help Portland maintain air quality into the future.



PARKING ISSUES AND OPPORTUNITIES

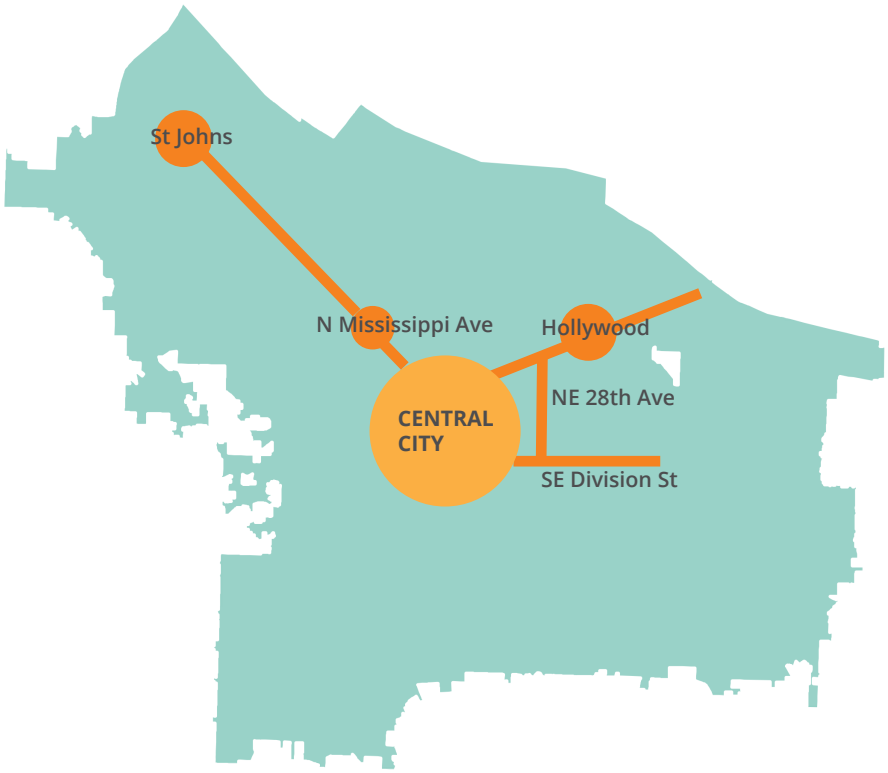
- Parking occupancies are very high in some parts of the Central City, but in other parts they are low, especially in the Lloyd District.
- Time limit violation rates were high. In fact, the average estimated duration of stay for vehicles parked in 1-hour time limited zones is greater than one hour (18 percent of vehicles exceed the time limit).
- The shorter the maximum time limit, the higher the share of parked vehicles found staying longer than permitted. Occupancy was also lower in spaces with the shortest time limits (5- to 15- minute limits). Only 50 percent of short-stay spaces were filled at any one time.
- Most buildings build off-street parking, but there are restrictions on sharing most of that parking, leaving much of those parking spaces empty.


URBAN DESIGN FRAMEWORK
CENTERS + CORRIDORS
Civic/Town
Neighborhood

NEIGHBORHOOD CENTERS AND CORRIDORS

To date, the City's parking management planning and policies have largely been focused on the Central City. As the City continues to develop, access and parking challenges are increasing in the mixed-use centers and transit corridors where growth has been concentrated according to the Comprehensive Plan and the Metro 2040 Growth Concept. To enhance access and support further planned development, there is a need to develop clear and flexible parking management tools and policies for these key areas outside of the Central City. The Urban Design Framework map to the left shows where Portland's neighborhood centers and corridors are located.

Through the Centers and Corridors Parking Study, parking occupancy and turnover was studied in fall 2014 in order to determine the parking trends in neighborhood centers and commercial corridors. The five study areas are show on the map to the right, they are St Johns, N Mississippi Ave, Hollywood Center, NE 28th Ave, and SE Division Street.



NEIGHBORHOOD CENTERS AND CORRIDORS STUDY AREA

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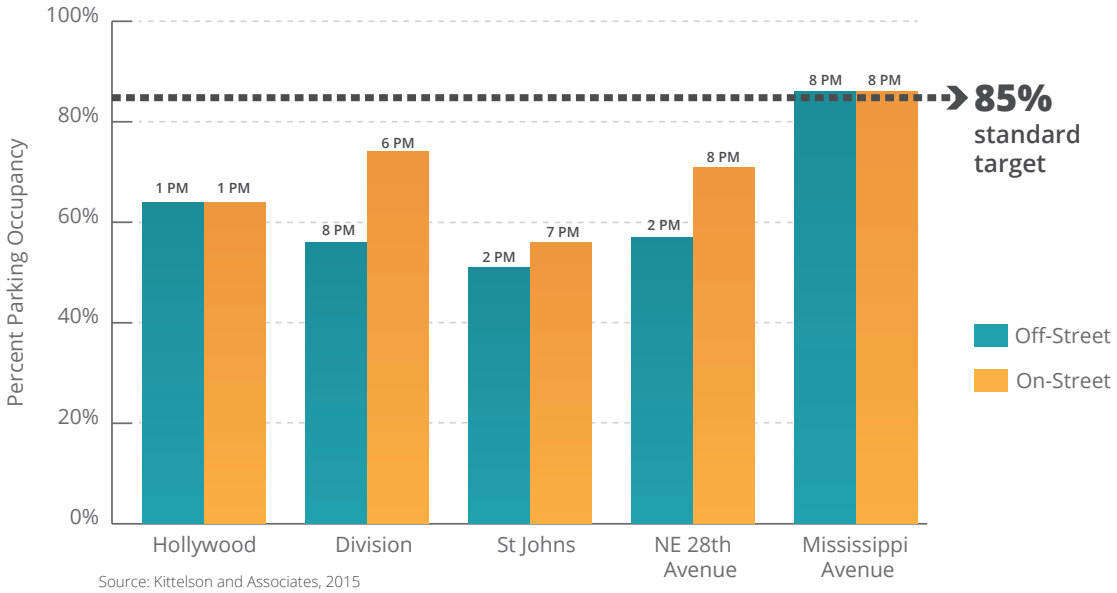
KEY FINDINGS

- Peak parking demand occurs along major commercial streets and selected cross streets, spilling out into surrounding residential neighborhoods during peak hours.
- Turnover of on-street parking spaces is relatively low, with average length of stays ranging from 2.5 hours to 3.5 hours.
- Peak parking occupancy on the street is between 6:00-8:00 pm in all study areas except for Hollywood.
- Low overnight occupancy of on-street and publicly accessible off-street parking presents an opportunity to accommodate additional residential parking demand with shared parking agreements, and/or changes to on-street parking regulations.

Centers and Corridors Peak On- and Off-Street Parking Occupancy



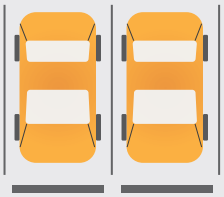
Source: Kittelson and Associates, 2015

NEIGHBORHOOD CENTERS & CORRIDORS DEVELOPMENT

Building permit data for mixed-use buildings built between 2005 and 2014 shows that off-street parking has been sufficiently provided.

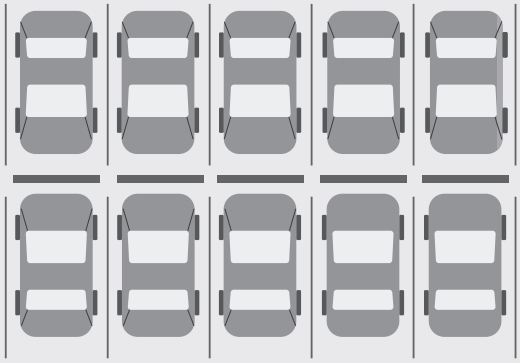
At the peak hour, approximately **two vehicles are parked off-street for every four residential units** within a sample of mixed-use buildings in neighborhood centers and commercial corridors.

2 vehicles



4 units

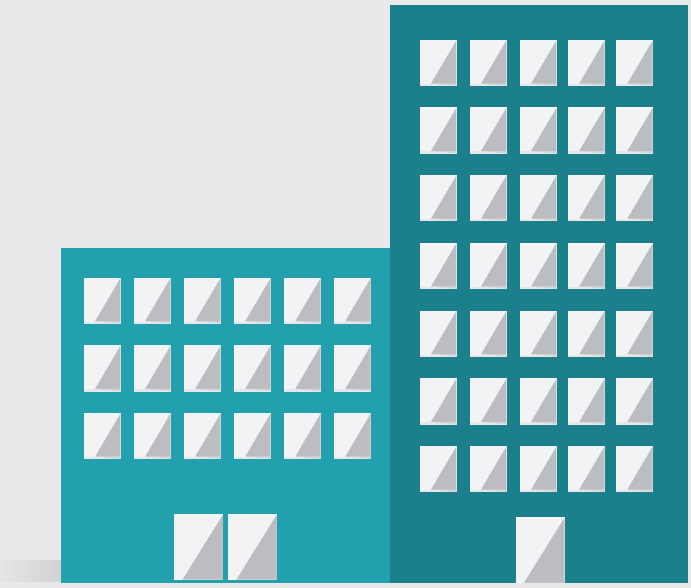




1,142 new off-street spaces were built.



75% of single family homes include a new off-street parking space.



50 new mixed-use buildings have been completed between 2010 and 2015.

77% of multi-family buildings in Mixed-Use zones were built with off-street parking.

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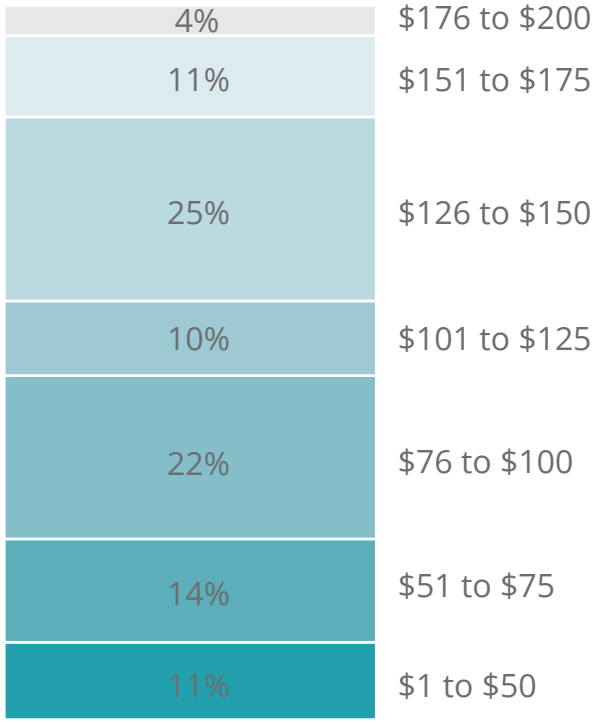
To understand the perceptions and parking and travel patterns of the residents of mixed-use buildings in these growing Portland neighborhoods, PBOT and the Bureau of Planning and Sustainability (PBPS) commissioned the associated Mixed-Use Center and Corridors Livability and Parking Analysis (2015). **This analysis was done from a sample of five new mixed-use buildings in Centers and Corridors.**

Residents of these buildings own cars at the same rate as the rest of Portland. Importantly, residents reported making an even higher percentage of their non-work trips by walking (32 percent) and other non-auto modes of transportation. (This represents a major vehicle trip reduction impact of transit oriented development, as up to 80 percent of all trips are made for non-work purposes).

Most survey respondents (65 percent), live in buildings that provide off-street parking, and most of those were charged for parking. The mean cost of monthly parking was $112.60 per month. Most survey respondents did not use the off-street parking provided to them either for free or a monthly fee; the majority (56 percent) used on-street parking.

Average: $112.50

The price of parking in your building

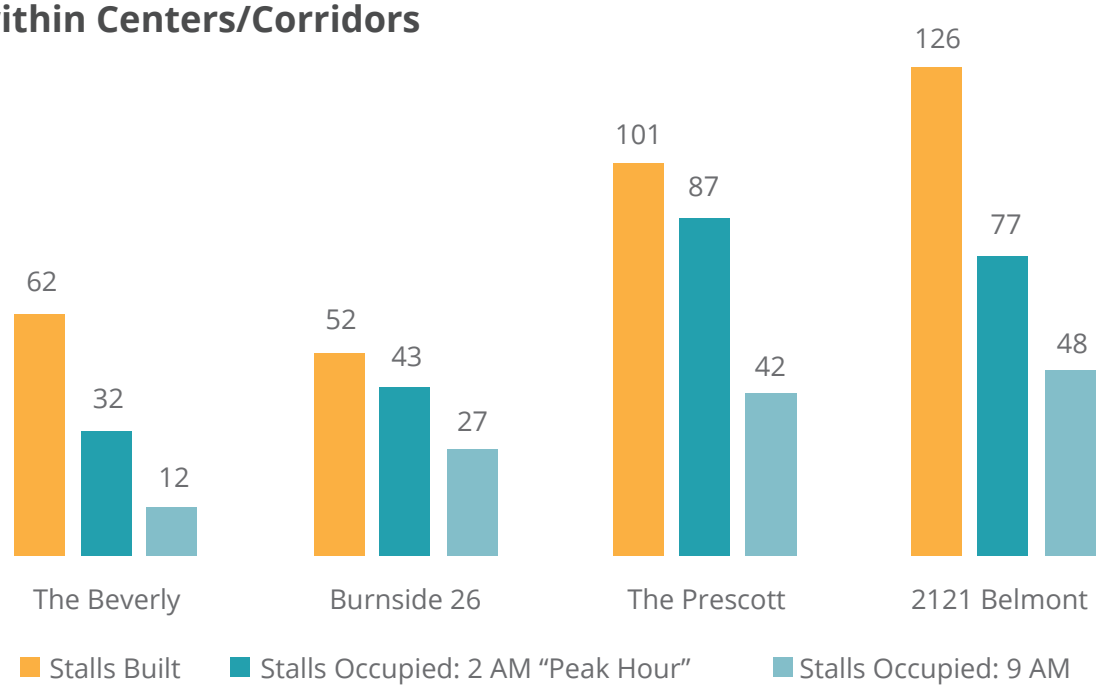


Source: Portland Bureau of Planning and Sustainability

Mixed-Use Centers and Corridors Livability Survey (2015)	Residents of Mixed-Use Buildings in Centers/ Corridors	Citywide
Have one vehicle in household	63 percent	40 percent
Have two or more vehicles in household	25 percent	46 percent
Commute by Transit	21 percent	12 percent
Commute by Walking	8 percent	6 percent
Commute by Bicycle	8 percent	6 percent

See reference number 6 on page 33 for complete Mixed Use Center and Corridors Livability and Parking Analysis report.

Parking Occupancy at Residential/Mixed-Use Sites within Centers/Corridors



Source: Rick Williams Consulting (Mixed-Use Centers and Corridors Livability and Parking Analysis, Final Report, PBOT/PBPS, 2013).

VISITOR PARKING IN CENTERS AND CORRIDORS

A separate intercept survey of visitors to each of the Centers and Corridors was conducted as part of the Mixed-Use Centers and Corridor Livability and Parking Analysis (2015). Of survey respondents, 38 percent reported walking to their destination, 38 percent drove, and 22 percent took public transit. Of those who drove to the area, most (89 percent) parked on-street. Seventy percent of drivers indicated that finding parking was either "not at all difficult" (42 percent), or "not too difficult" (28 percent).

PARKING ISSUES AND OPPORTUNITIES

Findings of the Centers and Corridors parking analysis and the associated surveys of residents and visitors point to common parking-related issues and opportunities:

- Peak parking demand occurs along major commercial streets and selected cross streets.
- Turnover of on-street parking spaces is low, cars stay parked for long periods of time.
- Peak parking occupancy is in the evening (between 6:00 and 9:00 pm) in all study areas except for Hollywood.
- Parking is widely available in publicly accessible off-street parking lots, even during peak hours, with occupancies ranging from 37 percent in St. Johns, to 64 percent in the Hollywood Neighborhood Center during their respective peak periods.
- The low overnight occupancy of on-street and publicly accessible off-street parking presents an opportunity to accommodate additional residential parking demand where shared parking agreements and changes to on-street parking regulations are feasible.

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STATE OF THE PRACTICE: LESSONS FROM OTHER CITIES

Research of other cities identified new tools that may be useful in Portland. PBOT reviewed programs and policies such as residential permit districts, overnight parking enforcement, off-street parking sharing agreements, variable pricing and performance- based parking management. Below are three parking management strategies that would be the most beneficial for Portland to adopt.

RESIDENTIAL PARKING PERMIT PROGRAM

Residential and neighborhood parking permit programs are intended to improve on-street parking availability for local residents within a specific permit district boundary and may restrict parking for non-residents, employees, and visitors during selected hours, and/or on selected days. Residential parking permit programs were first created in response to the recognition that traffic generation resulting from growth in adjacent commercial business districts caused high levels of parking congestion. This type of permit program allows residents of a district to buy a permit to park on-street overnight in the district.

To enhance the effectiveness of the existing Area Parking Permit Program, PBOT conducted a scan of permit programs in 12 cities across North America. Best practices in permit district management include:

- Cap the number of permits based on supply. Toronto is the only city in North America that currently has a cap.
- Limit the number of permits a household can purchase. (Providence, RI-2 per residence; Seattle, WA- 4 per residence; Sacramento, CA- 2 per residence.)
- Progressively price permits. Many cities set the price for additional permits per residences above the cost of the first one to encourage residents to use available off-street parking supply.
- Extend hours of enforcement to coordinate with parking demand based on district needs.
- Establish a base permit price that is at least as expensive as the cost of a monthly transit pass. For example, in San Francisco, the cost of a Muni Adult Fast Pass was $55 per month, as contrasted to a residential parking permit rate of $109 per year.
- Restrict the eligibility for permits, based on land use type, geographic area, development type, or other characteristics. Atlanta only allows one permit per resident for those with available off-street parking. Seattle differentiates between single family residences and micro-housing units, only allowing four permits per kitchen in micro-housing developments.[6]

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SHARED AND DISTRICT PARKING

Shared parking is a supply of publicly or privately owned off-street parking that provides access to two or more land uses or activities, as opposed to exclusively dedicated parking, accessory to a single use. Shared parking can be used more efficiently than single-use parking, especially when serving uses with different periods of peak demand for access. This means that the same level of parking availability can be maintained for two more uses, with a substantially lower total supply of parking spaces than would be necessary if each use provided exclusive parking. For example, a restaurant, with peak demand during the evenings and weekends may easily share the same parking facility as a dental or medical office building that has peak demand during the day. Most often, shared parking arrangements are established through private agreements between private property owners and developers. However, sharing of private parking may also be facilitated by local governments or public agencies.

District shared parking is the application of shared parking arrangements to a neighborhood or district-wide scale, with multiple parking facilities serving together to form a common pool of publicly accessible parking, providing access to any of the homes or commercial establishments within the district. District parking allows visitors to park once and visit multiple destinations within a common mixed-use district without moving their vehicle. Municipal Zoning Codes in many cities present a barrier to district shared parking, where each private property owner is required to maintain access to a minimum number of dedicated off-street parking spaces for each land use on site.

To inform potential policy changes in Portland, PBOT reviewed shared parking strategies in six US cities. The following initiatives stand out:

- The City of Long Beach, CA addressed on-street parking challenges by arranging for commercial, church, and city-owned parking facilities to be available for overnight residential parking. The program allows residents to reserve parking in advance online, and addresses liability concerns of parking facility owners by requiring participants to sign a release of liability form.[7]
- Montgomery County, MD saw a 26 percent reduction in parking required for a mixed office and retail development by allowing sharing between the uses.[8]
- The Adapted Reuse Ordinance (ARO, 1999) amended the City of Los Angeles' zoning code to allow, among other things, residential units in downtown to lease off-street parking spaces to commuters and visitors. Over 9,000 new housing units were constructed in downtown Los

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Angeles, between 2000 and 2010, with up to 75 percent of that development attributed, in part, to the ARO.[9]

Shared parking benefits communities by:

- Facilitating the efficient use of existing off-street parking facilities that would otherwise be minimally utilized.
- Preserving historic buildings and revitalizing traditional, mixed-use centers and corridors
- Encouraging desirable infill development
- Improving housing affordability by reducing the cost of mixed-use development and residential development in mixed-use districts
- Promoting the development of dense, walkable, mixed-use districts, accessible by multiple modes of travel.
- Reducing vehicle ownership and travel by separating the cost of parking from the ownership costs of commercial and residential space within mixed-use districts, thereby removing hidden incentives to drive and park.

PERFORMANCE-BASED PARKING MANAGEMENT

As the City of Portland considers its options for better management and coordination of on-street and off-street parking, it is helpful to consider the experience of other cities that have implemented performance-based parking management, including Seattle, WA, San Francisco, CA and Berkeley, CA. Each of these cities have:

- **Established clear policy goals and targets** for the management of all or a portion of their public parking systems.
- **Implemented demand-based pricing** as a means of allocating parking spaces.
- Conducted **regular and comprehensive performance evaluation** to inform changes to rates, policies and programs.



TARGET BLOCK OCCUPANCY

85 percent (1- 2 spaces open)

If a block is too full, INCREASE THE PRICE

If a block is too empty, LOWER THE PRICE

If the block is just right, KEEP SAME PRICE

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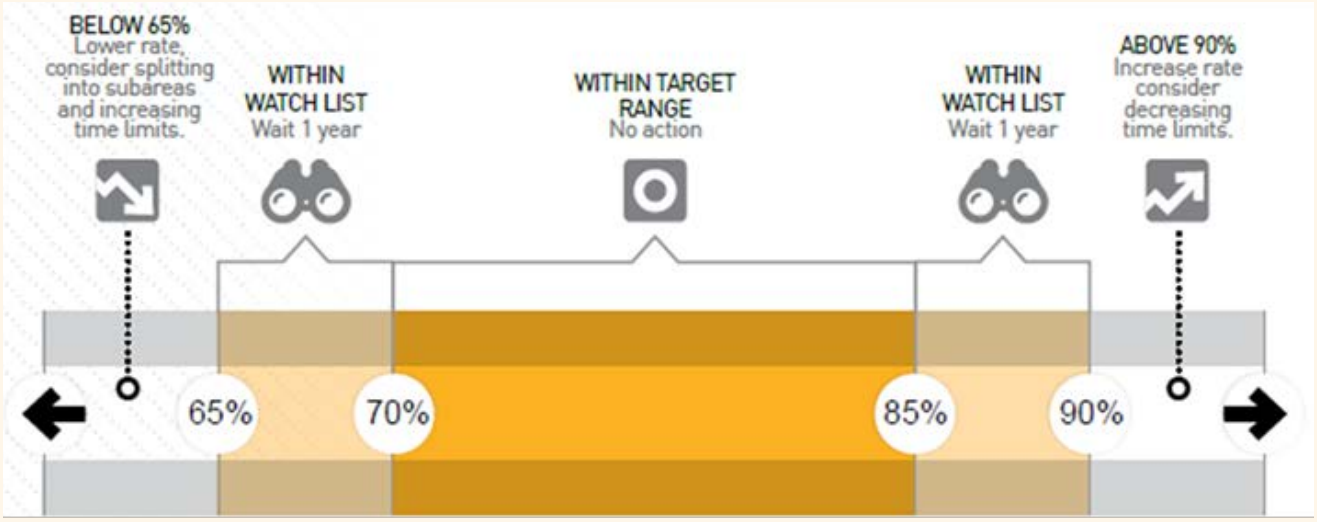
SEAPARK, SEATTLE, WA

Seattle established a performance-based parking pricing program in 2010. Meter rates vary by neighborhood sub-area, time of day, day of week, and season, based on observed utilization.

Policy goals: Make parking available within walking distance of destinations; increase business access through turnover; ensure parking is well used; reduce traffic and pollution.

Occupancy target (by ordinance): 1-2 spaces available per block face throughout the day.

Rate adjustment: Rates are adjusted administratively by SDOT once per year, as informed by annual parking occupancy surveys (manual). Pricing objective is to shift demand within sub-areas from congested main streets to empty blocks nearby.



SeaPark: Results

Performance-analysis has informed innovative management tactics, including:

- Extending meter hours (to 8:00 pm) with extended time limits (after 5 pm) in selected areas where occupancy exceeds target range after 7:00 pm.
- Established 10-hour time limits in South Lake Union, where lower prices were not expected to shift demand from congested areas nearby.
- Implemented new "Best Value" signage to direct motorists to lower priced parking.
- Established seasonal rate changes in selected areas with seasonal variation in demand.
- Key lesson: Importance of balancing a refined, but not too complex rate structure (variance by sub-area) with simple and clear signage and communication for customers.

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SF*park*, SAN FRANCISCO, CA

In 2010, San Francisco initiated SF*park*, a federally-funded pilot project to test demand-based pricing for on- and off-street parking.

- **On-street:** Installed occupancy sensors, new smart meters, and implemented demand-based pricing in seven pilot and two control zones. Extended and eliminated time limits.
- **Off-street:** New rates in 13 public garages (12,000 spaces), with off-peak discounts.



SF*park*: Policy guidance

Target: 60 percent-80 percent occupancy

Pricing: On-street prices vary by block face, time of day and day of week; adjusted administratively every six to eight weeks ($0.25 increments) to meet targets.

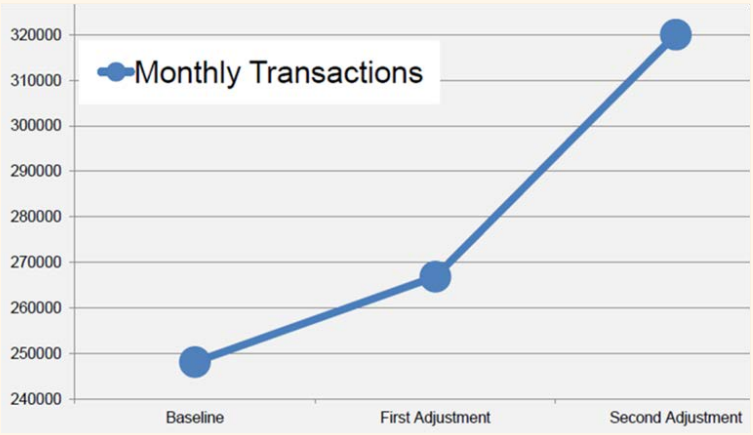


SF*park*: Results

- Average hourly prices decreased overall
- Citations declined by 23 percent.
- Parking search time declined 43 percent. Double-parking declined 22 percent.
- Greenhouse gas emissions declined by 30 percent in pilot zones; 6 percent in control areas.

GOBERKELEY, BERKELEY, CA

GoBerkeley is a program to improve parking availability, reduce traffic congestion, and promote use of non-auto travel.



Incentives: Universal transit passes were provided to employees and residents of multi-family housing at selected sites.

Parking Management: Berkeley implemented demand-based pricing of on- and off-street parking in the Downtown, Elmwood and Telegraph districts:

- "Premium" curb spaces priced up to $2.75/hr (2-hour limit)
- "Value" spaces priced at $1.50/hr (8-hour limit)
- Graduated pricing for 3-hour limited spaces (1 hr: $1.50, 2 hrs: $3.50, 3 hrs: $6.00)





GoBerkeley: Results

- Parking availability improved: 78 percent of drivers can "easily find parking," up from percent.
- More people served: turnover increased; 29 percent more transactions single space meters.
- Demand shifted to previously under-utilized off-street lots/garages.

41

at

GoBerkeley: Policy Guidance

Policy goals: (1) Make best use of all spaces, (2) make garage parking as a first choice, (3) use time limits that match needs, (4) provide better parking information (including signage).

Occupancy target: 65-85 percent (On- and off-street).

Rate adjustment: Rates have been adjusted twice since program initiation (2013), based on manual counts and transaction data. Berkeley plans to use an algorithm to estimate occupancy based on payment data, calibrated by data collected on-street by license plate readers (LPR) used for enforcement.

ROADMAP FOR BETTER PARKING MANAGEMENT

To define current parking conditions, issues, and opportunities in different areas, PBOT has recently completed both the *Central City Parking Analysis* (an element of the CCTMP Update), and the *Mixed-Use Centers and Corridors Parking Analysis and Toolkit*. As an integral element of the Comprehensive Plan update, the Citywide Parking Strategy will synthesize and make policy and program recommendations based on the findings of these two studies.

What works

Many existing parking policies and practices help us reach air quality, mode split, livability and economic development goals. Key successful policies include:

- Limiting drive alone trips and encouraging other modes by limiting the amount of new parking.
- Facilitating turnover to serve retail and other short-term destinations.
- Prioritizing on-street parking users based on community goals.
- Regulating off-street parking to promote compact and walkable urban form.

Key policy changes

With direct assistance from three broad public Stakeholder Advisory Committees (SAC), PBOT staff are working to develop a roadmap for better parking management. Preliminary policy recommendations include:

- Change zoning code to **allow and encourage shared use** of existing and new off-street parking, including implementation of district parking programs.
- **Redefine the purpose and value of the "curb zone"** (curbside street space often used for parking, loading, and or other uses). Recommended draft Comprehensive Plan Policy 9.55 states:
    - » **Policy 9.55 Curb Zone.** Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand.

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- **Simplify** parking regulations in the Central City Plan District.
- Develop a new **Residential Parking Permit Program** for neighborhoods:
  - » Permit district boundaries would be based on zoning.
  - » Limit the number of permits sold based on supply.
  - » Limit number of permits to households.
- Require new developments above a certain size to develop **transportation demand management** plans with the city, meet modal targets, and provide mobility subsidies (i.e. transit passes, etc.) to their residents and employees.
- Add **Equity** criteria to evaluate parking policies and programs. Primary equity considerations are for low-income people and people with disabilities. Policies should focus on lowering the cost of development and **mitigate disproportionate burdens on low-income households.**
- **Implement a performance-based parking management program by:**
  - » **Establishing policy guidance, including performance targets** (adopted by Council). Policy must be clear about the goals, targets, methods of data collection and analysis, and program parameters ((e.g. units for rate adjustment (e.g. $0.25, or $1.00)), frequency of data collection and rate adjustment).
  - » **Coordinating on- and off-street parking**, scoping periodic monitoring for both on- and off-street occupancy and hourly rates.
  - » **Prioritizing uses** for public parking.
  - » **Adjusting parking prices** to meet target occupancy rate(s).
  - » **Utilizing demand-based pricing**, using existing systems such as Smart Meters and a pay-by-phone option.[10]
  - » Extending or eliminating **time limits**, with the expectation that pricing will optimize turnover.

These parking policy and practice proposals align with City goals on a range of issues:

- **Environment/air quality:** Reduces vehicle travel and associated negative impacts on climate and air quality impacts, while improving air quality.
- **Economic development:** Improves access to commercial districts and reduces transportation-related costs of business operations.
- **Travel mode shift:** Reduces congestion from drivers searching for parking, which improves transit speed and reliability and makes walking/biking safer.
- **Equity and affordability:** Reduces the perceived need to provide costly new off-street parking with all new residential and mixed-use buildings; shifts the focus of transportation spending away from subsidized parking toward mobility services.

ENDNOTES

1.Title 16 of the City Code and Charter establishes PBOT authority to regulate use of the curb zone for parking and other uses, and SmartPark garages to serve the public interest, and delegates decision-making authority for many parking management tools to the City Traffic Engineer. Rules and procedures not specifically defined in the Code are governed by the PBOT Rules and Procedures Manual.

2. The CCTMP (1995) is Portland's current policy framework for managing growth, transportation and parking in the Central City, including Downtown, North Macadam/South Waterfront, Goose Hollow, Lower Albina, the Central Eastside, and the River, University and Lloyd Districts.

3. APPP area designation is considered by PBOT and Council upon petition by a majority of residents and businesses within the proposed permit parking area.

4. Taxis are permitted to use TriMet bus zones outside of peak periods (7-9 am, 4-6 pm) for up to 15-minute stays.

5. Lancaster Engineering (2015), Central City Parking Occupancy and Turnover Analysis (prepared for PBOT).

6. Rick Williams Consulting (2015).

7. City of Long Beach (2014), "Urban Parking Partnership." http://www.communityparking.com/images/FAQ.pdf.

8. Collins, P., South Waterfront Community Relations Memo, (April, 2015).

9. Collins, P., South Waterfront Community Relations Memo, April, 2015 [additional publication info, if available by search]," AND "Los Angeles Adaptive Reuse Ordinance (1999)

10. PBOT is reviewing proposals from Pay by Phone Vendors in the fall 2015.

REFERENCES

All the documents below can be found online at portlandoregon.gov/transportation/ParkingReports.

1. Public Parking In the City of Portland Current Management Policies and Practices, December 2014. Prepared by the Portland Bureau of Transportation Parking Operations Division.

2. City of Portland Off-Street Parking Management & Guiding Policies, January 2015. Prepared by the Portland Bureau of Transportation Parking Operations Division.

3. Transportation System Plan Parking Policies, City of Portland Bureau of Transportation, 2008.

4. City Parking Occupancy and Turnover Analysis October–November, 2014. Prepared by Lancaster Engineering.

5. Neighborhood Centers and Civic Corridors Draft Parking Inventory, Occupancy and Turnover Study Findings and Conclusions Report, June 2015. Prepared by Kittleson & Associates.

6. Mixed-Use Centers and Corridors Livability and Parking Analysis Final Report, August 2015. Prepared by: Angelo Planning Group DHM Research, Rick Williams Consulting

7. South Waterfront Occupancy and Turnover Study, February 2015. Prepared by South Waterfront Community Relations.

8. Go Lloyd Annual Parking Study, Fall 2014. Prepared by Go Lloyd Transportation Management Association.

9. Central Eastside Parking Occupancy and Turnover Study, Fall 2015. Prepared by Rick Williams Consulting.

10. City of Portland Recommended Comprehensive Plan 2035, approved by Planning & Sustainability Commission August 2015, prepared by Portland Bureau of Planning and Sustainability.

HELP SHAPE THE PLAN FOR PARKING

Stakeholders from across the city have been working with staff to update our parking management policies and practices. In the next few months, we will develop a citywide parking strategy. You will have the opportunity to weigh in on both the policies and the implementation plans. Follow the links below to access the full documents referenced in this report, discover what's new and learn how to get involved in planning the future of parking in Portland.

Read parking survey reports, studies, and proposals on our website:
portlandoregon.gov/transportation/ParkingReports

Send comments via email to: PDXparking@portlandoregon.gov

Acknowledgements

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Citywide Parking Strategy

Parking Projects and Related Implementation Projects At a Glance Key PSC and City Council dates	***Bold: Parking elements*** *Non-bold: related non-parking elements*
Central City 2035 Plan Key dates • PSC Briefing 5/24/2016 • PSC Hearings 6/14 and 6/28 • PSC Work sessions on 7/26 and 8/9 (plus 8/23 optional) • City Council Briefing 9/20 • City Council Hearings on 9/22 and 9/29 • City Council Deliberations on 10/6 and 2nd Reading and Vote 10/13/2016	• **Update the parking maximums.** • **Simplify regulations.** • **Expand allowances for shared (commercial) parking.** • **Limit new surface parking** • **Eliminate several Central City Parking Review requirements** • Require pre-approved/off-the-shelf Transportation and Parking Demand Management (TDM) plan including education, incentives, and performance monitoring, when more than 10 units or 25,000 sf of net commercial space are built.
Mixed Use Zones Project Key dates • PSC Hearings 5/10 and 5/17/2016 • PSC Work Sessions on 6/28 and 7/12/2016 • City Council Hearings in Fall 2016	• **Allow shared (commercial) parking in commercial/mixed-use zone** • **Simplify parking related zoning code structure** • **Expand allowances for joint-use parking** • **Set parking maximums for residential uses in mixed-use zones in areas with good transit service** • Require pre-approved/off-the-shelf TDM plan including education, incentives, and performance monitoring, when more than 10 units are built.
Campus Institutional Zoning Key dates • PSC Public Hearing on Map 5/24/2016 (tentative) • City Council Fall 2016	• Standardize TDM requirements for large hospitals and colleges. • Title 33 Code amendments recommended for approval. • Zone Map amendments.
Northwest Plan District Key dates • PSC Hearing on 3/18/2016 • City Council April/May 2016	• **Expand allowances for shared (commercial) parking.** • **Establish minimum off-street parking ratios for residential development with 31 or more units (extend existing requirements that apply to other areas to the NW district).**
Performance-based Parking Management Key dates • City Council Spring 2016	• **Council action to initiate the development of a Performance-based Parking Management Program in 2016 that includes "dynamic" meter rates - on-street parking meter rates responsive to demand based on occupancy performance targets.**

Citywide Parking Strategy

Centers and Corridor Parking Key dates • City Council Spring 2016	• **Develop a new toolkit for parking management in high growth areas.** • **Develop a new Residential Parking Permit Program.**
Bicycle Parking Code Update	• **Update bike parking zoning regulations for new development (currently underway).**
Truck Parking and Loading Study	• ***Update parking and loading practices and develop new tools*** • ***Potential update of loading requirements for new development (currently underway).***
On-Street Parking Management (ongoing)	• ***NW Portland Parking Program* - A multi-phase plan to improve parking in NW Portland. Installation of 360 meters scheduled to be completed April 1st 2016.** • ***Central Eastside Parking Program*, limit number of permits and convert to meter and increase fees over time. In May 2016 start the transition from time stays and permit stalls to meter stalls.**
TSP Performance Measures Key dates • PSC Hearings 3/8/16 and 3/22/2016 • City Council 4/14/2016	• Update transportation system performance measures for mode share, climate pollution reduction, and vehicle miles traveled to be consistent with Portland Plan, Growth Scenarios Report, and Climate Action Plan. • Propose vehicle ownership target for new mixed-use buildings to increase the number of carless households from 13% to 25%.

Comprehensive Plan Parking Policy

Parking management

Vibrant urban places link people and activities. As Portland grows, we must manage both the demand and supply of parking to achieve climate, health, livability, and prosperity goals. Providing too much and/or underpriced parking can lead to more driving and less walking, cycling, and transit use; inefficient land use patterns; and sprawl. Insufficient parking can negatively affect neighborhood livability and economic vitality. These policies provide guidance to manage parking demand and supply to meet a variety of public objectives, including achieving compact walkable communities, reducing private vehicle ownership and overall vehicle use, enhancing livability, reducing pollution, and expanding economic opportunity.

Policy 9.54 Parking management. Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.

Policy 9.55 Curb Zone. Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize

parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

Policy 9.56 On-street parking. Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand. Policy

9.57 Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand.

Policy 9.58 Share space and resources. Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

Policy 9.59 Cost and price. Recognize the high public and private cost of parking by encouraging prices that reflect the cost of providing parking and balance demand and supply. Discourage employee and resident parking subsidies.

Policy 9.60 Bicycle parking. Promote the development of new bicycle parking facilities including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at high-capacity transit stations to enhance bicycle connection opportunities. Require provision of adequate off-street bicycle parking for new development and redevelopment. Encourage the provision of parking for different types of bicycles. In establishing the standards for long-term bicycle parking, consider the needs of persons with different levels of ability.

CITYWIDE PARKING STRATEGY

Briefing on Major Planning Efforts

Planning and Sustainability Commission – February 23, 2016



WE KEEP PORTLAND *MOVING*.

PBOT
PORTLAND BUREAU OF TRANSPORTATION



"The conversation has turned to parking."

Source: Edward Koren, New Yorker Magazine, April 25, 1988

Topics covered today

Portland Parking: Then and Now

Central City Parking Policy Update

- Zoning Code Update
- Public Parking
- Performance Based Parking Management Program

Centers & Corridors

- Parking Toolkit
- New Residential Permit Proposal

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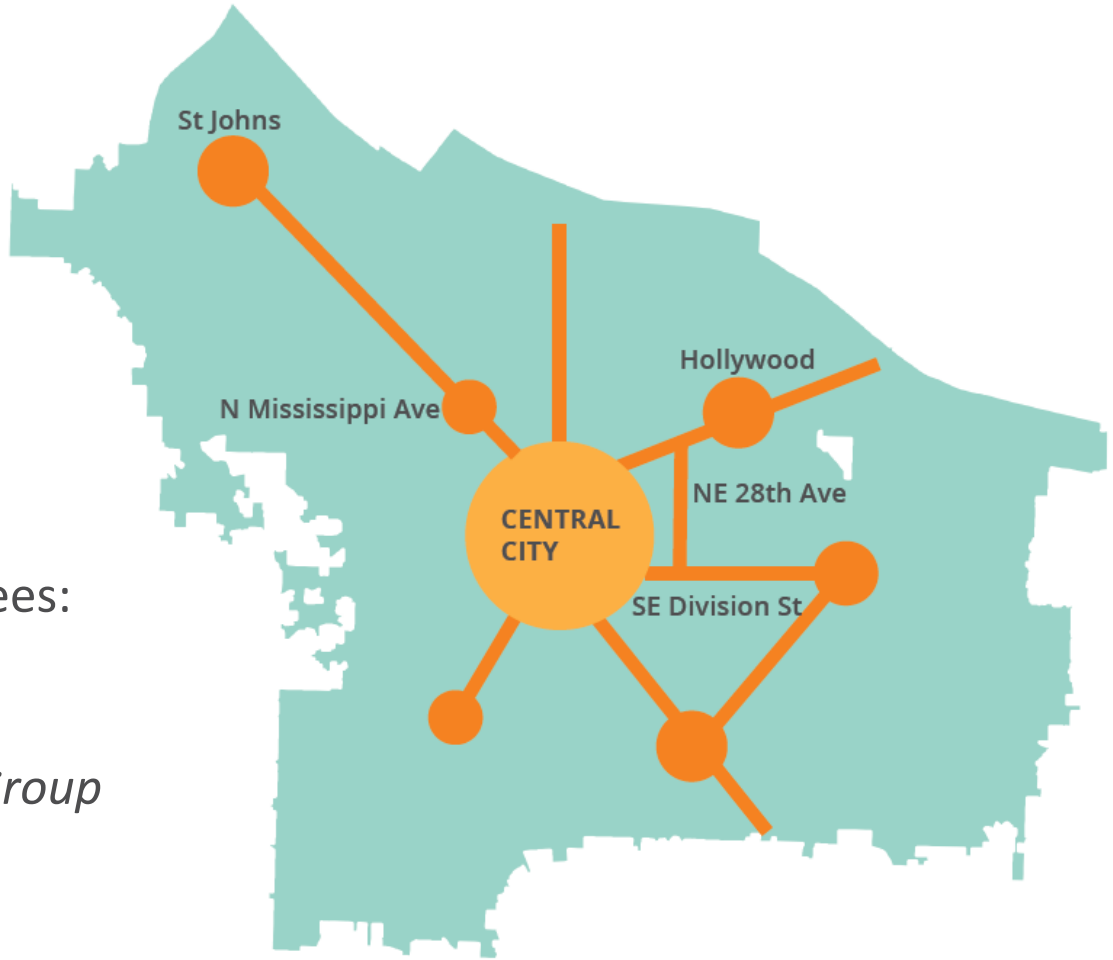
The **Citywide Parking Strategy** is a multi-faceted effort

Six study areas:

- Central City
- 2 centers
- 3 corridors

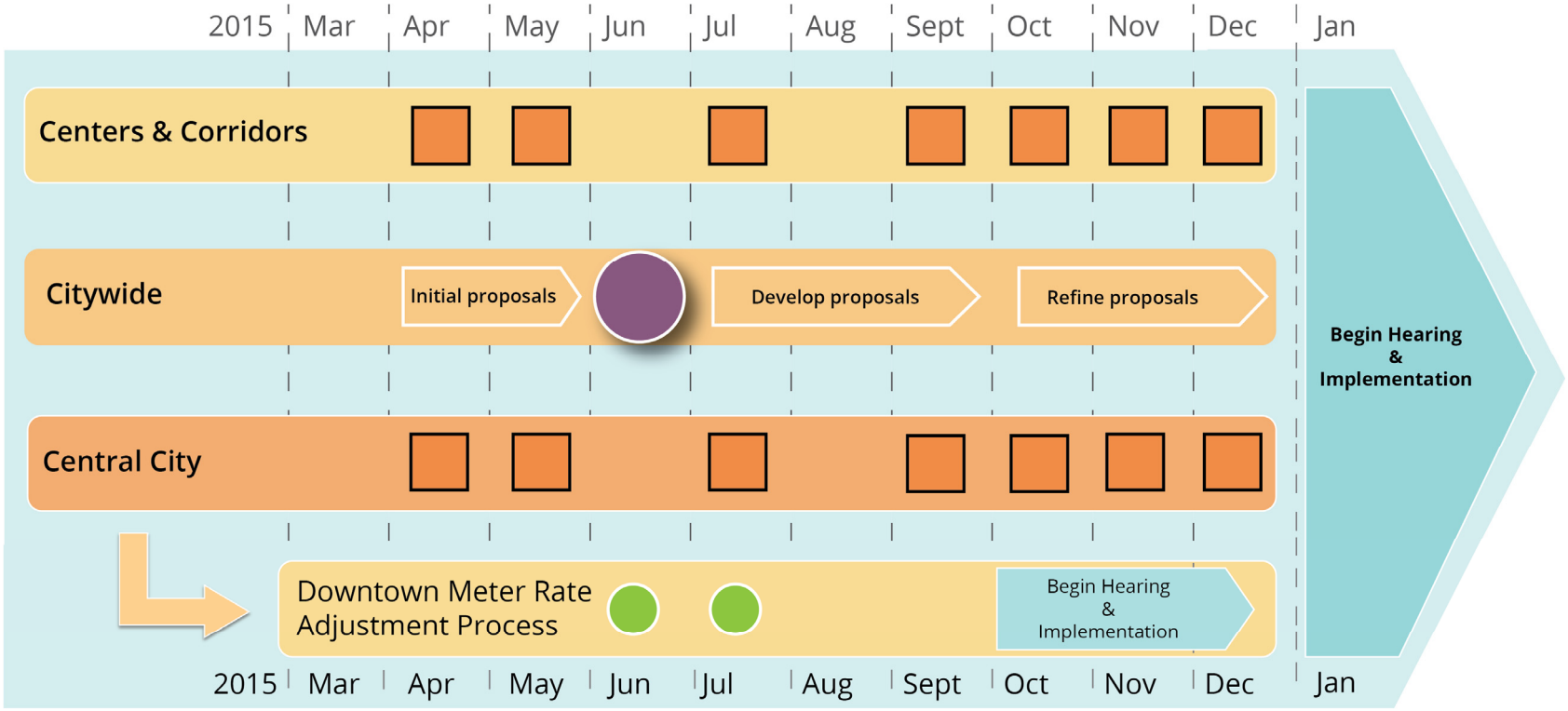
Stakeholder Advisory Committees:

- *Central City*
- *Centers + Corridors*
- *TSP Transportation Expert Group*



Ord. 188177, Vol. 2.5, page 14528

How we got here:



Ord. 188177, Vol. 2.5, page 14529



PARKING THEN AND NOW

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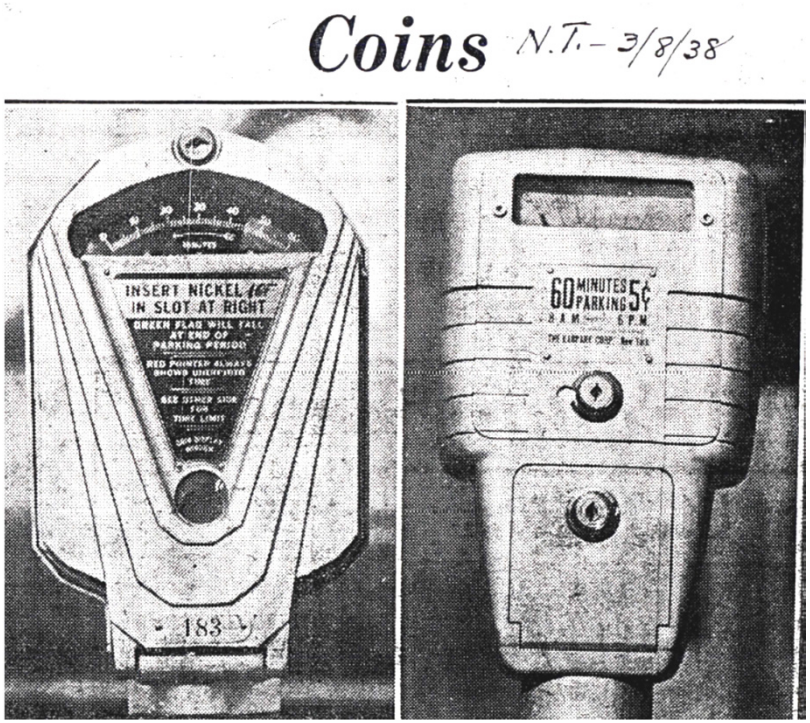
1938



1,336 parking meters installed between SW 3rd, SW 10th, SW Salmon and SW Oak Streets

1981



Gander Ridge became the first neighborhood in the City to have permit parking. Today it is Zone B

Ord. 188177, Vol. 2.5, page 14531



In the early 1970s, Portland violated Clean Air Act standards for carbon monoxide 1 out of every 3 days.

Under DEQ order, The 1975 *Downtown Parking and Circulation Policy* capped the number of stalls downtown at ~39,000 (the Parking Lid).

No new surface parking lots allowed.

Expansion of transit service was a key aspect of the mitigation strategy.

Manage growth via regulation and provision of on- and off-street parking.

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Additional parking needed at suburban levels to accommodate Central City growth



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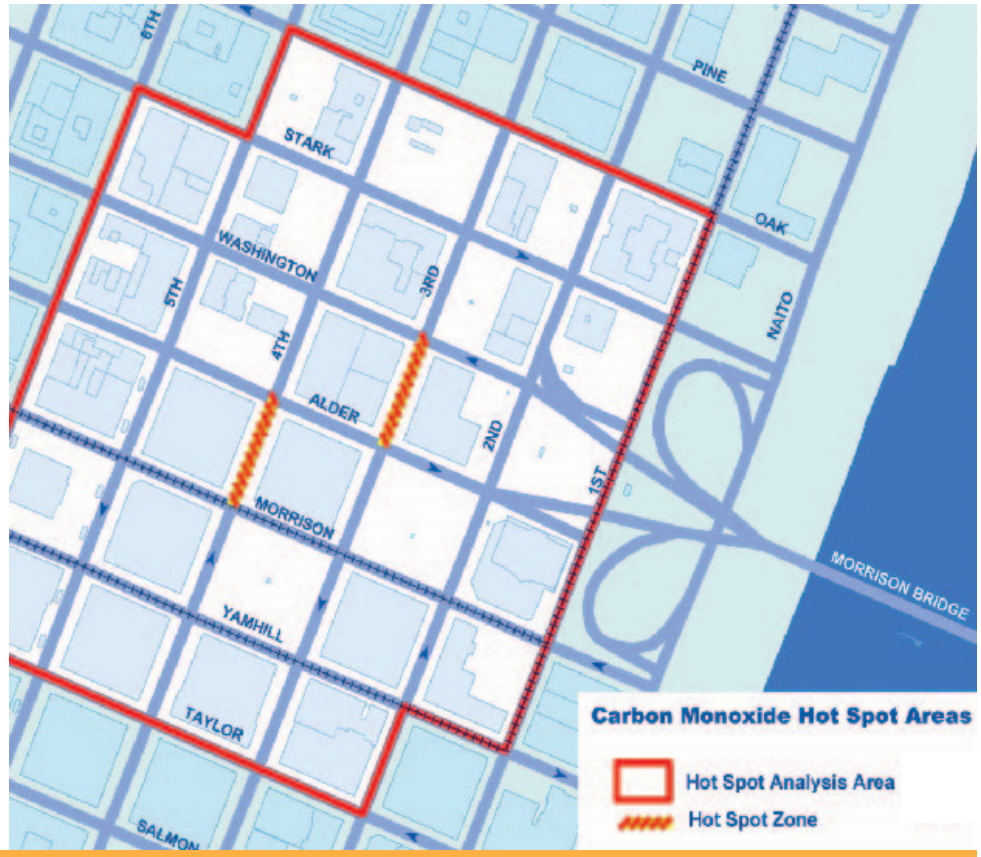
Central City Transportation Management Plan and Air Quality

- The 1995 *Central City Transportation Management Plan* (CCTMP) removed the parking stalls cap but remained as an Air Quality Management Plan.
- New policy directive was to "pinch" the supply of parking to provide the necessary incentive for:
  - redevelopment
  - use of alternative transportation modes
- Last carbon monoxide violation was August 31, 1987.



Ord. 188177, Vol. 2.5, page 14534

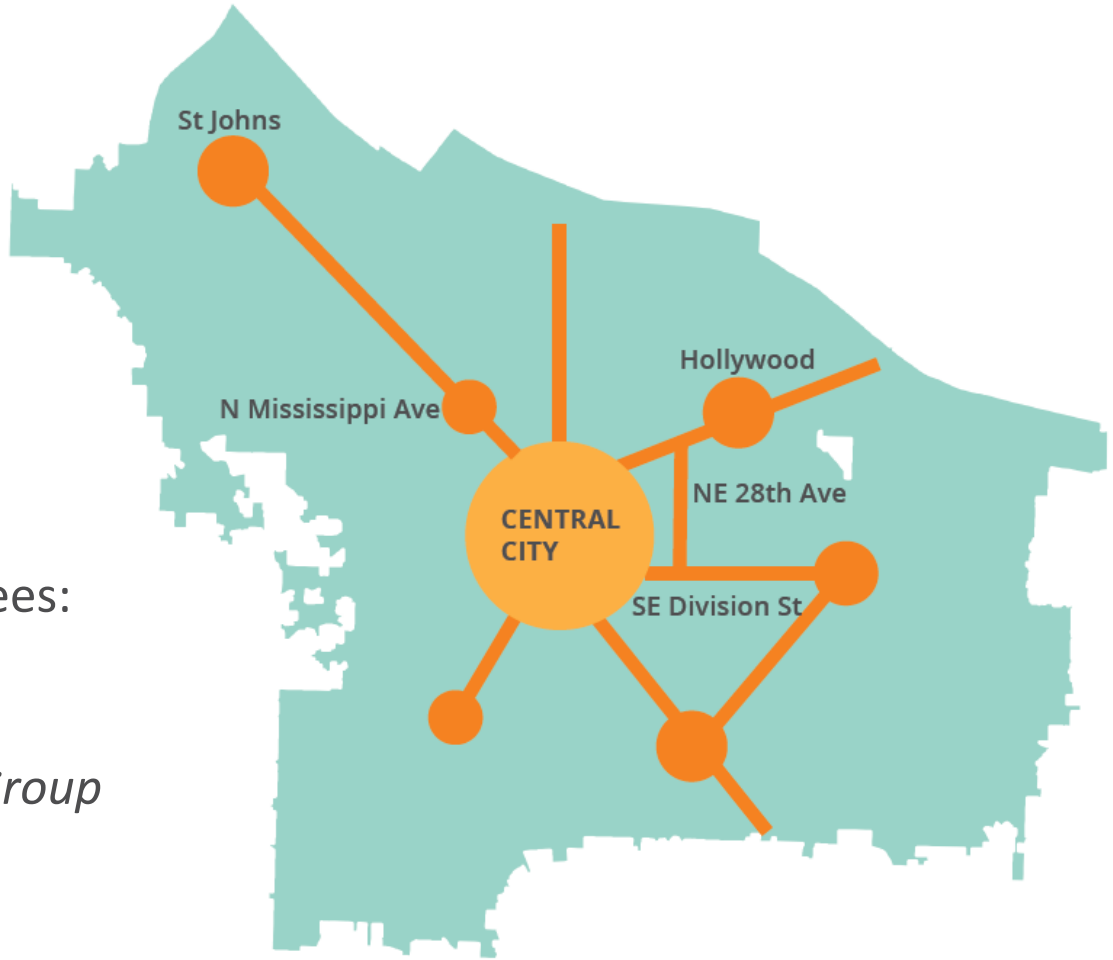
The **Citywide Parking Strategy** is a multi-faceted effort

Six study areas:

- Central City
- 2 centers
- 3 corridors

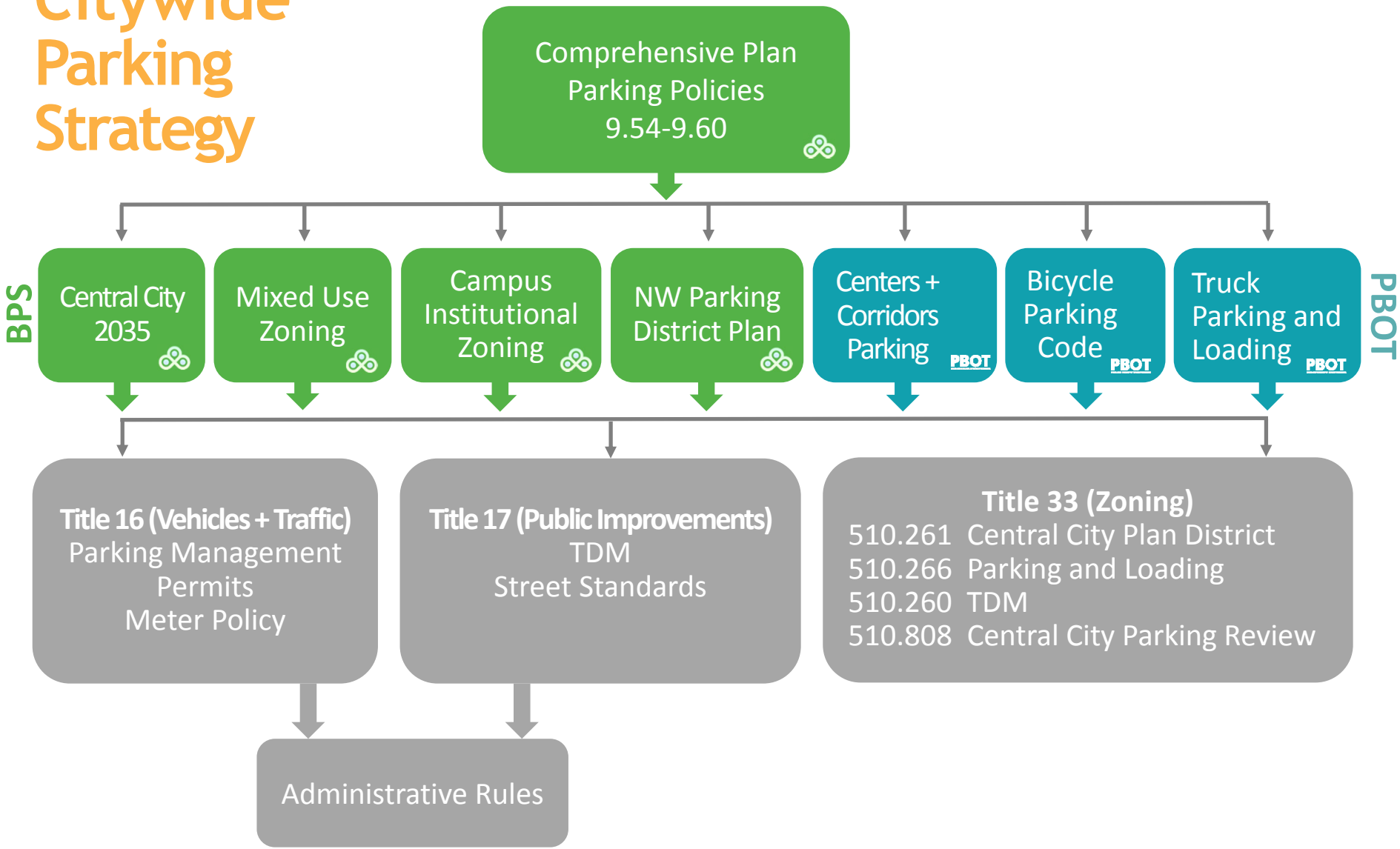
Stakeholder Advisory Committees:

- *Central City*
- *Centers + Corridors*
- *TSP Transportation Expert Group*



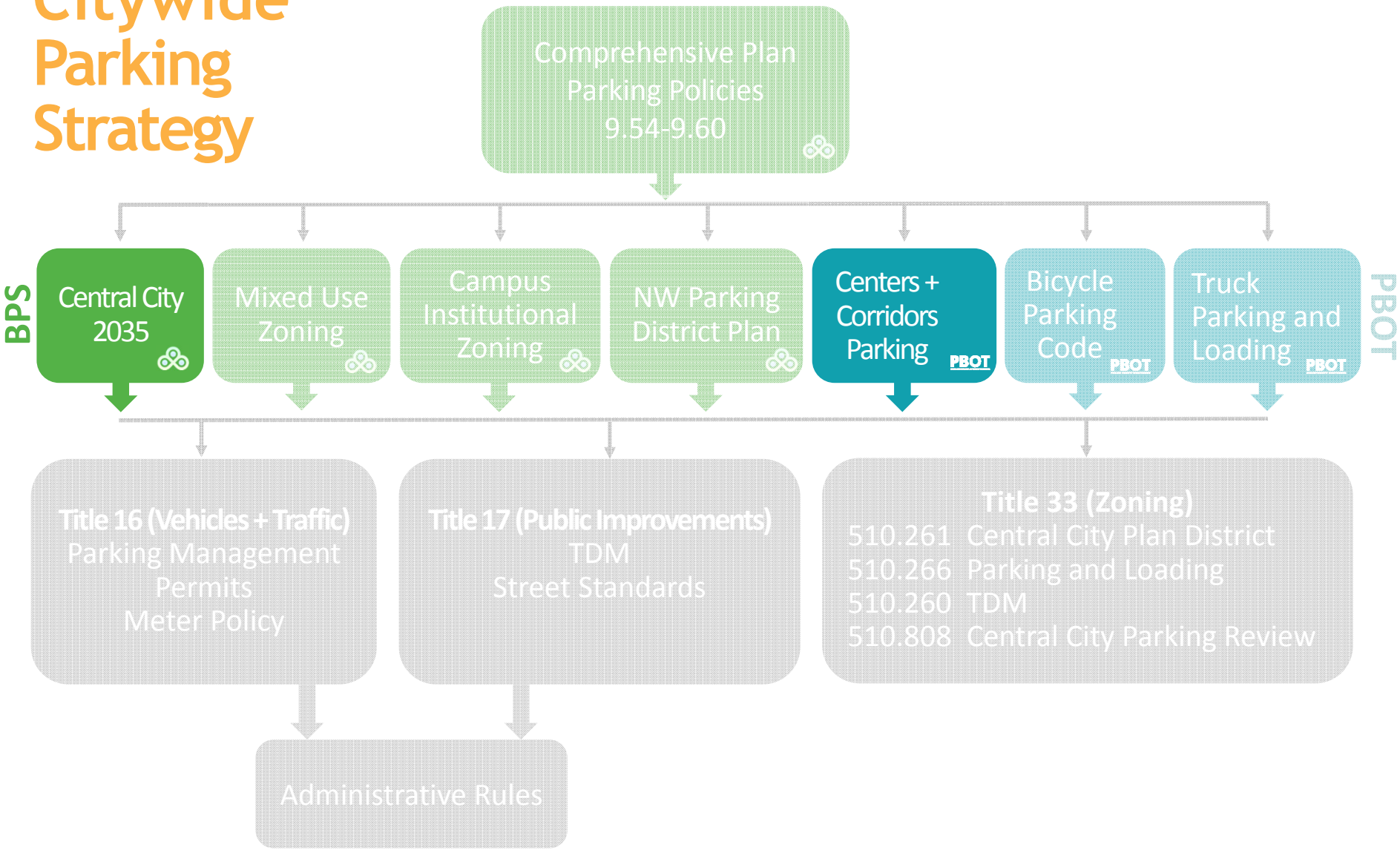
Ord. 188177, Vol. 2.5, page 14535

Citywide Parking Strategy



Ord. 188177, Vol. 2.5, page 14536

Citywide Parking Strategy



Ord. 188177, Vol. 2.5, page 14537

Better use of existing parking

- Existing parking assets are often underutilized for much of the day
- We are **simplifying parking regulations** to allow sharing of parking



Ord. 188177, Vol. 2.5, page 14538

More demand-responsive management

- It is challenging to adjust parking rates and initiate parking management plans
- New technologies allow more responsive management
- We are developing a **new approach to parking management**



Ord. 188177, Vol. 2.5, page 14539

Better on-street management

- Parking supply is getting tighter as commercial districts redevelop and demand for limited parking spaces increase
- Parking demand spills over into single family neighborhoods
- We are expanding our parking **toolkit** and developing **a new permit program**



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Ord. 188177, Vol. 2.5, page 14540



CENTRAL CITY PARKING POLICY UPDATE

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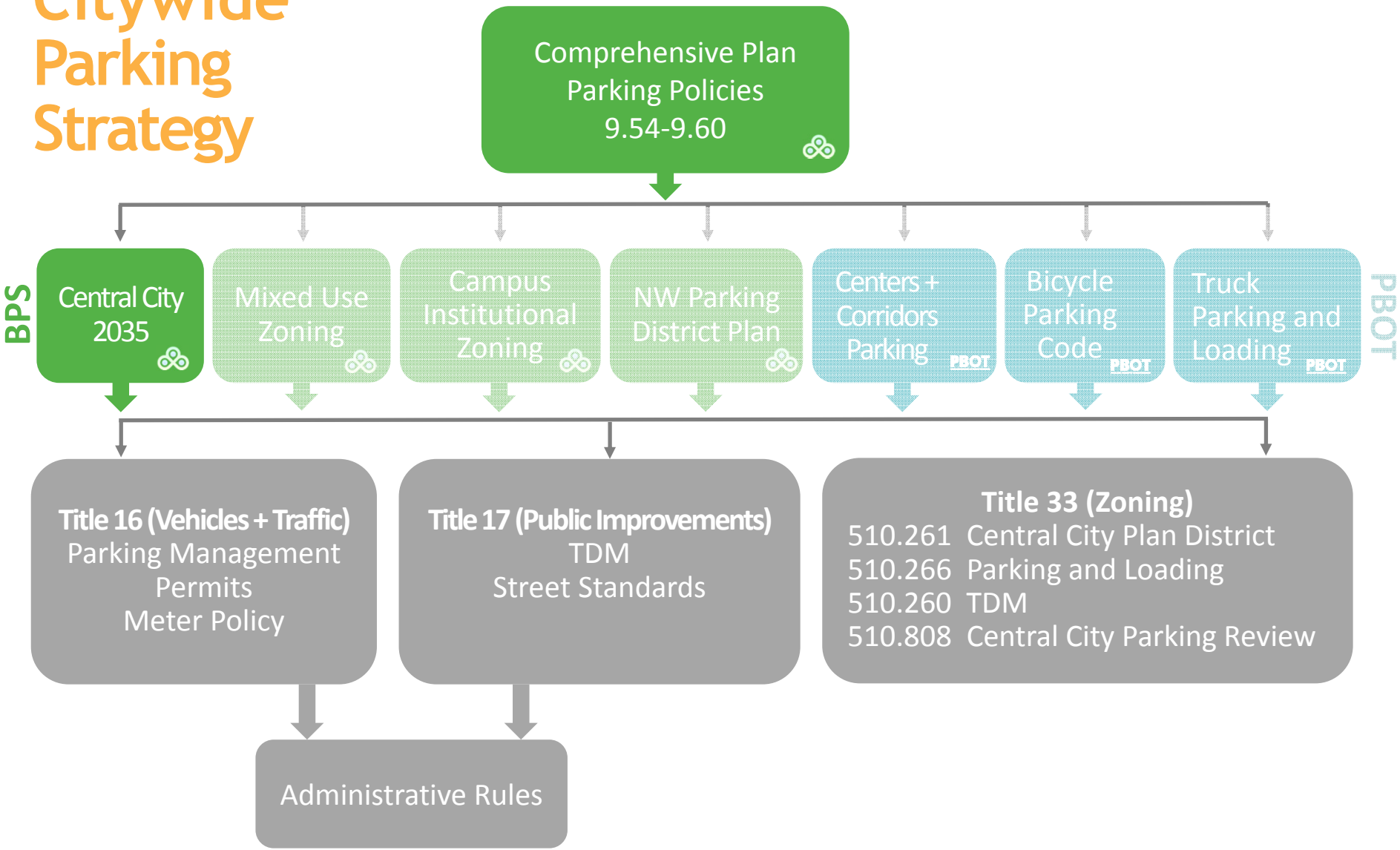
Citywide Parking Strategy



Ord. 188177, Vol. 2.5, page 14542

Foundational Principles

- Encourage the development of Central City
- Support the mode split goal targets established in the Central City 2035 Plan
- Continue to limit the growth of parking
- Introduce greater flexibility to how parking can be operated in private and public lots
- Simplify existing regulations

Ord. 188177, Vol. 2.5, page 14543

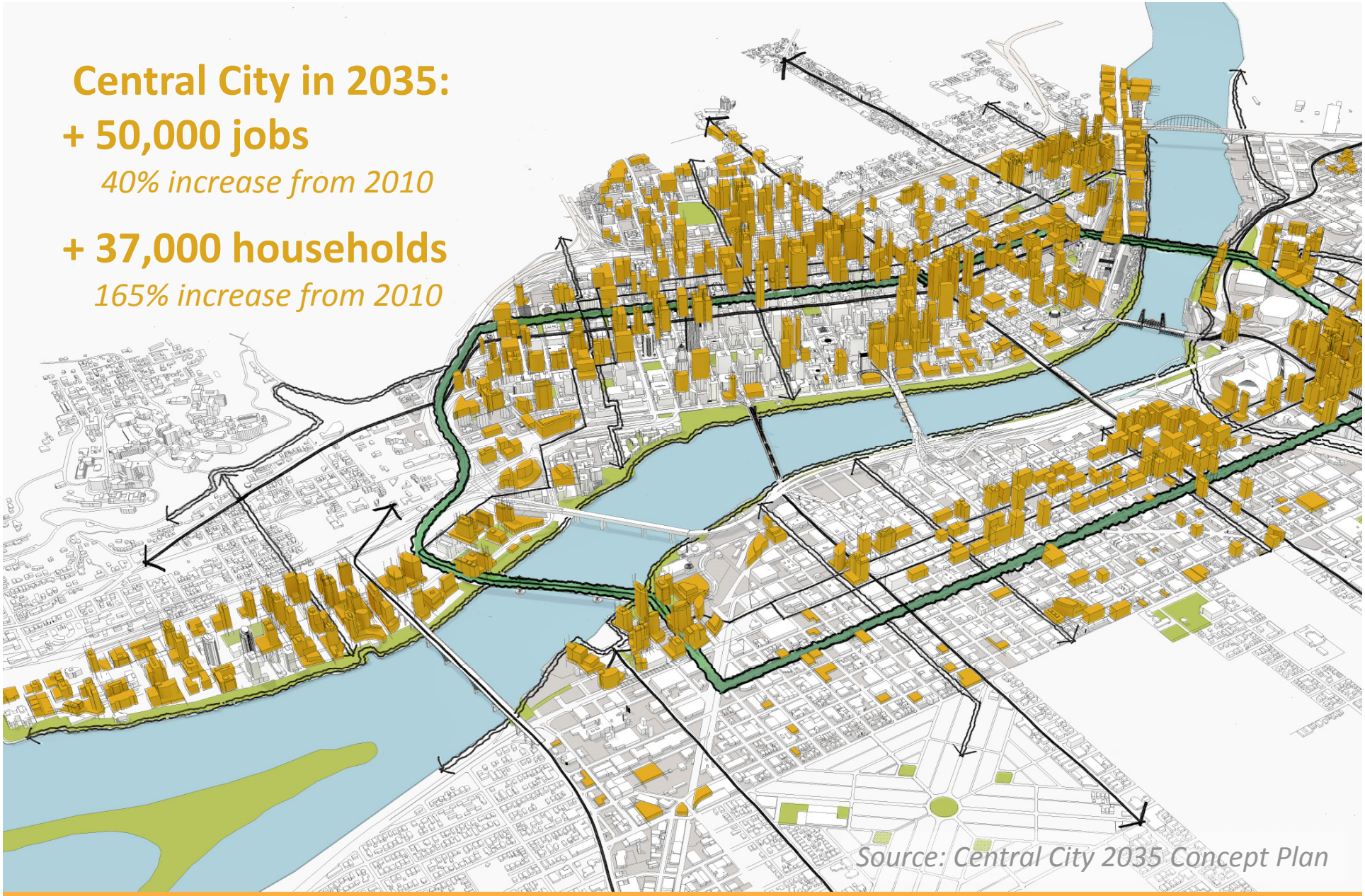
Central City in 2035:

+ 50,000 jobs

40% increase from 2010

+ 37,000 households

165% increase from 2010



Source: Central City 2035 Concept Plan

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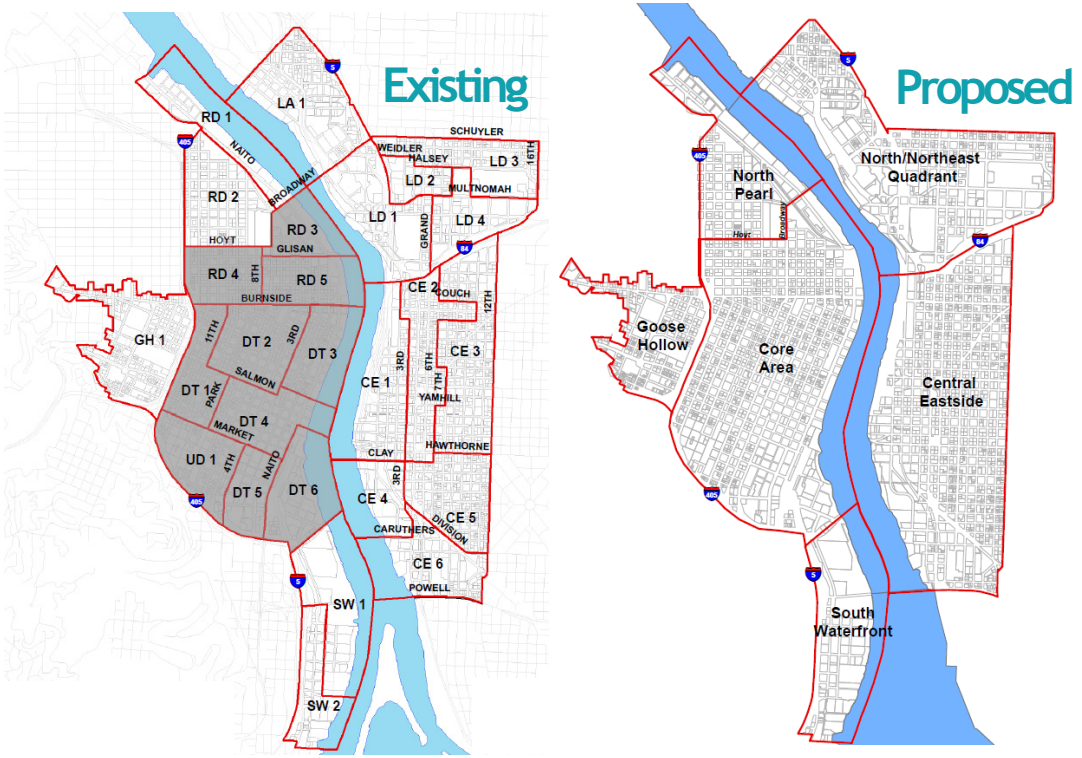
Summary of zoning code amendments

- Simplify **Central City Parking Review**
- Reduce **parking sectors** from 26 to 6
- Adjust **parking ratios**
- Limit new **surface parking** lot development
- Simplify **Preservation Parking** regulations
- Remove barriers to **shared parking**

Ord. 188177, Vol. 2.5, page 14545

Simplification

- Reduce **parking sectors** from 26 to 6
- Reduce **types of parking** from 6 to 4
- Allow **"sharing"** (commercial) parking for structured parking
- Simplify **code language** from 70+ pages to ~10 pages
- Reduce **triggers** for Central City Parking Review (CCPR)



Ord. 188177, Vol. 2.5, page 14546

Parking Ratio Recommendations

Applies to new development (Growth Parking) and parking for existing buildings (Preservation Parking)

- Maintain no minimum parking requirement
- Impose maximum parking ratios on all uses throughout Central City
- Adjust ratios to reflect investments in infrastructure
- Standardize ratios for residential and hotels



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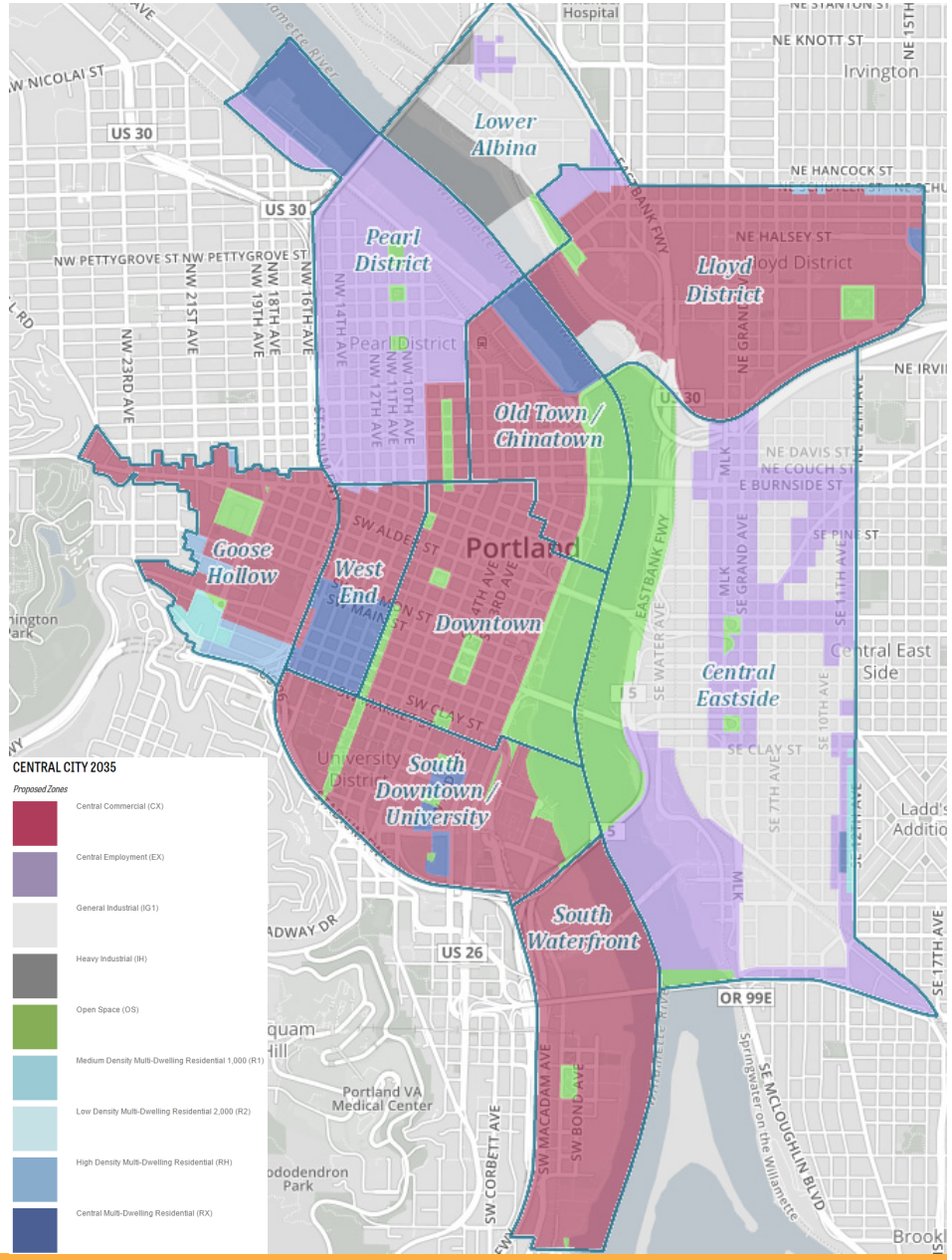
Ord. 188177, Vol. 2.5, page 14547

Surface Lot Recommendations

- New surface parking lots will be prohibited, except in industrial zones.

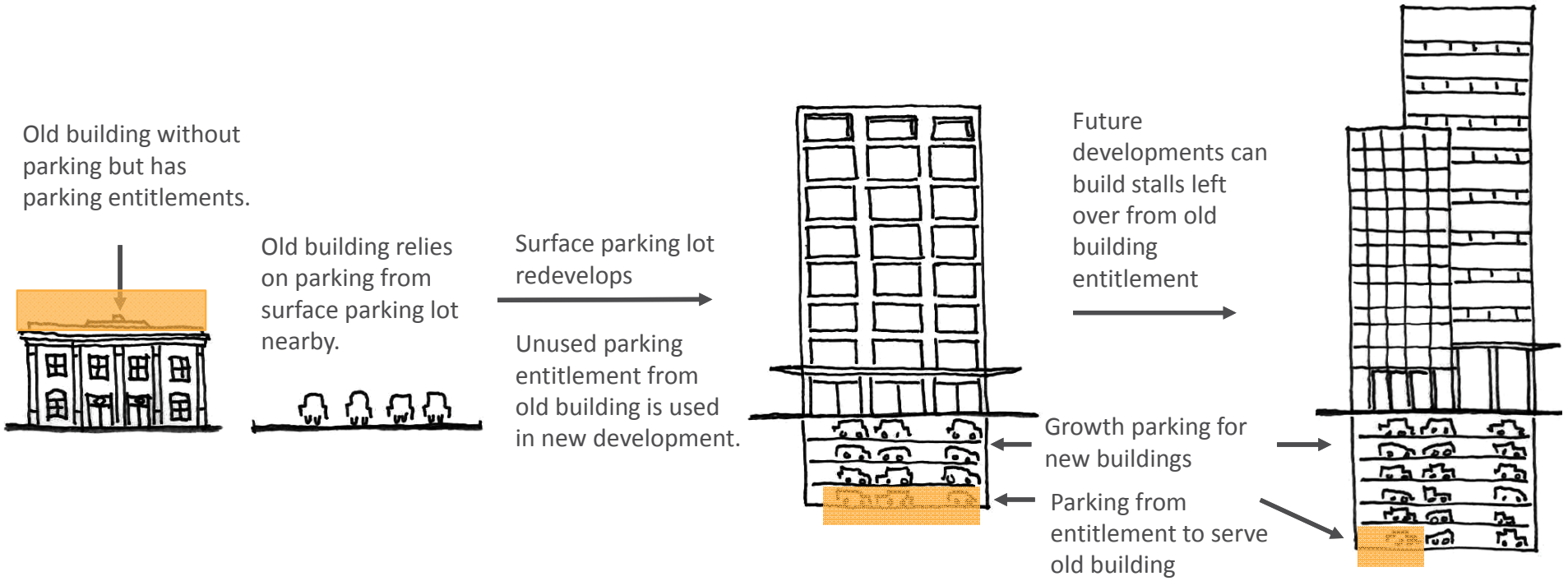
- Rehabilitation of structures would not trigger restriction



Ord. 188177, Vol. 2.5, page 14548

Preservation Parking

- Assures parking (if necessary) for buildings without parking
- Encourages development to build less parking as more could be built later
- Changes include expanding preservation parking to **residential and hotel** uses
- Simplifies regulations and operations

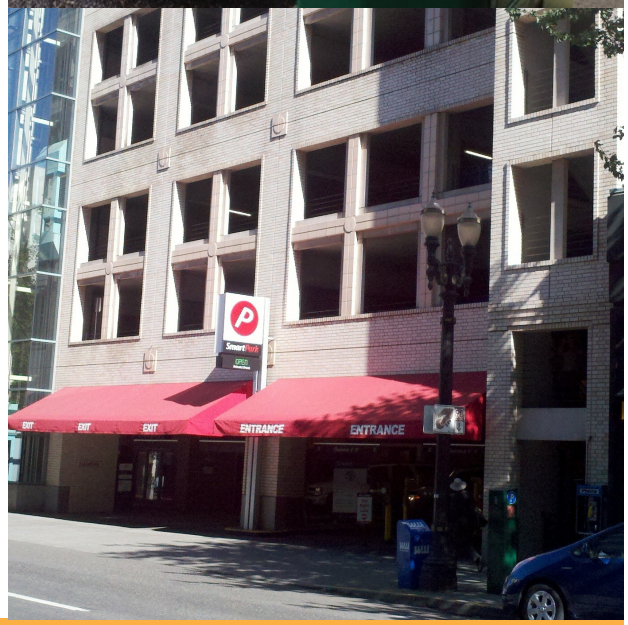


Ord. 188177, Vol. 2.5, page 14549

Summary of Public Parking

- Prioritize **on-street** parking for short stays
- Prioritize **off-street (SmartPark)** parking for short and longer stays—not commuters
- Develop a **performance-based parking management** program





Ord. 188177, Vol. 2.5, page 14550

Performance-based parking management

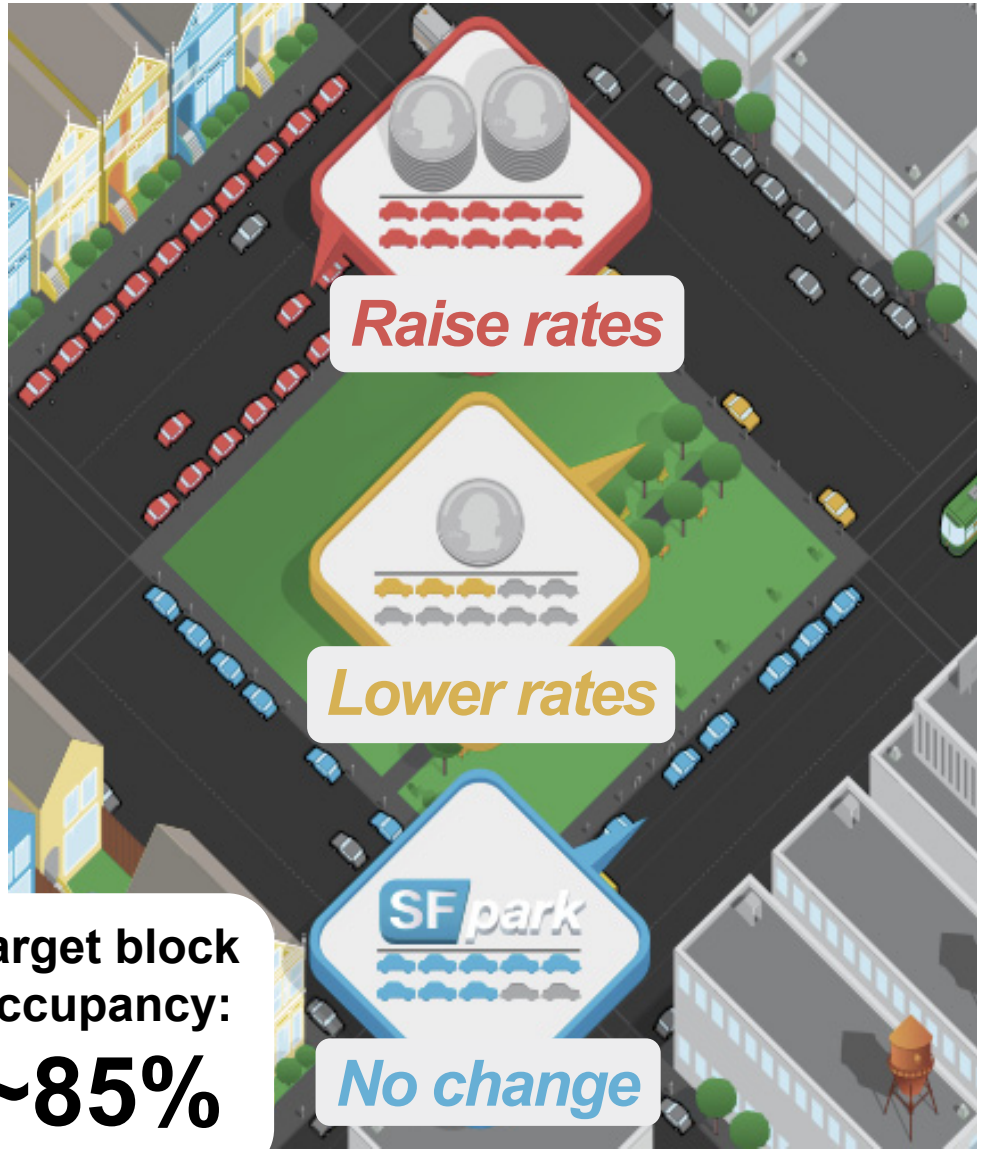
On- and Off-Street Public Parking:

- Stakeholder advisory committee recommended that staff develop a **performance-based parking management program** that includes:
  - Establishing performance targets
  - Coordinating on- and off-street parking
  - Adjusting parking prices to meet parameters

Ord. 188177, Vol. 2.5, page 14551

What is performance-based parking management?

- Maximizes customer experience of parking system
- Data-driven and transparent government policies
- Not driven by revenue
- Improves reliability and overall livability of places



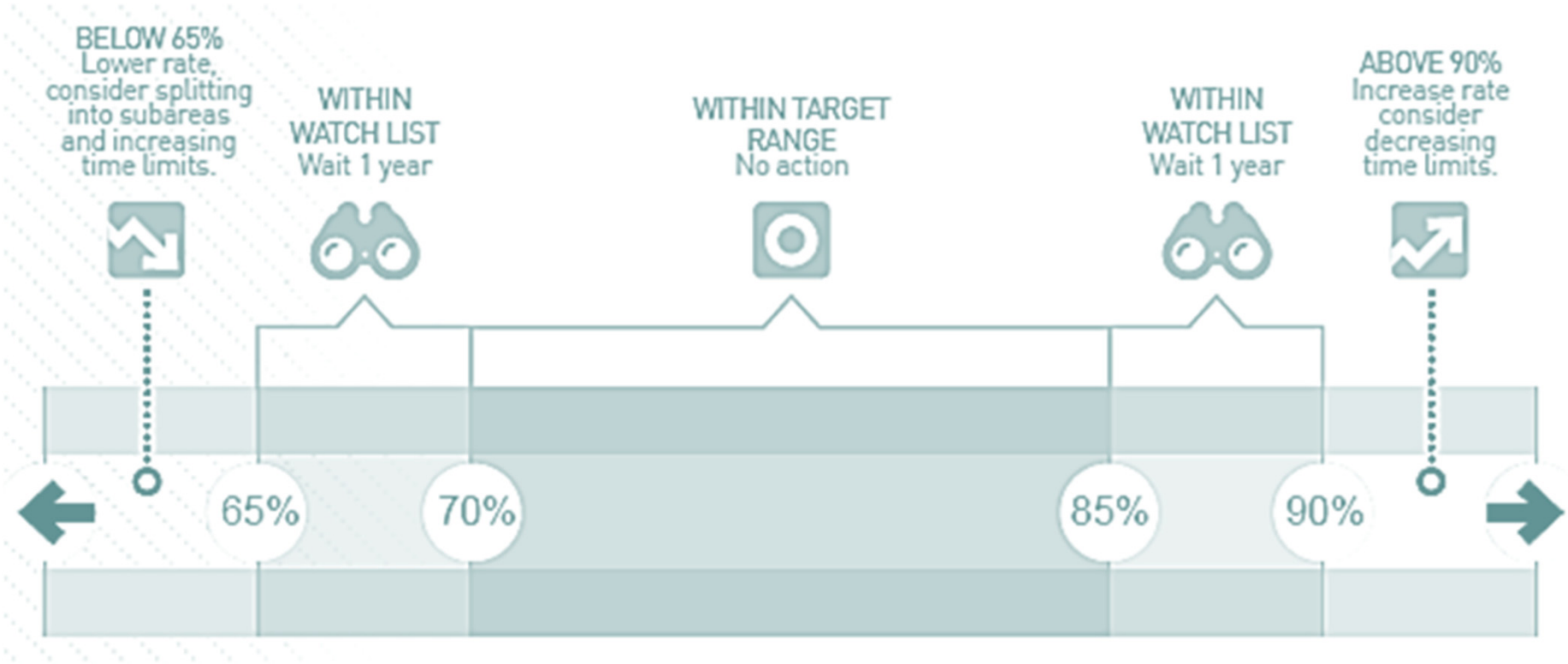
Target block occupancy:

~85%

***EXAMPLE**: San Francisco's **SFpark** program*

Ord. 188177, Vol. 2.5, page 14552

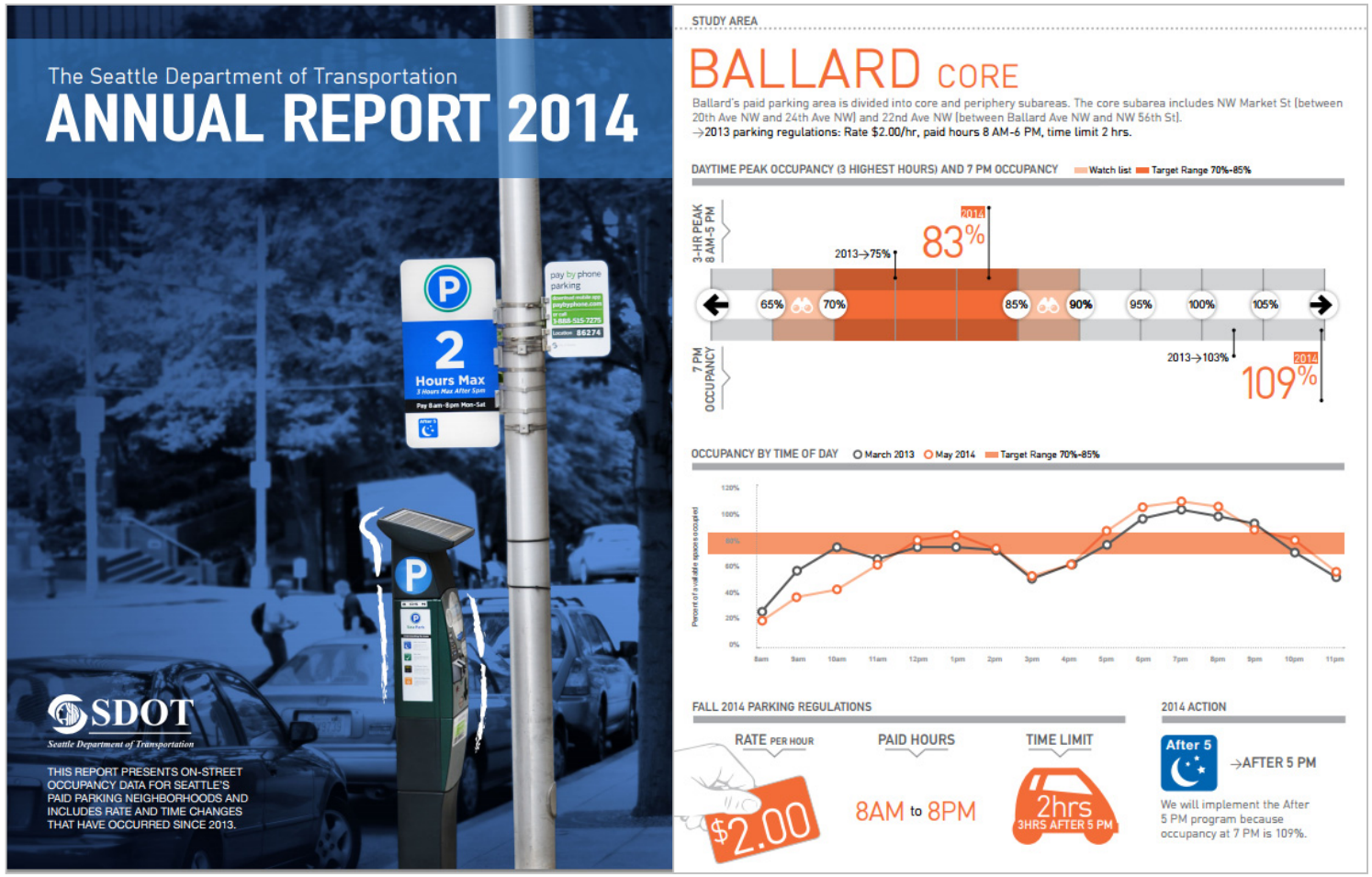
Seattle example: PROGRAM PARAMETERS



***EXAMPLE**: Seattle Department of Transportation (SDOT) 2014 Annual Paid Parking Report*

Ord. 188177, Vol. 2.5, page 14553

Seattle example: REPORTING



***EXAMPLE**: Seattle Department of Transportation (SDOT) 2014 Annual Paid Parking Report*

Ord. 188177, Vol. 2.5, page 14554

Next Steps:

Code changes part of Central City 2035 Plan

- PSC hearings starting in late May 2016

Performance Based Parking Management (PBPM)

- Council action to develop a citywide program in Spring 2016

Ord. 188177, Vol. 2.5, page 14555



CENTRAL CITY PARKING QUESTIONS?

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CENTERS + CORRIDORS
PARKING POLICY UPDATE

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Better on-street management

- Parking supply is getting tighter as commercial districts redevelop and demand for limited parking spaces increase
- Parking demand spills over into single family neighborhoods
- We are expanding our parking toolkit and developing a new permit program



Ord. 188177, Vol. 2.5, page 14558

2013 Zoning Code Changes

Increased the minimum required parking for certain multi-family developments near transit lines.

- In a March 25, 2013 PSC letter to Council, PSC described the changes as, ***"an initial approach…while a more holistic and long-term policy direction is developed."***

- PSC requested that Council direct **PBOT to update our on-street parking permit program** to reflect today's parking demand.

- PSC recommended that any new permit system ***"operate as a piece of a greater Transportation Demand Management strategy for areas that have been impacted by the recent multi-dwelling development projects."***

Ord. 188177, Vol. 2.5, page 14559

Centers + Corridors

A HOLISTIC APPROACH TO PARKING MANAGEMENT:

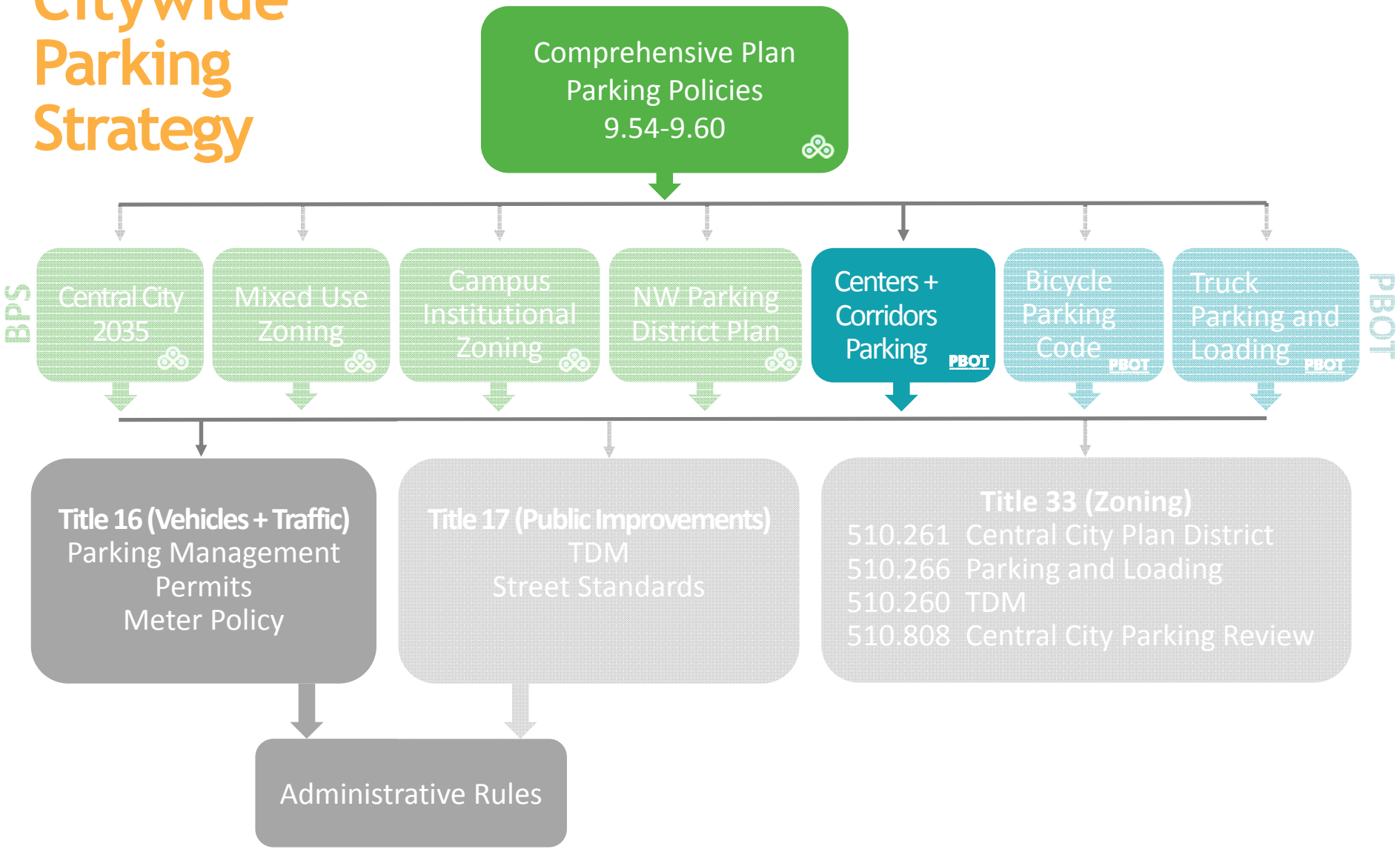
- **Off-street parking supply:**
  How much parking has to be built? *2013 zoning changes*
  How is it managed? *Mixed use zoning project (BPS lead)*

- **On-street parking management**
  Who has priority access to parking?

- **Transportation Demand Management**
  How do we reduce demand for parking?

Ord. 188177, Vol. 2.5, page 14560

Citywide Parking Strategy



Ord. 188177, Vol. 2.5, page 14561

The **Citywide Parking Strategy** is a multi-faceted effort

Six study areas:

- Central City
- 2 centers
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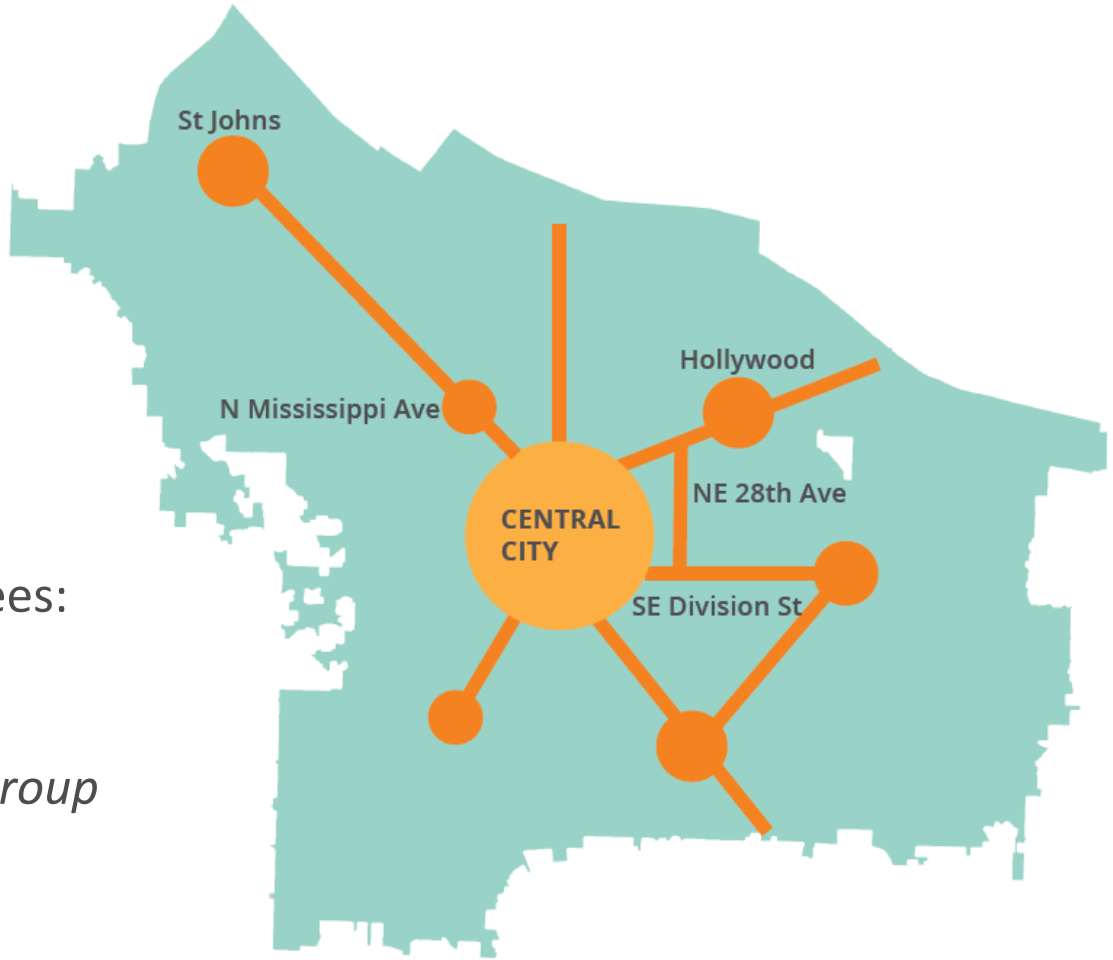
Stakeholder Advisory Committees:

- *Central City*
- *Centers + Corridors*
- *TSP Transportation Expert Group*



Ord. 188177, Vol. 2.5, page 14562

Stakeholder Advisory Committee Recommendations

Develop a parking management toolkit that is responsive to local land use and parking conditions

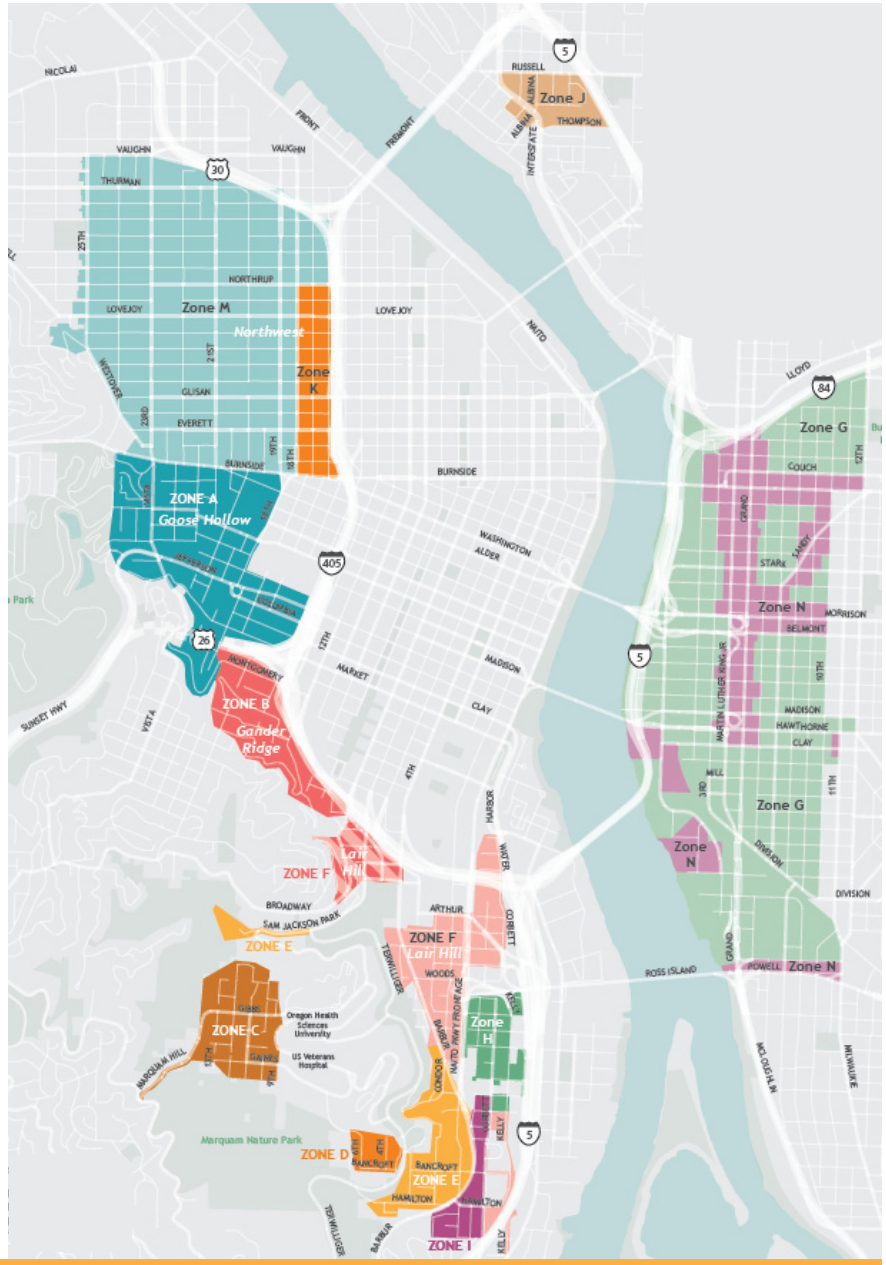


The toolkit is a hierarchy – generally a "shelf" is utilized after tools in a lower shelf have been deployed

Ord. 188177, Vol. 2.5, page 14563

Area Parking Permit Program

- Designed specifically to address <u>commuter parking</u>
- Established in 1981; modified in 1992 to include non-residential areas
- There are currently 14 permit areas
- Only people who live or work within a permit area may purchase permits



Ord. 188177, Vol. 2.5, page 14564

Area Parking Permit Program

Limitations on current program:

1. No explicit link between land use and parking management
2. No limit on permits issued to residents
3. No limit on the total number of permits issued
4. Annual fee is based on the cost of administration and enforcement (currently $60/year)
5. Does not address equity



Ord. 188177, Vol. 2.5, page 14565

New Strategies and Tools

1) Manage on-street parking access
2) Transportation Demand Management (TDM)

The residential permit system addresses both of these approaches, without further increasing mandatory minimum parking.





Ord. 188177, Vol. 2.5, page 14566

Residential Parking Permit Concept

The permit proposal ties the **priority parking access** to the **primary land use,** based on zoning:

- Boundaries would be drawn to only include R-zoned properties; residents have priority access to permits
- Allows limits on the number of permits issued to any one address
- Allows limits on the total number issued in a permit area
- Area-wide TDM services (education, outreach, incentives) included in permit fee
- Equity lens

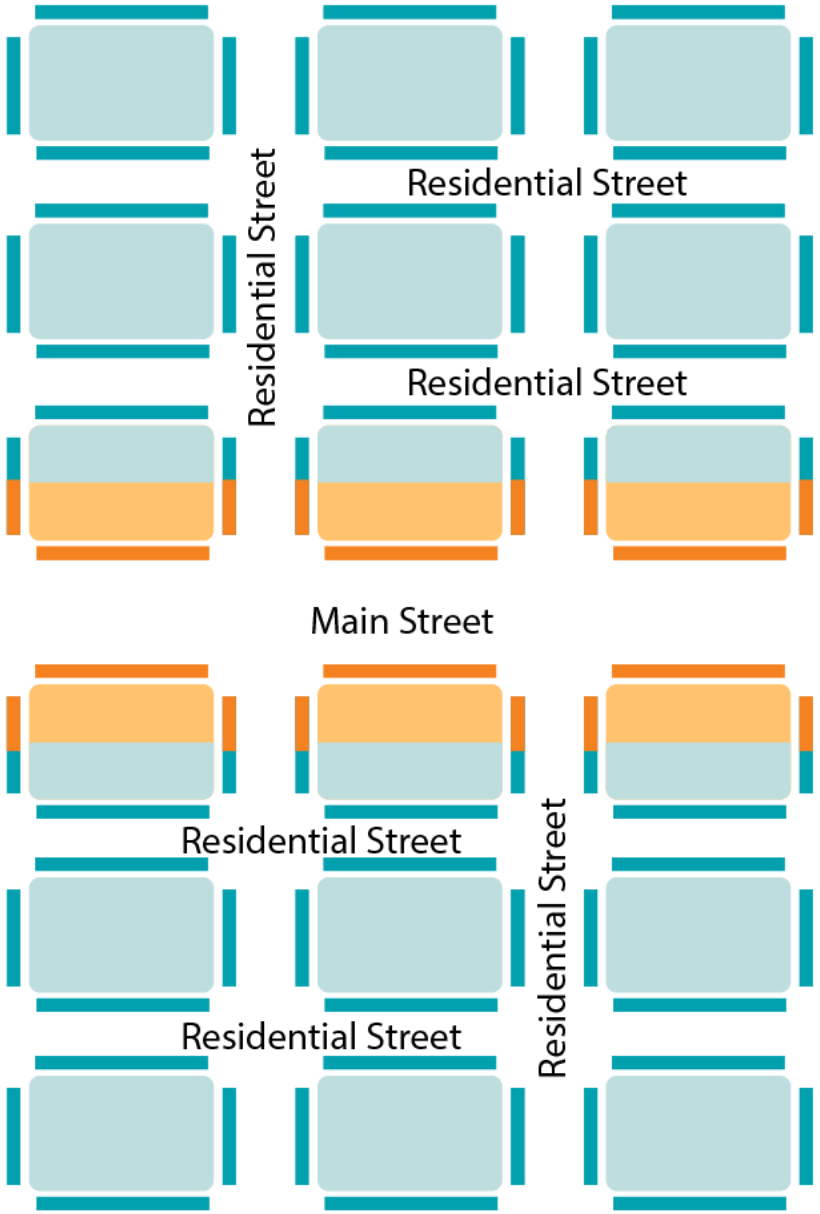
Single-dwelling houses
Zone: R2a





Ord. 188177, Vol. 2.5, page 14567

Residential Parking Permit Concept



Commercial/Mixed Use zoning

Short-term parking is prioritized. No one may stay beyond posted time limits during enforcement hours.

Residential zoning

Resident parking is prioritized. Non-permit holders will have time limits.

Ord. 188177, Vol. 2.5, page 14568

Residential Parking Permit Concept

- All residents of permit areas would have equal access to permits
  - Single family and multi-family buildings
  - Renters and owners

- Residents and employees of adjacent mixed-use areas would also be able to purchase permits, up to the cap for each permit area.



Ord. 188177, Vol. 2.5, page 14569

Residential Parking Permit Concept

- TDM services will be included in the base price of a permit
- Escalating fee structure: second permit costs more than the first, third more than the second, etc.
- Residents with access to off-street parking would start at the second tier.





Ord. 188177, Vol. 2.5, page 14570

Equity recommendations

Directive: evaluate how policies might have a disproportionate burden on low-income residents, and mitigate any resulting impacts, while ensuring that parking policies do not make driving more convenient than walking, bicycling, and transit.

- Identify parking needs of low-income housing that would be affected by a new permit area, and accommodate them to the extent possible
- Provide discounts on permit cost to low-income residents
- Provide a monthly payment option
- Provide enhanced TDM services in neighborhoods with permit areas

Ord. 188177, Vol. 2.5, page 14571

Next Steps:

Council action on Residential Permit Program

Spring 2016

Council action on Parking Toolkit

Spring 2016

Ord. 188177, Vol. 2.5, page 14572



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Transportation System Plan

Initial steps to implementing the 2035 Comprehensive Plan













Planning and Sustainability Commission Briefing
February 9, 2016

TSP Update
Stage 2

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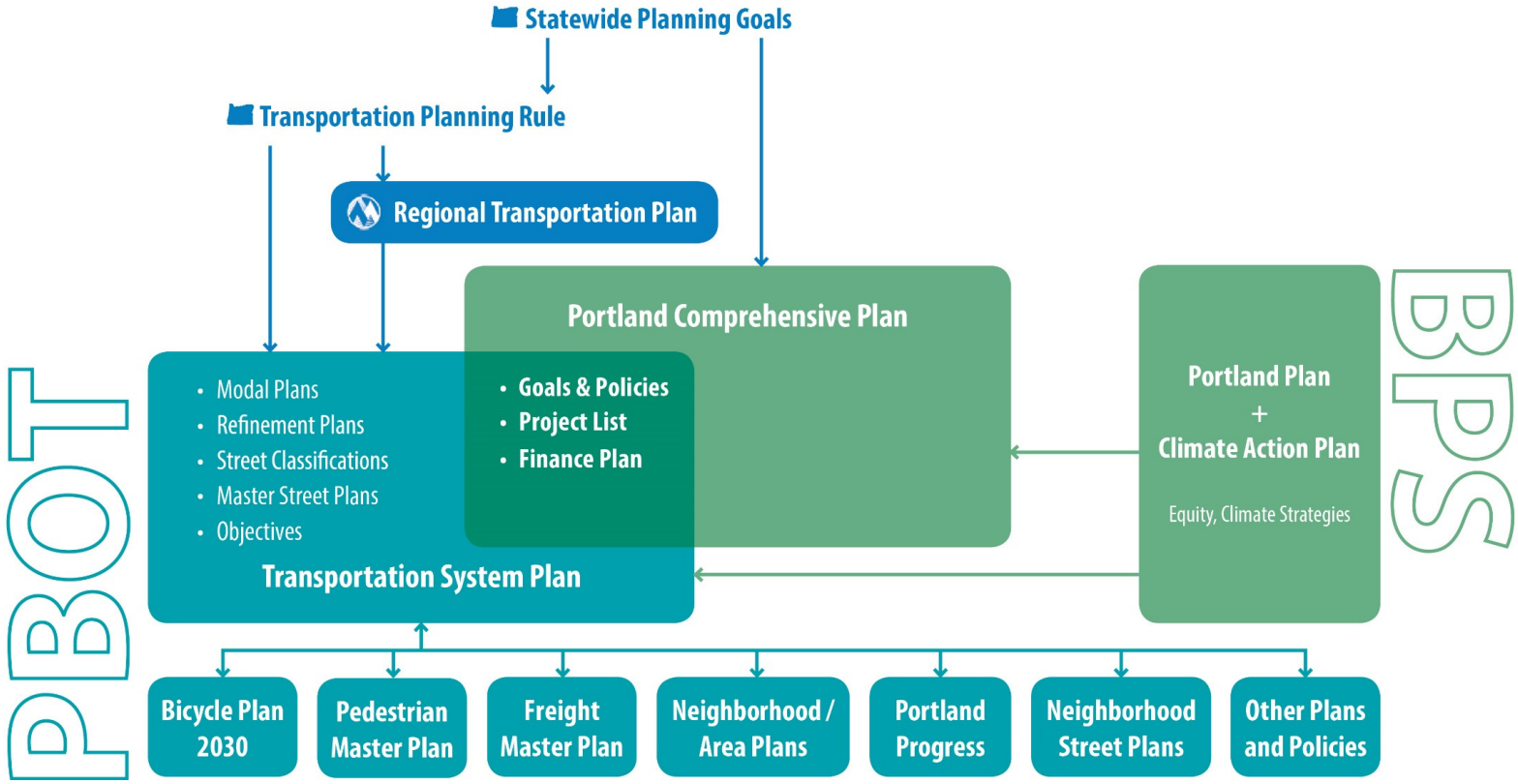
Relationship of the **Transportation System Plan** to other policies and plans



Other related projects

	Timeline	at PSC
Central City 2035	2015-2016	Spring/Summer
Citywide Parking Strategy	2014-2016	Feb. 23 PSC briefing
Vision Zero	2015-2016	
Comp Plan Implementation Projects	2015-2016	
Campus Institutional Zones		Dec. 2015/Jan 2016
Mixed Use Zones		May 2016
Community Involvement Program		June 2016

Ord. 188177, Vol. 2.5, page 14576

Components of the TSP

Introduction	2035 Comp. Plan	TSP Objectives	Street Classification	Transportation System Improvements
Refinement Plans and Studies	Master Street Plans	References to Modal Plans	Implementation Strategies	Glossary

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Components of the TSP

Stage 1 2014-2016

Introduction	**2035 Comp. Plan** **Goals** Chapter 9 **Policies** Chapters 2,3,4,8,9	TSP Objectives	Street Classification	**Transportation System Improvements** Major Projects Programs
Refinement Plans and Studies	Master Street Plans	References to Modal Plans	Implementation Strategies Project Evaluation Financial Plan	Glossary

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Components of the TSP

Stage 1 2014-2016

Stage 2 2015-2016

Introduction	**2035 Comp. Plan** **Goals** Chapter 9 **Policies** Chapters 2,3,4,8,9	TSP Objectives Comm. Involvement, Prf. Measures, Bicycle, etc.	Street Classification Bicycle Street Design	**Transportation System Improvements** Major Projects Programs
Refinement Plans and Studies	**Master Street Plans**	References to Modal Plans	Implementation Strategies Project Evaluation Financial Plan	**Glossary**

Title 17: Transportation Demand Management
Street Vacations

Title 33: Commercial Parking

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Ord. 188177, Vol. 2.5, page 14579

Components of the TSP

Stage 1 2014-2016

Stage 2 2015-2016

Stage 3 2016-2017

Introduction	**2035 Comp. Plan** **Goals** Chapter 9 **Policies** Chapters 2,3,4,8,9	**TSP Objectives** Comm. Involvement, Prf. Measures, Bicycle, etc. Geographically specific policies	**Street Classification** Bicycle Street Design 5 remaining classes	**Transportation System Improvements** Major Projects Programs
Refinement Plans and Studies	**Master Street Plans**	**References to Modal Plans**	**Implementation Strategies** Codes & Standards Project Evaluation Financial Plan	**Glossary**

Title 17: Transportation Demand Management
Street Vacations

Title 33: Commercial Parking

Administrative Rule: Transportation Demand Management

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Ord. 188177, Vol. 2.5, page 14580

Components of the TSP

Stage 1 2014-2016

Stage 2 2015-2016

Stage 3 2016-2017

Introduction

2035 Comp. Plan
Goals Chapter 9
Policies
Chapters 2,3,4,8,9

TSP Objectives
Comm. Involvement, Prf. Measures, Bicycle, etc.
Geographically specific policies

Street Classification
Bicycle Street Design
5 remaining classes

Transportation System Improvements
Major Projects
Programs

Refinement Plans and Studies

Master Street Plans

References to Modal Plans

Implementation Strategies
Codes & Standards
Project Evaluation
Financial Plan

Glossary

Title 17: Transportation Demand Management
Street Vacations

Title 33: Commercial Parking

Administrative Rule: Transportation Demand Management

Central City 2035 Plan amendments to be incorporated upon adoption

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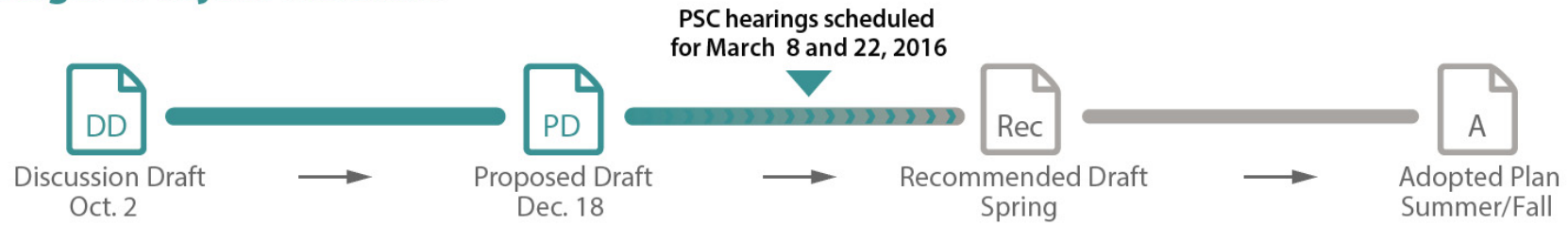
PSC Schedule

Stage 2 Project Timeline



Milestone	Public Engagement · Comments/Testimony
Tues. February 9, 2016 TSP Proposed draft to PSC	Planning and Sustainability Commission **briefing.** The public is weicome to attend and listen.
Tues. March 8, 2016 PSC **hearing** on the TSP	Public **hearing** at Planning and Sustainability Commission. The public may testify in person or in writing to the PSC.
Tues. March 22, 2016 PSC **hearing** on the TSP	Public **hearing** at Planning and Sustainability Commission. The public may testify in person or in writing to the PSC.
Thus. April 12, 2016 PSC **work session + vote** on the TSP	PSC will **vote** to recommend the TSP to City Council. The public is weicome to attend and listen.
Summer/Fall 2016 City Council adoption of the TSP	Public hearing at City Council. The public may testify in person or in writing to City Council.

Stage 2 Outreach + Public Involvement

- **Transportation Expert Group (TEG)**
- **Interested parties list (900+)**
- **Discussion Draft Comments and Staff Responses**
- **MapApp**

Staff presented Stage 2 of the TSP Update for 33 unique groups and events throughout the entire city between Oct. 2015 and Feb. 2016, directly reaching approximately 600 attendees.

- Neighborhood Associations and Coalitions
- Advisory Committees
- Modal Committees
- Business Associations
- Community/Social Justice Organizations



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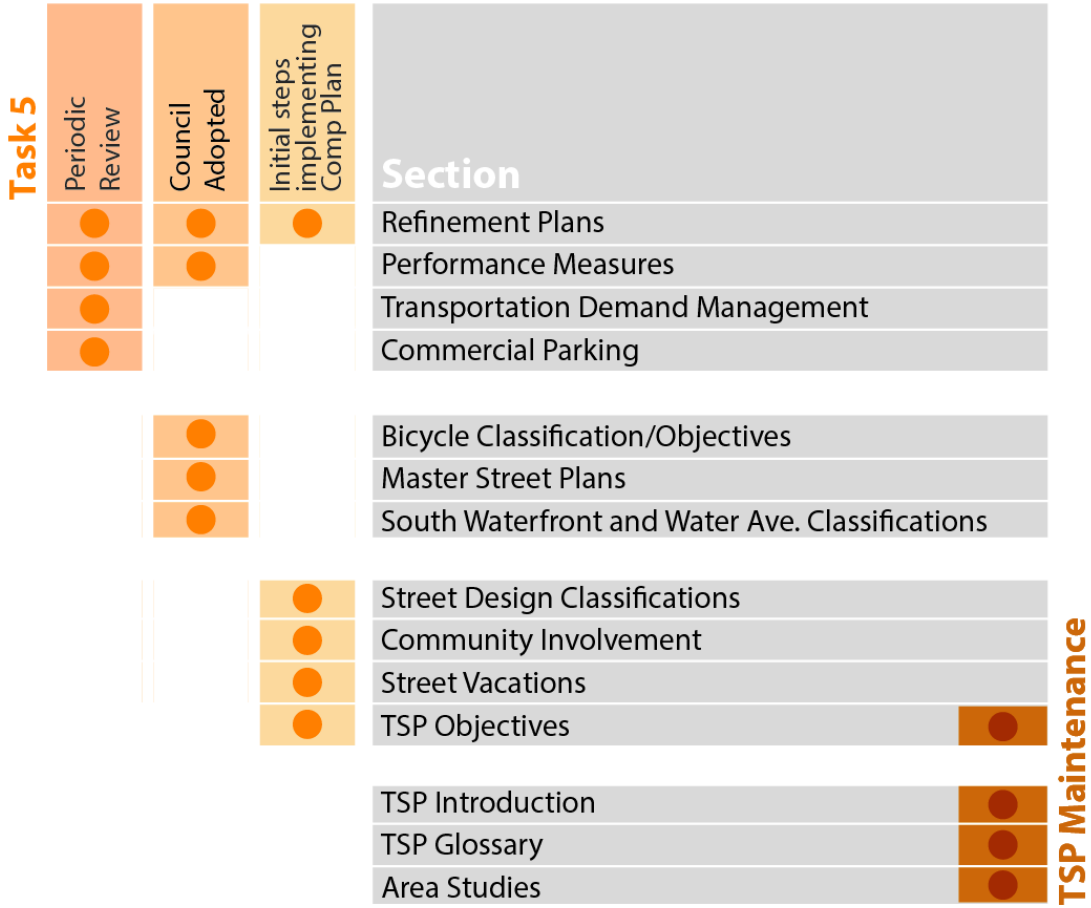
TSP Update
Stage 2
Scope of Work



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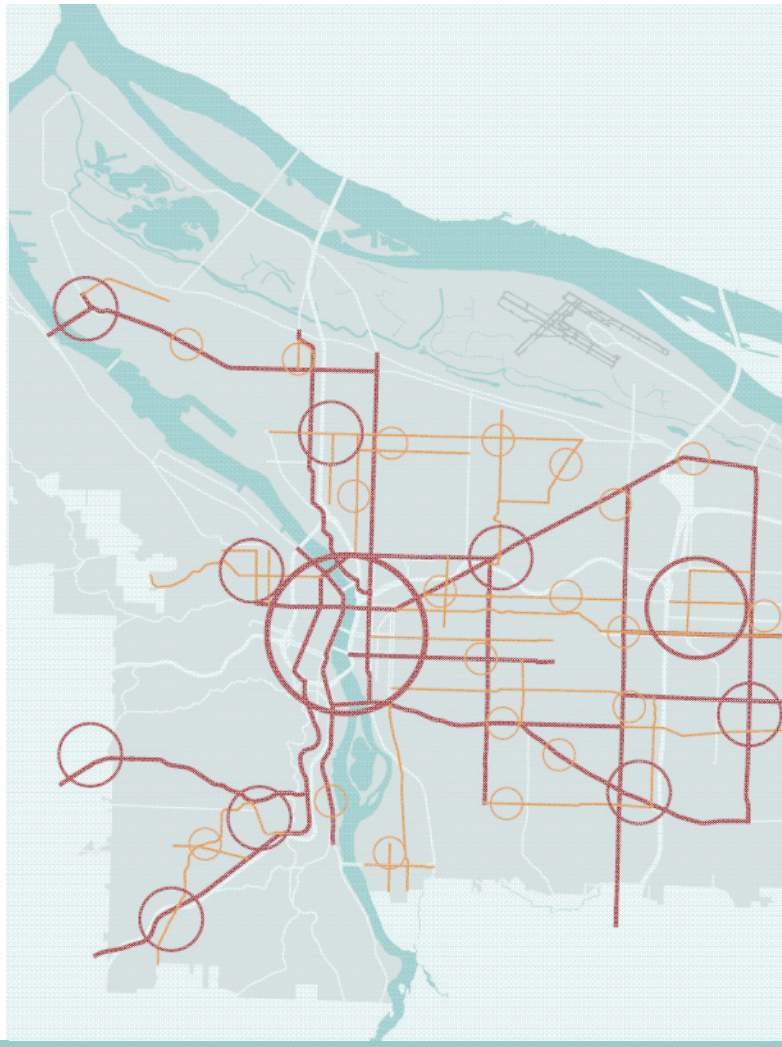
TSP Objectives Review

- Help assess progress towards goals and policies
- Limited changes proposed in this phase
  - Objectives elevated to Comp Plan policy removed
  - Acknowledge new Comp Plan Centers + Corridors
  - Remove barriers to new Comp Plan direction
  - Updates to bureau name and design guides

To address requirements in the Council-approved Periodic Review work plan, remove inconsistencies with new 2035 Comp Plan, incorporate plans adopted by Council since the last TSP Update, and take initial steps towards implementing 2035 Comp Plan direction.

Proposed amendment:
TSP Objectives, Section 2



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Break for Questions

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Performance Measures

2035 TSP Objectives

- 70% commute trips taken by transit, bicycle, walking, carpooling, or working from home.
- 50% reduction in transportation related carbon emissions from 1990 levels
- 25% of residents in mixed-use buildings car-free (to reduce parking and traffic impacts)

To address requirements in the Council-approved Periodic Review work plan and the Council adopted Portland Plan and Climate Action Plan.

Proposed amendment:
Three objectives, Section 10, page 3



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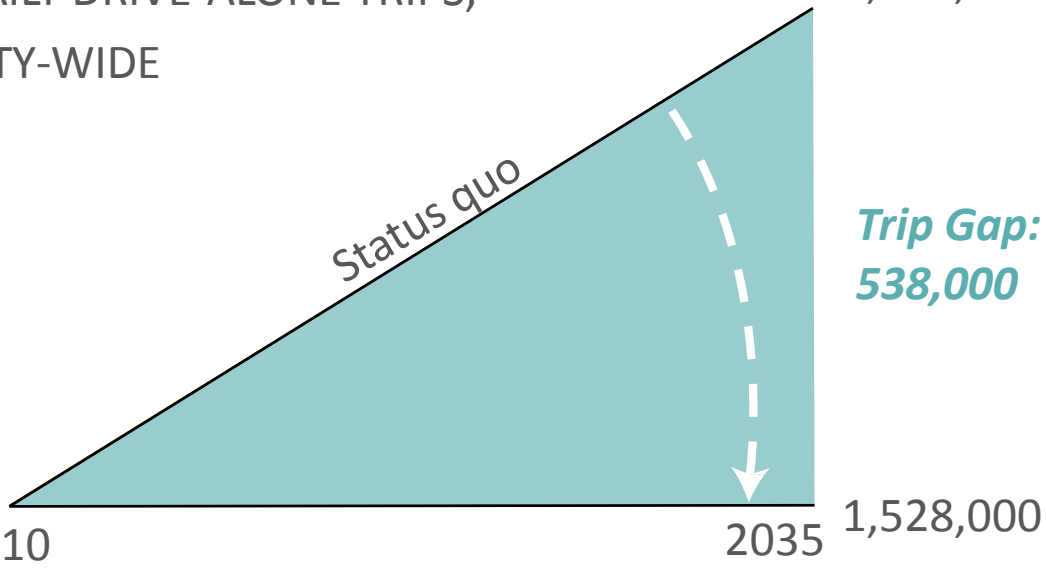
The Problem:

DAILY DRIVE-ALONE TRIPS,
CITY-WIDE



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How are we going to solve this?

- Centers + Corridors
- TSP projects
- Expanded transit service
- **Transportation Demand Management**
- **Parking Management**



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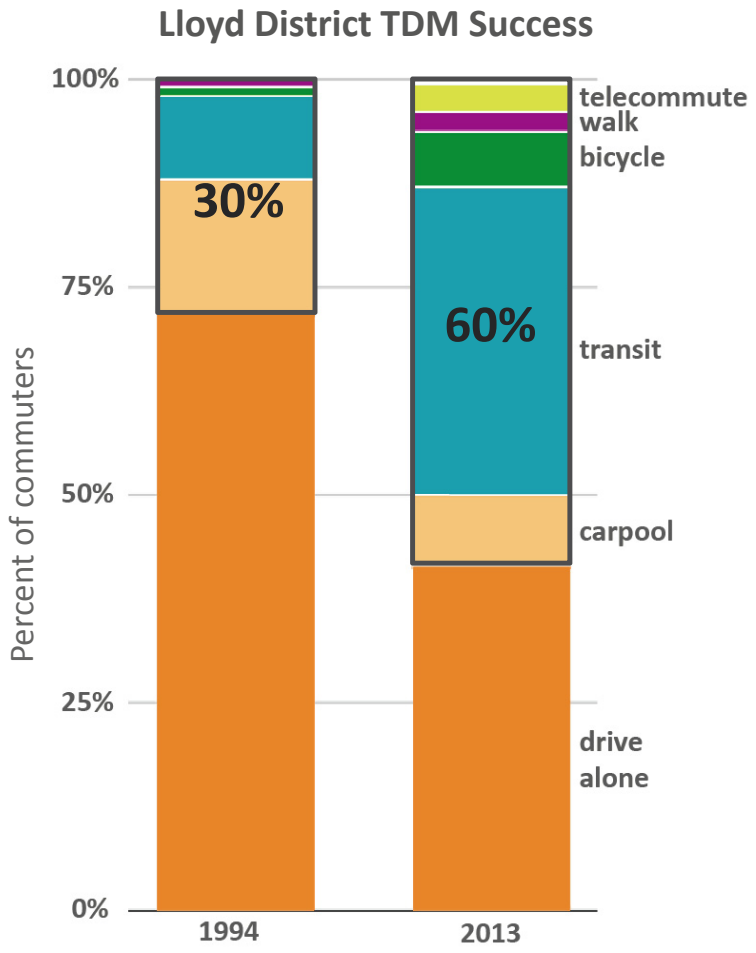
What is Transportation Demand Management (TDM)?

- Education/encouragement (SmartTrips)
- Transit passes
- Bike share memberships
- Car share memberships
- Financial incentives to walk, bike, carpool, telecommute
- Parking management



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Transportation Demand Management (TDM)

- Clarify and standardize TDM plan requirements for the new **campus and institution zones**
- Reduce drive-alone traffic and parking impacts in **mixed use zones**
- Close the "trip gap" in the **Central City**

To address requirements in the Council-approved Periodic Review work plan

Proposed amendment:
Title 17, Section 14, page 3

TSP UPDATE STAGE 1

Comp. Plan and TSP establish the policy support for TDM (goals, policies, objectives)

TSP UPDATE STAGE 2

Title 33 (zoning code) establishes the type and size of development requiring a TDM plan

Title 17 establishes TDM plan content

TSP UPDATE STAGE 3

Implementation: Administrative Rule establishes details for TDM plans, such as performance targets and performance monitoring

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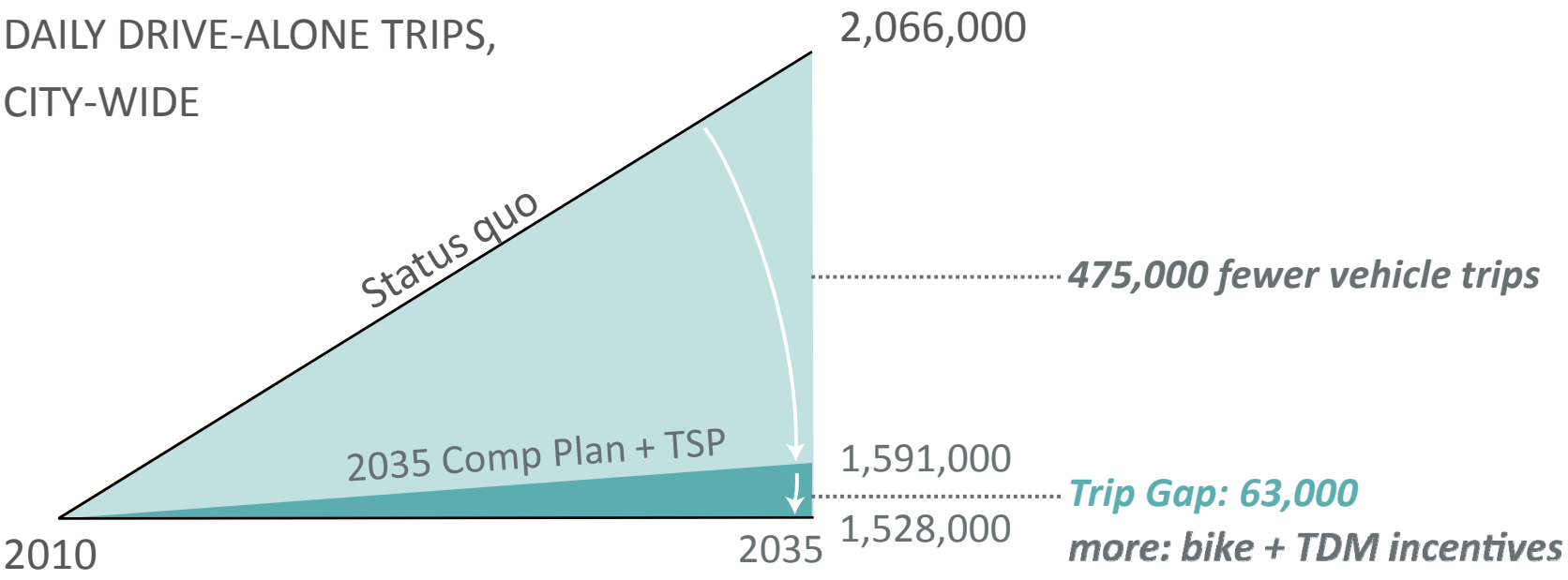
The Results:



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Mixed Use Parking

Parking management toolkit to address parking issues in mixed use centers and corridors. The project proposes a new residential permit parking program, which will integrate the fee structure with the expanded TDM program.

To address requirements in the Council-approved Periodic Review work plan. The project is a response to a 2013 City Council directive to overhaul the on-street permit parking program, adopted with the ordinance that increased required parking for multi-family developments near transit lines.

Proposed amendment:
Part of the Mixed Use Zones Project, Title 33
(Citywide Parking Feb 23 PSC presentation)



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Break for Questions

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Refinement Plans + Studies

- Added new studies and modified others to reflect the update to the TSP Projects and Programs list and the Comp Plan update
- Includes ODOT's "hot spots"
- Removed studies that have become TSP projects, have been completed, or are no longer needed or required

Needed to meet changes in the Comp Plan, address traffic impacts, comply with the Regional Transportation Plan (RTP) and assist with implementation of the TSP and Comp Plan.

Proposed amendment:
Refinement Plans + Studies, section 12



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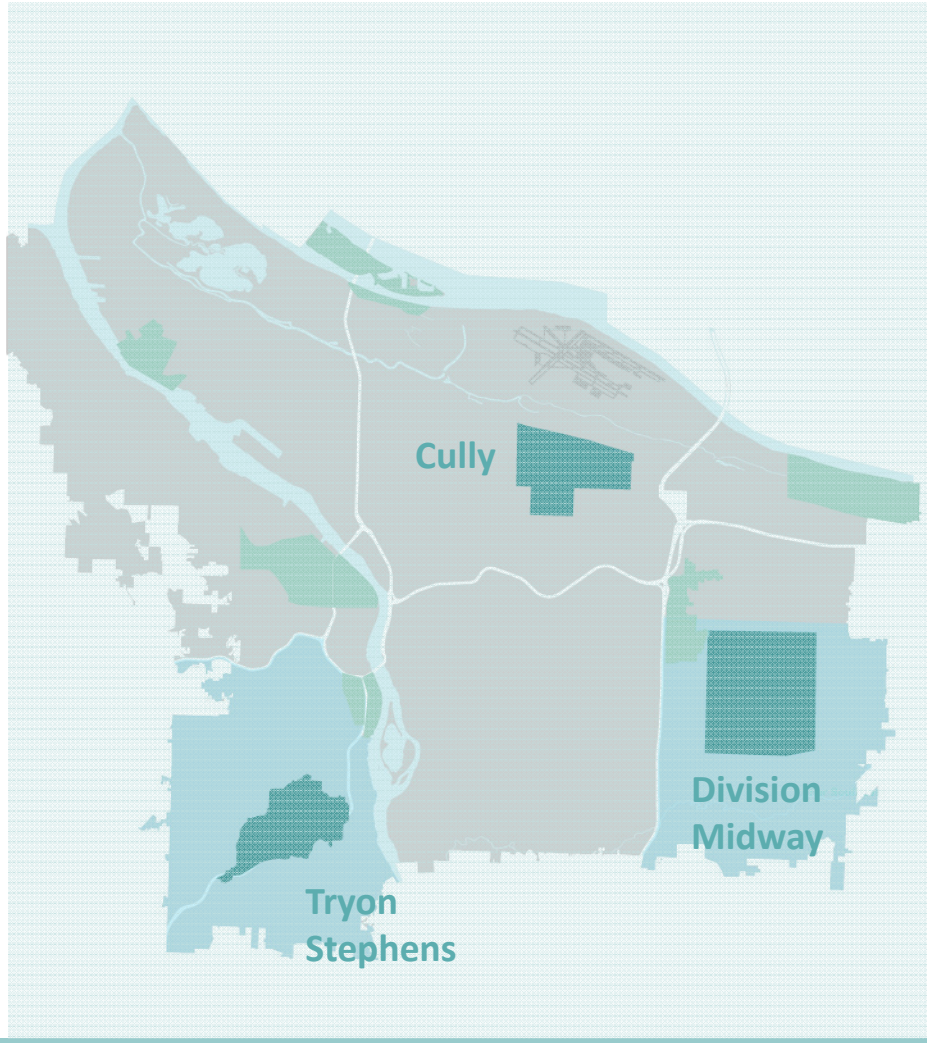
Master Street Plans

- Updated to include local plans adopted since the last TSP amendment in 2007
- Required to be in the TSP to meet State and Regional connectivity policies

Incorporate the local street plans were adopted by Ordinance or Resolution since the last 2007 TSP amendment.

Proposed amendment:
Master Street Plan Descriptions and Maps, Section 12



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Ord. 188177, Vol. 2.5, page 14596

Bicycle Classifications + Objectives

- Updating bicycle classifications
- New and revised Objectives

Adopting bikeway classifications and objectives into the TSP per the Council adopted (Feb. 2010) Portland Bicycle Plan for 2030, with consideration of additional plans since 2010.

Proposed amendment:
TSP objectives, classification descriptions + maps, Sections 4+5



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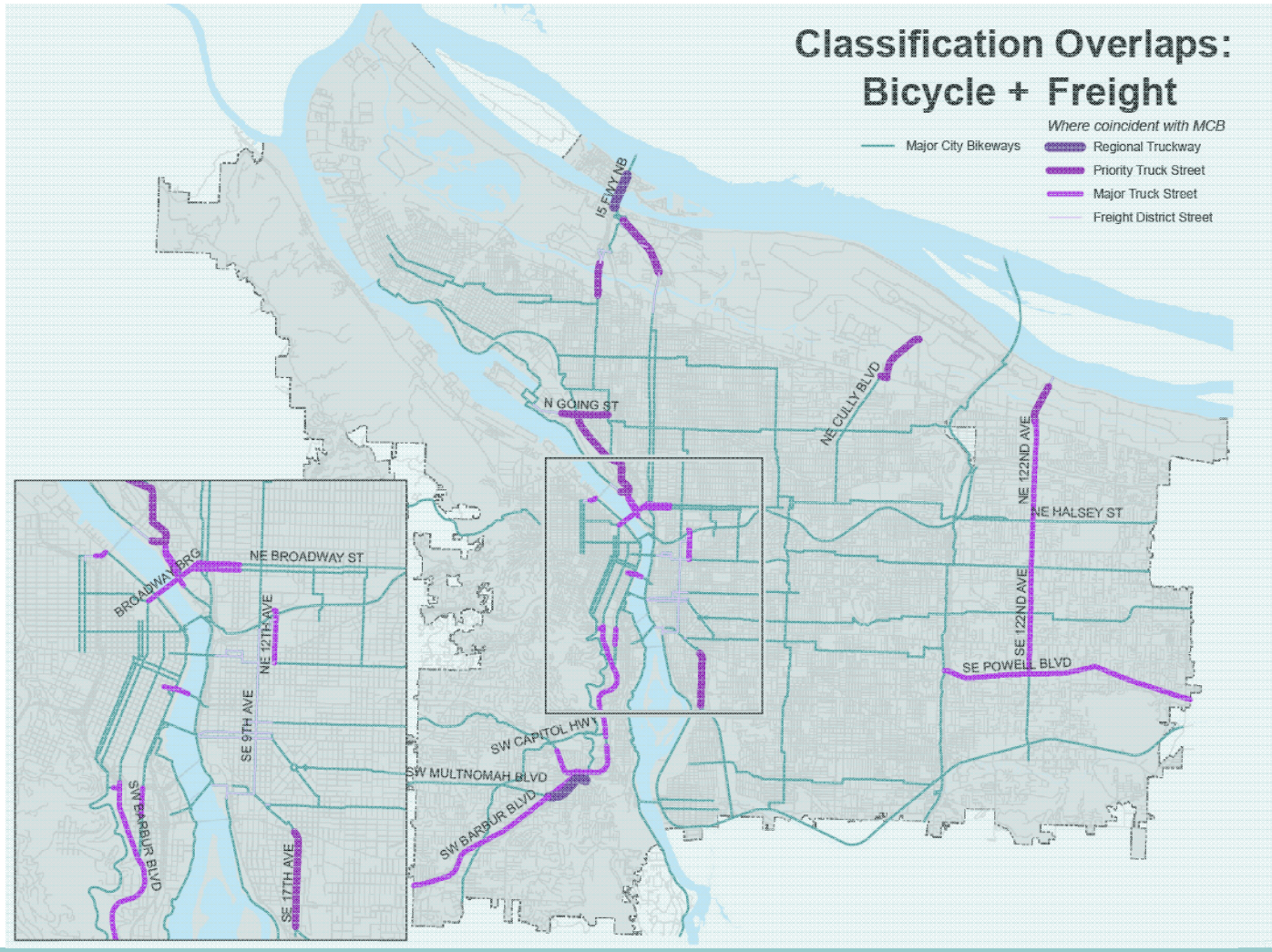
Bicycle Classifications

- Joint modal committee
- Classification overlap analysis
- Refined bicycle classification descriptions



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Ord. 188177, Vol. 2.5, page 14598

Street Design Classifications

- **New** design classifications to incorporate Comp Plan Centers + Corridors
- Based on adjacent land use
- Shifting away from modal emphasis
- Guidance for allocating right-of-way where space is limited
- Emphasis on the need for a complete streets approach

Updated to be consistent with the urban design framework (centers + corridors) in the 2035 Comp Plan.

Proposed amendment:
TSP classification descriptions + maps, Sections 6+7



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Street Design Classifications

Quick Reference *Draft*

	centers	adjacent to mixed land uses	emphasize access	emphasize mobility	two to four lanes	one to two lanes	typically includes sidewalks	typically includes bike lanes	typically includes multi-use path	typically includes transit priority
Civic Main Streets	●	●	●		●		●	●		●
Neighborhood Main Streets	●	●	●			●	●	●		●
Civic Corridors		●		●	●		●	●		●
Neighborhood Corridors		●		●		●	●	●		●
Regional Corridors				●	●		●	●		●
Community Corridors				●		●	●	●		●
Urban Throughways				●	●				●	
Urban Highways				●	●				●	
Industrial Roads				●	●				●	
Local Streets			●			●	●			



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Community Involvement

- Consistent with Chapter 2 of the Comp Plan
- Updated objectives to apply the Comp Plan to transportation

To take the initial steps towards implementing new 2035 Comp Plan direction.

Proposed amendment:
Community Involvement Objectives, Section 3



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Street Vacations

- Revise Policy 8.48 to include community uses
- New Title 17 code language

City attorney and staff recommend a broader Street Vacation policy in the 2035 Comp Plan combined with Code language in Title 17.

Proposed amendment:
Recommend 8.48 and approve the Title 17 code amendment



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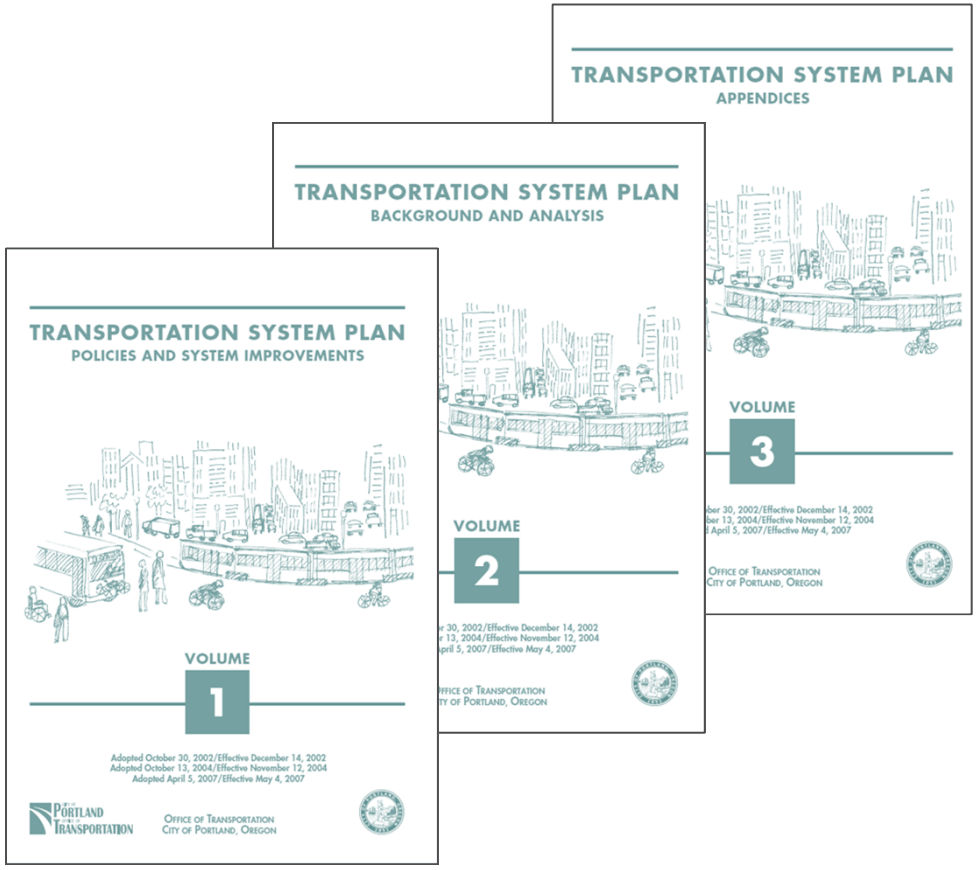
Ord. 188177, Vol. 2.5, page 14602

TSP Maintenance

- Introduction
- Glossary

First update since 2007. Updated to reflect the new 2035 Comp Plan, the 2014 RTP, the Portland Plan, the Climate Action Plan and other adopted plans.

Proposed amendment:
Introduction and Glossary, sections 1+11



Ord. 188177, Vol. 2.5, page 14603

TSP Maintenance

Area Studies – list and summary of past planning projects

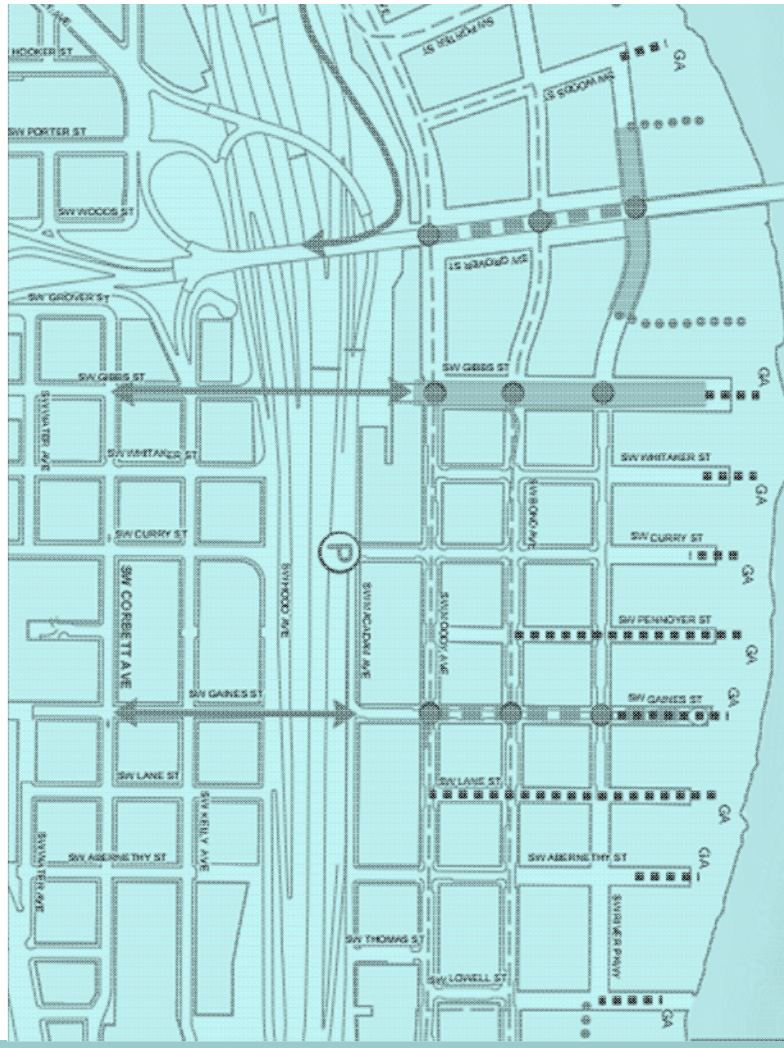
Deletion proposed. These studies are available on PBOT website along with all other studies that inform the Comp Plan and the TSP.

South Waterfront and Water Ave. classifications

These changes were adopted by Ordinance in 2012. Therefore they were in effect for legal purposes, but have now been incorporated into the TSP document.

Proposed amendment:

Remove Area Studies from TSP,
South Waterfront and Water Ave. classifications
have already been incorporated into the TSP, sections 13+8



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Ord. 188177, Vol. 2.5, page 14604

Break for Questions

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Next Steps: Completing the TSP (Update Stage 3)

TSP Objectives

- Geographically specific (district) policies: pattern areas + action items
- New objectives for new 2035 Policies
- Additional Performance Measures

Street Classifications

- Emergency Response
- Evaluate other classification needs

References to Modal Plans

Implementation Strategies

- Codes + Standards (e.g. bike parking)

Regional Transportation Plan Compliance

Administrative Rule - Transportation Demand Management

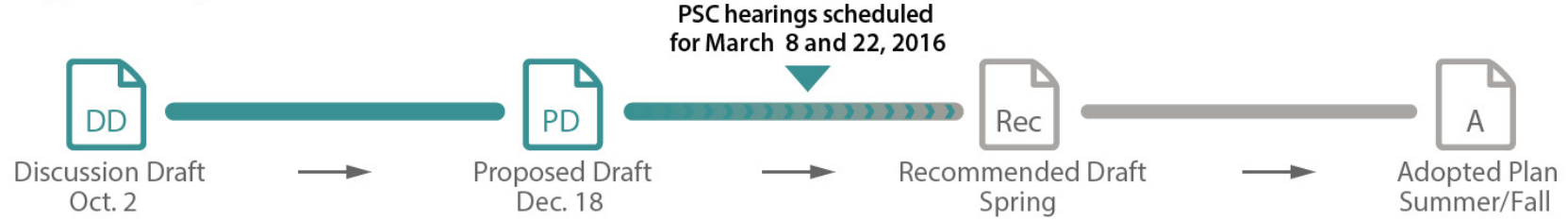
Create a "NEW" TSP

- ***modern document*** *(designed for web + print)*
- ***streamlined***
- ***user friendly***
- ***redesigned/reorganized***

Ord. 188177, Vol. 2.5, page 14606

Questions?

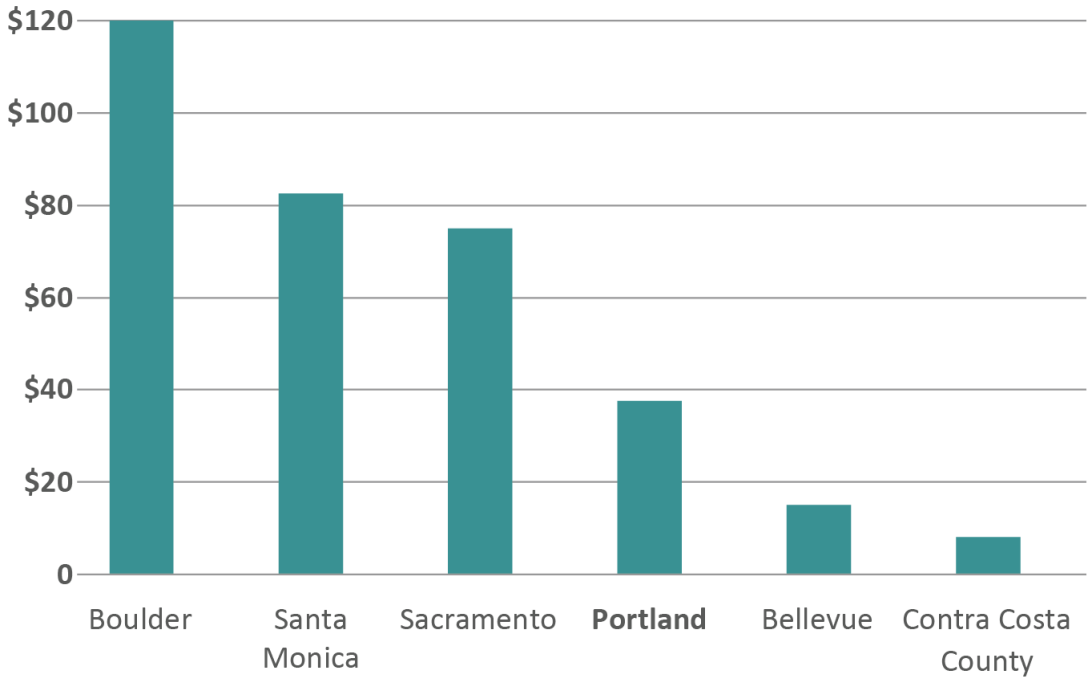
Stage 2 Project Timeline



Milestone	Public Engagement · Comments/Testimony
Tues. February 9, 2016 TSP Proposed draft to PSC	Planning and Sustainability Commission **briefing.** The public is weicome to attend and listen.
Tues. March 8, 2016 PSC **hearing** on the TSP	Public **hearing** at Planning and Sustainability Commission. The public may testify in person or in writing to the PSC.
Tues. March 22, 2016 PSC **hearing** on the TSP	Public **hearing** at Planning and Sustainability Commission. The public may testify in person or in writing to the PSC.
Thus. April 12, 2016 PSC **work session + vote** on the TSP	PSC will **vote** to recommend the TSP to City Council. The public is weicome to attend and listen.
Summer/Fall 2016 City Council adoption of the TSP	Public hearing at City Council. The public may testify in person or in writing to City Council.

How would mid-range Portland TDM financial incentive cost compare to the costs of other TDM programs?

Average monthly cost for the first 36 months



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Transportation System Plan Update

STAGE 2 - IMPLEMENTING THE COMPREHENSIVE PLAN - Dec. 2015-Apr. 2016






The 2035 TSP: Moving more people in more ways

Portland is projected to add 140,000 new jobs and 260,000 new residents over the next 20 years. If in 2035 the percentage of people who drive alone to work remains the same as it is now (nearly 60 percent), traffic, climate pollution, and household spending on vehicles and fuel will all worsen significantly. In order to accommodate this growth, our transportation system must provide Portlanders safer and more convenient ways to walk, bike, and take transit for more trips.

The 2035 TSP will guide future investments to:

- Save lives and reduce injuries.
- Limit traffic congestion so transit and freight vehicles can move more reliably.
- Reduce climate pollution & promote healthy lifestyles.
- Keep more money in the local economy, as we spend less on vehicles and fuel.
- Create great places.

Transportation System Plan

The TSP, which is part of the Comp Plan, guides transportation policies and investments, meets state and regional planning requirements, and addresses local transportation needs for cost-effective street, transit, freight, bicycle, and pedestrian improvements. The last update of the TSP was completed in 2007 incorporating the Freight Master Plan, Green Street policies, and other plans.

We are currently in Stage 2 of the TSP update which is the first step to implementing the policies, projects, and programs in the 2035 Comp Plan.

2035 TSP

STAGE 1

COMP PLAN UPDATE INCLUDES: TSP POLICIES, PROJECTS, PROGRAMS & FINANCIAL PLAN
recommended by Planning & Sustainability Commission in July 2015. Council will hold hearings late 2015/early 2016.

STAGE 2

INITIAL STEPS TO IMPLEMENTING THE COMP PLAN
- Maps & classifications
- Measures
- City codes

STAGE 3

COMPLETING THE 2035 TSP (POST COMP PLAN ADOPTION)
- Repackage the TSP
- Geographically specific strategies
- Other TSP sections

New in stage 2 of the TSP update

Classifying corridors and greenways

Revised **Street Design Classifications** to incorporate Corridors and Greenways designated as part of the Comp Plan Urban Design Framework.

Measuring performance and achieving goals

Updated **Performance Measures** to reflect City Council adopted goals and targets. Models what investments and policies would be needed to meet these targets. Proposes changes to "level of service" standards, providing multimodal improvement options.

Reducing impacts and expanding benefits from new development

Expanded **Transportation Demand Management** (TDM) standards for new development to reduce traffic and parking impacts on neighbors while providing healthy travel options to residents and employees.

Also in this stage: Other new proposals

- Expanded **parking** allowances in mixed-use zones
- List of future **refinement plans** and studies needed
- **Street vacations** - moving approval criteria to City Code
- Additional TSP **objectives** for consistency with 2035 Comp Plan

...and incorporating from adopted plans

- Bicycle Classifications
- Area Studies
- Master Street Plans

Transportation System Plan Update

STAGE 2 - IMPLEMENTING THE COMPREHENSIVE PLAN - Dec. 2015-Apr. 2016

A digital copy of the TSP Update - Stage 2 and additional project background information can be found at:
https://www.portlandoregon.gov/transportation/68805

How can I provide feedback to decision-makers?

You may testify about proposed changes to the Planning and Sustainability Commission (PSC) in the following ways:

Testify in person at the PSC public hearing. You may speak for 2 minutes to the Commission, and your testimony will be added to the public record. The TSP Stage 2 Project Public Hearings are scheduled to be held at:
1900 SW 4th Avenue, Room 2500, Portland, OR
Tuesday, March 8, 2016; 12:30 - 5:00 PM*
Tuesday, March 22, 2016; 5:00 – 9:00 PM*

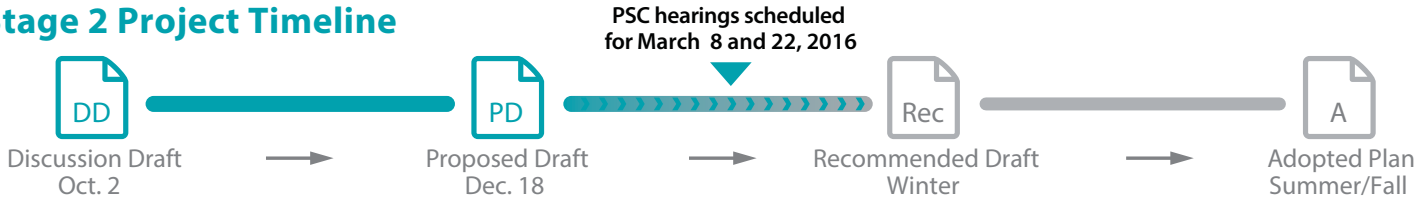
Testify in writing between now and March 22, 2016. Your full name and mailing address is required.
Email: psc@portlandoregon.gov with subject line "TSP Testimony"
U.S. Mail: Portland Planning and Sustainability Commission, TSP Testimony, 1900 SW 4th Ave., Suite 7100, Portland OR 97201

In January 2016, Bicycle Classifications and Street Design Classifications will be posted to the **Map App** and open for comment. www.portlandmaps.com/bps/mapapp, click on the "comments" form and provide your testimony.

Next Steps

Following the public hearing, the PSC will deliberate and vote on a recommendation to City Council. City Council will then hold additional public hearings and take formal public testimony on the PSC's Recommended Draft. The City Council may amend the Recommended Draft before they vote to adopt the plan. This will likely occur in Fall 2016.

Stage 2 Project Timeline



Milestone	Public Engagement · Comments/Testimony
December 18, 2015--January 2016 TSP Proposed Draft review and refinement	Public review of **TSP Proposed Draft**. The public may provide comments to staff, who will use feedback to refine the TSP proposed draft prior to Planning and Sustainability Commission hearing.
Tues. February 9, 2016, 12:30-5:30PM* TSP Proposed draft to PSC	Planning and Sustainability Commission **briefing.** The public is weicome to attend and listen. 1900 SW 4th Ave, Room 2500A
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Summer/Fall 2016 Adoption of the TSP	Public hearing at City Council. The public may testify in person or in writing to City Council.

**dates and times subject to change – check the Planning and Sustainability Meeting Calendar for updates and exact time https://www.portlandoregon.gov/bps/35452*

FOR MORE INFORMATION

Visit our website:
www.portlandoregon.gov/transportation/63710

Questions for Bureau of Transportation staff:
Francesca Patricolo, transportation planner + public involvement specialist
503-823-5282, tsp@portlandoregon.gov

Components of the TSP

Update | Stage 1 | Stage 2 | Stage 3

Introduction	**2035 Comp. Plan** **Goals** Chapter 9 **Policies** Chapters 2,3,4,8,9	**TSP Objectives** Community Involvement Bicycle, etc. Geographically specific policies	**Street Classification** Bicycle Street Design 5 remaining classes	**Transportation System Improvements** Major Projects Programs
Refinement Plans and Studies	**Master Street Plans**	**Modal Plans**	**Implementation Strategies** Codes & Standards Project Evaluation Financial Plan	**Glossary**

Title 17: Transportation Demand Management
Street Vacations

Title 33: Commercial Parking

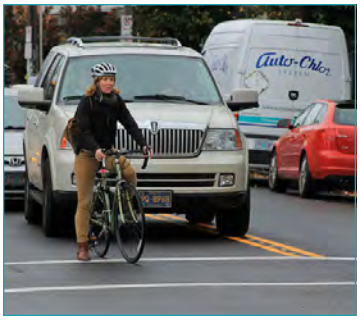
Administrative Rule: Transportation Demand Management

Proposed Amendments to the

Transportation System Plan

Initial Steps to Implementing the 2035 Comprehensive Plan

PROPOSED DRAFT – DECEMBER 2015










Planning and Sustainability Commission
Public Hearing March 8, 2016

DD → PD → Rec → A

Discussion Draft	Proposed Draft	Recommended Draft	Adopted Plan
October 2, 2015	December 18, 2015	Spring 2016	Fall 2016

December 2015
www.portlandoregon.gov/transportation

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Ord. 188177, Vol. 2.5, page 14612

The Portland Bureau of Transportation is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 823-823-6868, or the Oregon relay service at 1-800-735-2900.

For more information on the TSP Update Stage 2 please contact:

Francesca Patricolo, Transportation Planner + Public Involvement Specialist
Portland Bureau of Transportation
1120 SW 5th Ave, Suite 800
Portland, Oregon 97204
PHONE: 503-823-5282

EMAIL: TSP@portlandoregon.gov

WEB: https://www.portlandoregon.gov/transportation/63710

A digital copy of this report and additional project background information can be found at https://www.portlandoregon.gov/transportation/68805.

Ord. 188177, Vol. 2.5, page 14614

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Acknowledgements

Portland City Council

Charlie Hales, *Mayor*
Nick Fish, *Commissioner*
Amanda Fritz, *Commissioner*
Steve Novick, *Commissioner*
Dan Saltzman, *Commissioner*

Portland Planning and Sustainability Commission

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Ord. 188177, Vol. 2.5, page 14617

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Shane Valle, PBOT Note and Logistics Coordinator
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Kara Boden, Transit Advocate + Youth Member
Corky Collier, Columbia Corridor Association
Katja Dillman, Move Oregon (former)
Matt Davis, Multnomah County Department of Health (former)
Jared Franz, OPAL (former)
Marianne Fitzgerald, Southwest Neighborhoods Inc (SWNI)
Cole Grisham, North Portland Neighborhood Associations (former)
Sam Gollah, Equity Interest
Arlene Kamura, East Portland Action Plan
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Gerik Kransky, Bicycle Transportation Alliance (BTA)
Tony Lamb, Transit and Equity
Keith Liden, Citizen at Large
Linda Nettekoven, Southeast Uplift (SEUL) and Community Involvement Committee (CIC)
Chris Smith, Portland Planning and Sustainability Commission (PSC)
Peter Stark, Central Eastside Industrial Council (CEIC)
Phil Selinger, Northwest District Association (NWDA)
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Garlynn Woodsong, Northeast Neighborhoods

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Phil Healy, Port of Portland
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Allan Schmidt, Portland Parks (former)

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III. Public Involvement

IV. Amendments to the Transportation System Plan

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Section 3: Community Involvement Objectives

Section 4: Bicycle Classification Descriptions and Other Bicycle Objectives

Section 5: Bicycle Classification Maps

Section 6: Street Design Classification Descriptions

Section 7: Street Design Classification Maps

Section 8: South Waterfront and Water Avenue Area Classification Maps

Section 9: Master Street Plan Descriptions and Maps

Section 10: Performance Measures: Level of Service (LOS) and Mode Split

Section 11: Glossary of Transportation Terms

Section 12: Refinement Plans and Studies

Section 13: Area Studies

Section 14: Transportation Demand Management (TDM) and Code

Section 15: Parking and Code

Section 16: Street Vacation Code

V. Reference

2007 Adopted TSP Objectives

Ord. 188177, Vol. 2.5, page 14620

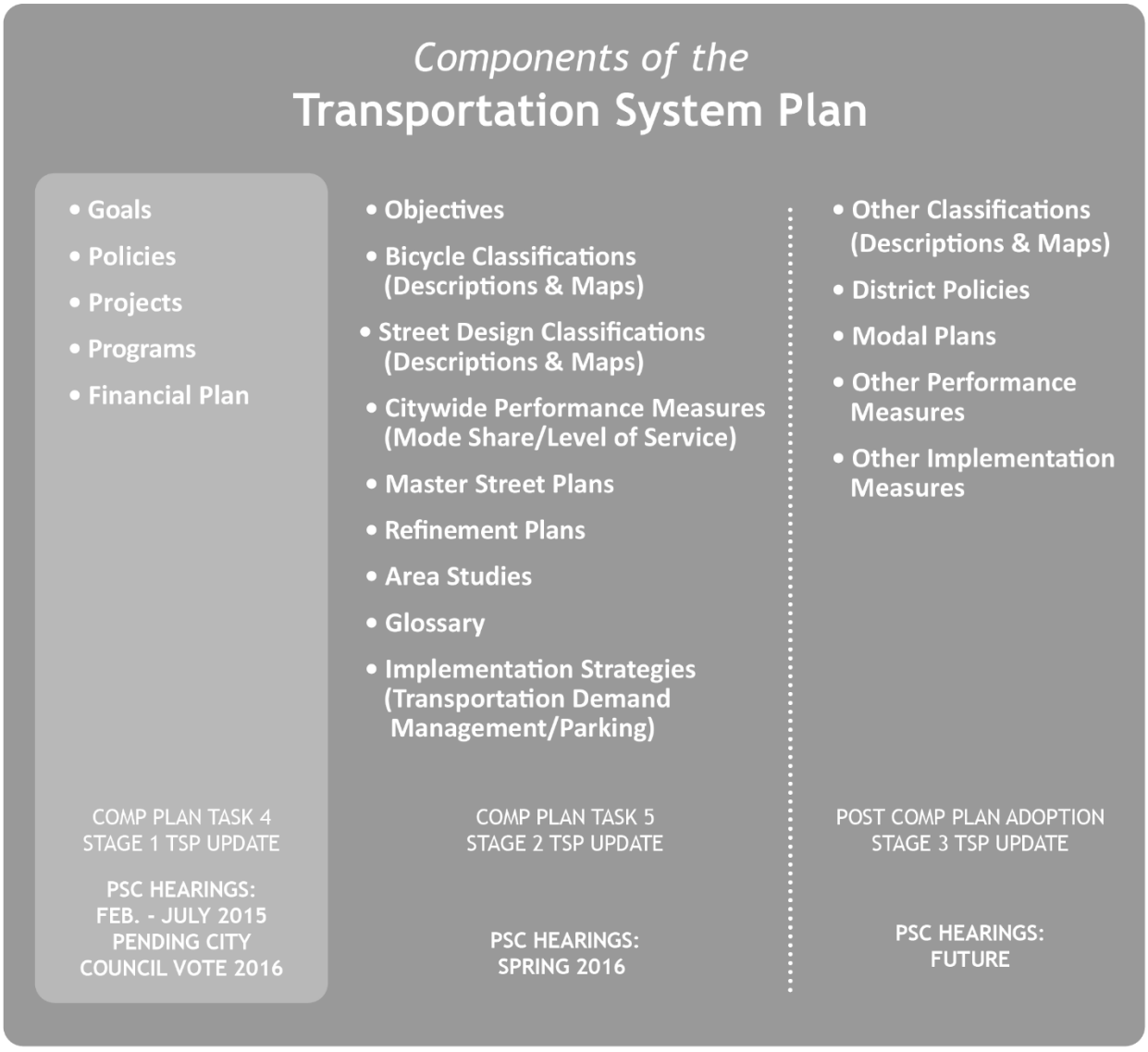
I: Introduction

Project Summary

City of Portland is updating the City's Comprehensive Plan – the long-range plan for growth, change and improvements for the next 20 years. This stage of the Transportation System Plan (TSP) update is one of the early implementation projects of the Comprehensive Plan Update. These projects are tasks that cities need to complete as part of a 20-year comprehensive plan update (also called "periodic review") under Oregon's statewide planning program.

The Transportation System Plan (TSP, Ordinance No. 180871, 2007) is a long-range planning document comprising three volumes. Volume I includes Comprehensive Plan policies, projects and maps, as well as, elements required by the State Transportation Planning Rule (TPR) such as refinement plans, master plans, modal plans and strategies to implement the policies. Volumes II and III comprise background information/analysis and supplemental/reference materials, respectively, which will not be updated as part of the 2035 TSP. The graphic on the facing page illustrates the various components of the TSP Volume I. Items listed under Comp Plan task 4, namely, goals, policies, projects, programs and financial plan, were approved by the Planning and Sustainability Commission (PSC) following hearings in during the first half of 2015. The remaining components of the TSP are being updated in two subsequent phases, Stage 2 (2015/2016) and Stage 3 (2016/2017).

Ord. 188177, Vol. 2.5, page 14621



The current update, stage 2, of the TSP includes amendments to the TSP in order to implement policy direction from the Comp Plan and modifications to incorporate changes that were previously adopted by ordinance or resolution.

Elements included in this stage of the TSP Update are proposed for the following reasons:

- To address requirements in the Council-approved Periodic Review work plan
- To implement new directions in the proposed Comprehensive (Comp) Plan
- To remove existing language that is inconsistent with new directions in the Comp Plan
- To incorporate plans adopted by Council since the last TSP Update
- To support BPS Task 5 zoning projects

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Stage One
Stage One was a part of the Comp Plan update, as outlined in Task 4 of the Periodic Review work plan. It includes new proposed transportation goals and policies, other policies that relate to transportation, major city projects and program lists, and a financial plan. This component of the TSP update was prepared with the Comp Plan update with the Bureau of Planning and Sustainability. The Planning and Sustainability Commission recommended approval in July 2015. City Council work sessions and hearings started in September 2015 and will go through winter 2016.

The Recommended Draft of the Comp Plan:
http://www.portlandoregon.gov/bps/article/541677

City of Portland TSP Projects & Citywide Programs List:
http://www.portlandoregon.gov/transportation/article/541398

TSP Financial Plan:
http://www.portlandoregon.gov/transportation/article/541411

Stage One Schedule of City Council Work Sessions and Hearings
Transportation Work Session held: November 3, 2015; 9:30 – 11:30 AM (City Hall)
Hearing held: November 19, 2:00 – 6:00 PM (City Hall)
Hearing held: December 3, 2015, 6:00 – 9:00 PM (Mittleman Jewish Community Center)
Hearing held: December 10, 2015, 6:00 – 9:00 PM (Parkrose High School)
Hearing: January 7, 2016, 6:00 – 9:00 PM* (Self Enhancement, Inc.)

*dates and times subject to change – check the Council Notable Meeting Calendar for updates:
http://www.portlandonline.com/auditor/index.cfm?c=26997&a=378306

Stage Two
Stage Two is also a part of the Comp Plan Update, as outlined in Task 5 of the Periodic Review work plan. Tasks in this stage of the TSP Update include modifying TSP objectives that are inconsistent with the proposed Comp Plan update, incorporating street classification changes, addressing performance measures, and additional or modified city code to implement the Comp Plan. The full list of Stage Two components is described below.

Stage Two Schedule*
Proposed Draft Released: December 18, 2015
Planning and Sustainability (PSC) Briefing: Tuesday, February 9, 2016; 12:30 - 5:30 PM
PSC Hearing: Tuesday, March 8, 2016; 12:30 - 5:00 PM
PSC Hearing: Tuesday, March 22, 2016; 5:00 – 9:00 PM
PSC Work Session + Vote: April 12, 2016; 12:30 – 4:30 PM
City Council Process: Spring/Summer 2016

*dates and times subject to change – check the Planning and Sustainability Meeting Calendar for updates https://www.portlandoregon.gov/bps/35452

Stage Three

Stage Three is not part of the Comp Plan Update. Upon completion of the 'Task 5' work, one final stage of the TSP update process will occur to update remaining sections of the TSP. Tasks identified for the next stage include addressing district-/geographic-specific guidance, incorporating other Council-adopted plans and ensuring full compliance with the Regional Transportation Plan.

Modal Plan Incorporation

The Pedestrian Master Plan was incorporated into the TSP in 2002. The Freight Master Plan was incorporated in 2007. Now the Bicycle Plan for 2030 (adopted in 2010) is being incorporated into the TSP. Bicycle classifications descriptions were changed and a new classification added. Additional objectives related to bicycles have been added. In addition, Bicycle Classification Maps updated to reflect the changes. A large number of bike projects were added to the Major City Wide Project and Programs List as a part of Stage One.

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Why is this important?

The TSP is a part of the Comp Plan and also an implementation tool of the Comp Plan. This update amends portions of the TSP in order to be in alignment with the Comp Plan and incorporates previously adopted plans since the last update in 2007.

What is in the Proposed Draft?

The process to update the TSP is tied to the Comp Plan Update process. The Proposed Draft is the second in a series of drafts –preceded by the Proposed Draft and followed by the Recommended Draft– that will be developed in the run up to hearings with the Planning and Sustainability Commission and the City Council, who will ultimately approve the Adopted Plan. This Proposed Draft contains amendments to the existing TSP (adopted in 2007) and the proposed changes reference the 2007 TSP sections being modified. Project staff will restructure the proposed TSP amendments in a future draft to align with the Goals and Policies in the 2035 Comp Plan, which are scheduled to be adopted by City Council in 2016. Existing TSP Objectives (adopted in 2007), which are not addressed in this Proposed Draft, and are included for reference only, will be retained and no change is proposed as part of this stage of the TSP Update.

How to use this document

The full 2007 Adopted TSP is three volumes thick. Out of 80 sections in Volume 1 of the full TSP, just sixteen are included in this document because only sixteen sections include proposed updates at this stage. This document is divided into sixteen sections, one for each of the TSP sections that has proposed updates.

Each section contains alternating pages of staff commentary and proposed TSP amendments. Proposed TSP amendments are shown in track changes, meaning the proposed TSP amendment pages show original TSP content and anything added or removed. Anything underlined is something that has been added, any strikethrough or crossed-out content is proposed for deletion. In some places original content has been crossed-out, though alternative content has been added in its place. Please refer to the commentary pages for more information about why the changes are proposed.

The letters and numbers in parentheses in the section descriptions refer to the 2007 TSP Chapters and Maps. A link to the 2007 TSP in on the project website.

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Section 1. Transportation Element (TE) Introduction
This section updated to reflect the 2035 Comp Plan, Climate Action Plan, the Portland Plan, and the 2014 RTP updates.

Section 2. Revised TSP Objectives (TE)
Changes to TSP objectives are proposed in this section to provide consistency with the 2035 Comp Plan and to incorporate recommendations from plans adopted by Council since 2007.

Section 3. Coordination and Involvement Objectives (TE 6.1-6.2)
Policies and objectives are updated and revised to reflect changes in the Comp Plan in Chapter 2: Public Involvement, Chapter 8: Public Facilities and Chapter 9: Transportation related to Public Involvement and Coordination.

Section 4. Bicycle Classification Descriptions (TE 6.7) and Other Bicycle Objectives (TE)
Section 5. Bicycle Classification Maps (TSP Maps 6.35-6.41)
Bicycle Classification Descriptions and Maps as well bicycle objectives updated to reflect the adopted Portland Bicycle Plan for 2030 (Resolution No. 36763) and subsequent adopted plans.

Section 6. Street Design Classification Descriptions (TE 6.11)
Section 7. Street Design Classification Maps (TSP Maps 6.35-6.41)
Street Design Classification Descriptions updated and revised to incorporate Civic Corridors, Neighborhood Corridors and City Greenways. Other language updated to reflect comp plan policies related to parking, to better reflect current guidelines and better differentiate between the classifications.

Section 8. South Waterfront & Water Avenue Area Classification Maps (TSP Maps 6.38/6.42)
The TSP Classification Maps updated to reflect street classification changes in the South Waterfront area as well as in the Water Ave and Clinton-to-the-River area in the Central Eastside as adopted in March 2012 (Ordinance No. 185208).

Section 9. Master Street Plan Descriptions and Maps (TE/Maps 11.11 and Chapter 11)
The Gateway, South Waterfront and Outer Southeast Master Street Plans updated to reflect adopted plans. Cully, Outer Powell and Division-Midway local street plans added to the Outer Southeast Master Street Plan.

Section 10. Performance Measures (TE 11.13)
Review the measures identified in the Periodic Review order, specifically the 'level of service' standard and 'mode share' targets contained in the 2007 TSP Policy 11.13 and 2007 TSP Chapter 15: System Performance.

Section 11. Glossary of Transportation Terms (TE)
The glossary was updated to reflect new terms and ensure alignment with the Comp Plan update and the 2014 RTP.

Section 12. Refinement Plans and Studies (TSP Chapter 4)
This section updated to reflect completed studies, updated descriptions for remaining plans, to reflect the 2014 RTP mobility corridors and add new studies identified through the Comp Plan process.

Section 13. Area Studies (TSP Chapter 12)
This section will be deleted. Completed area plans from the 2007 TSP and subsequent area plans are located on PBOT's website and a map of the area plans will be created.

Section 14. Transportation Demand Management (TDM) Code (Title 33, Title 17, Administrative Rule)
This section expands TDM standards for new development to reduce traffic and parking impacts on neighbors by increasing walking, bicycling, and transit use by residents and employees.

Section 15. Parking Code – Commercial Parking in Mixed Use Zones (Title 33)
The Bureau of Planning and Sustainability is re-writing the Commercial Zoning Section of Title 33 (33.130) as part of the Mixed-use Zoning Project. The draft code language provides allowances for Commercial Parking.

Section 16. Street Vacation Code (Title 17)
Proposed amendments to Title 17.84 will create approval criteria for street vacations. They are intended to provide the City Council with a basis for rendering decisions on street vacations that is similar to the former Comprehensive Plan Policy 6.21 ROW Opportunities.

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II: Relationship to Comp Plan 2035

Early Implementation project of the Comprehensive Plan

This stage of the TSP update is one of the early implementation projects of the Comprehensive Plan Update. These projects are tasks that cities need to complete as part of a 20-year comprehensive plan update (also called "periodic review") under Oregon's statewide planning program. Among these tasks are to update street classifications, objectives, performance measures, transportation demand management, and update maps and policies to reflect and help implement the Recommended 2035 Comp Plan. These changes are the focus of this stage and update.

Comprehensive Plan Guiding Principals

The Comprehensive Plan sets five Guiding Principles, which encourage balanced, integrated multi-disciplinary approach in plans and investments that must comply with the Comp Plan. The TSP Update Project is consistent with the Guiding Principles because it supports an integrated approach to land use and transportation planning for the projected growth in population and jobs in Portland over the next 20 years.

Economic prosperity Support a low-carbon economy and foster employment growth, quality education and training, competitiveness, and equitably-distributed household prosperity.

Human health Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

Environmental health Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water, and land.

Equity Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address, and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

Resilience Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

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Comprehensive Plan Policies

This update to the TSP implements a number of policy directions from the Recommended Comp Plan.

Chapter 9: Transportation
The 2007 TSP along with the proposed amendments as part of Stage Two generally implements all of Chapter 9: Transportation. Several policies are highlighted because the policies led to specific amendments for this stage.

Policy 9.1 **Street design classifications**. Maintain and implement street design classifications consistent with land use plans, environmental context, urban design pattern areas, and the Neighborhood Corridor and Civic Corridor Urban Design Framework designations.

Policy 9.2 **Street policy classifications.** Maintain and implement street policy classifications for pedestrian, bicycle, transit, freight, emergency vehicle, and automotive movement, while considering access for all modes, connectivity, adjacent planned land uses, and state and regional requirements.

9.2.c. Designate district classifications that give priority to bicycle access and mobility in areas where high levels of bicycle activity exist or are planned, including Downtown, the River District, Lloyd District, Gateway Regional Center, town centers, neighborhood centers, and transit station areas.

Policy 9.4 **Use of classifications.** Plan, develop, implement, and manage the transportation system in accordance with street design and policy classifications outlined in the Transportation System Plan.

All three of these policies led to amendments to Street Design Classification Descriptions. Policy 9.2.c supported modifications to the Bicycle Classification Map to add Bicycle Districts per the adopted Bicycle Plan for 2030.

Policy 9.10 **Land use and transportation coordination.** Implement the Comprehensive Plan Map and the Urban Design Framework though coordinated long-range transportation and land use planning. Ensure that street policy and design classifications and land uses complement one another.

This policy led to amendments to Street Design Classification Descriptions.

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Policy 9.20 **Accessible bicycle system.** Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

This policy led to bicycle classification description changes, a new classification, additional classifications on the bike map to also impalement the Bicycle Plan for 2030.

Policy 9.46 **Connectivity**. Establish an interconnected, multimodal transportation system to serve centers and other significant locations. Promote a logical, direct, and connected street system through street spacing guidelines and district-specific street plans found in the Transportation System Plan, and prioritize access to specific places by certain modes in accordance with policies 9.6 and 9.7.

A number of Master Street Plans were approved since the 2007 TSP update and incorporating the changes in this stage continues to meet the connectivity policy.

Policy 9.48 **Performance measures.** Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.A. through 9.I. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments, and conditional uses.

New performance measures proposed to meet this policy.

Transportation Demand Management

Providing residents and employees information and incentives to walk, bicycle, use transit, and otherwise reduce the need to own and use private vehicles can be one of the quickest, least expensive, and most effective strategies to achieve City goals and to prevent traffic and parking impacts. Transportation and parking demand management (TDM) programs can cost-effectively increase the modal share of walking, bicycling, and shared vehicle trips.

Policy 9.52 **Outreach**. Create and maintain TDM outreach programs that work with Transportation Management Associations (TMA), residents, employers, and employees that increase the modal share of walking, bicycling, and shared vehicle trips while reducing private vehicle ownership, parking demand, and drive-alone trips, especially during peak periods.

Policy 9.53 **New development**. Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. Monitor and improve the performance of private-sector TDM programs.

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Policy 9.54 **Projects and programs.** Integrate TDM information into transportation project and program development and implementation to increase use of new multimodal transportation projects and services.

New TDM code in Title 17 and new Administrative Rules proposed to meet this policy.

Policy 9.55 **Curb Zone.** Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

Curb zone language in this policy led to modifying Street Design Classification Definitions to reflect curb zone rather than on-street parking.

Chapter 8: Public Facilities

Components of Chapter 8: Public Facilities have also led to changes in the TSP especially as the policies relate to rights-of way, street vacations, funding and coordination. Several policies are highlighted because the policies led to specific amendments for this stage.

Policy 8.44 **Flexible design**. Allow flexibility in right-of-way design and development standards to appropriately reflect the pattern area and other relevant physical, community, and environmental contexts and local needs.

Delete objectives that require improvements be the same regardless of Pattern Area. .

Policy 8.45 **Corridors and City Greenways**. Ensure public facilities located along Civic Corridors, Neighborhood Corridors, and City Greenways support the multiple objectives established for these corridors.

New Street Design Classifications descriptions are proposed and updates to Street Design Classification maps.

Policy 8.48 **Right-of-way vacations**. Maintain rights-of-way if there is an established existing or future need for them, such as for transportation facilities or for other public functions established in Policies 8.38 to 8.41.

New code language in Title 17 to replace old policies support this new policy and parallel construction to previous Comp Plan Policy 6.21.

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Chapter 3: Design and Development
The Centers and Corridor policies were incorporated into Street Design Classifications; while pattern area policy is reflected in a number of locations. Several policies are highlighted because the policies led to specific amendments for this stage.

Civic Corridors

Policy 3.49 **Integrated land use and mobility.** Enhance Civic Corridors as distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities.

Policy 3.50 **Design great places.** Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents.

Policy 3.51 **Mobility corridors.** Improve Civic Corridors as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes.

A Civic Corridor Street Design Classification Description was added and other Street Design Classification Descriptions modified to reflect these policies.

Policy 3.53 **Neighborhood Corridors.** Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing, while providing transportation connections that link neighborhoods.

A Neighborhood Corridor Street Design Classification Description was added and other Street Design Classification Descriptions modified to reflect these policies.

City Greenways

Policy 3.61 **Connections.** Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations.

Policy 3.62 **Integrated system.** Create an integrated City Greenways system that includes regional trails through natural areas and along Portland's rivers, connected to neighborhood greenways, and heritage parkways.

Policy 3.63 **Multiple benefits.** Design City Greenways that provide multiple benefits that contribute to Portland's pedestrian, bicycle, green infrastructure, and parks and open space systems.

Policy 3.64 **Design.** Use design options such as distinctive street design, motor vehicle

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diversion, landscaping, tree plantings, scenic views, and other appropriate design options, to create City Greenways that extend the experience of open spaces and nature into neighborhoods, while improving stormwater management and calming traffic.

A City Greenway Street Design Classification Description was added and other Street Design Classification Descriptions modified to reflect these policies. Modify objective related to diversion to implement Policy 3.64.

Pattern Areas

Portland has five distinct Pattern Areas. The development patterns and characteristics of these areas are influenced by the natural landscape and how and when these parts of the city were developed.

1. Rivers
2. Central City
3. Inner Neighborhoods
4. Western Neighborhoods
5. Eastern Neighborhoods

Each Pattern Area has unique physical, social, cultural, and environmental qualities that differentiate them and create their sense of place. To maintain and enhance the positive qualities and sense of place in each pattern area, it is desirable to have policies and regulations that respond to each area's unique natural and built assets.

The following policies identify key positive characteristics of each of Portland's Pattern Areas that are relevant to decisions related to future development in these areas. Area and neighborhood plans should be consulted for more detailed guidance on design priorities in different parts of the city.

Delete and/or modify objectives that require improvements be the same regardless of Pattern Area. (Note: Stage three update will include updates and modifications to geographic specific areas to also refer and address Pattern Areas.)

Chapter 2: Community Involvement
General policy direction that led to changes to TSP public involvement policies and objectives.

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III: Public Involvement and Stakeholder involvement

What have we heard leading up to this project?

Portland Plan

During the Portland Plan process we heard a lot about flexible design, equity, mode share targets and the transportation hierarchy. These issues and direction were incorporated into Comp Plan policies.

Comprehensive Plan Policy

While developing the Working Draft for the Comprehensive Plan Policy Update, we heard the need for flexible standards, re-establishing connectivity to the natural environment and built environment, a decision-making matrix with built-in priorities for managing conflicting policies and goals, and integrating a historical retrospective. We heard that centers should be priority areas for investment to improve access; a new and more sophisticated approach to parking is needed that includes multiple strategies including management, pricing, incentives and technology; and corridors are not just connections between centers, but serve many objectives – economic, recreational, social and ecological. We also heard the following themes:

- Green hierarchy (now Transportation Strategy) – Avoiding exclusivity among modes, defining in detail how it will be applied, and recognizing that its application will be different in different areas.
- Freight – Recognizing the distinction between freight and movement of goods and avoiding creating conflicts with freight in applying a green hierarchy.
- Alternative mobility standards -- Before advancing the concept, expanding and clarifying measures and defining how system development charges (SDCs) would be allocated among modes.
- Equity -- Recognizing that the design of networks needs to be flexible to respond to differing needs among geographic areas, that avoiding gentrification needs to be considered when investing in infrastructure, and that investments should be focused on underserved areas.

A recurring theme we heard is that accommodating all transportation modes is critical in meeting the City's economic development goals and that a process is needed to resolve conflicts among modes, especially in the context of a Green Hierarchy (now Transportation Strategy). Another theme we heard is that not all roads need to serve all modes. Given the limitations to expansion of the existing transportation system, managing and maintaining that system was the highest transportation system priority we heard from our stakeholder involvement.

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Comprehensive Plan Projects and Programs

PBOT received over 500 comments related to City-wide Projects and Programs. A majority were related to specific projects. Working with the community, a number of projects were re-scoped make them more competitive, while others moved up or down the financially constrained list. Ten City-wide programs were added; with three added due to public comment.

Transportation Expert Group

The Transportation Expert group was formed from the former Transportation and Access Policy Expert Group from the earlier Task 4 policy work. New members were recruited. The TEG has been meeting since January 2014 and will conclude as a formal group in December 2015. The group met monthly to work through issues and concerns, as well as took informational tours and received updates from other City-wide transportation policy projects, such as parking. Agendas, a roster of members, meeting notes and materials from these meetings are available on the project webpage at https://www.portlandoregon.gov/transportation/63715.

TEG input helped shape the evaluation criteria and led to establishment of a programmatic category to target funds to smaller projects. The TEG has also advised on how best to present succinct but comprehensive information to the public about the TSP. Among its suggestions, the TEG noted that the relationship of the TSP and other transportation-related projects (e.g., 2035 Comprehensive Plan, Our Streets, Two-Year Action Plan, TriMet service enhancements) needs to be better explained. It is also critical to explain that City transportation projects are part of a larger transportation system influenced and controlled by Metro, ODOT, and others.

The TEG has also reviewed policy changes to the Proposed Draft 2035 Comprehensive Plan and provided suggestions about the Bureau of Planning & Sustainability's process for soliciting and responding to input. TEG members had numerous comments on draft transportation policies which will be forwarded to the Planning and Sustainability Commission. Concerns with an initial draft transportation hierarchy are being considered in revisions to the initial proposal. As with the PEG, TEG members participated in an exercise designed to foster the application of equity considerations to TSP development.

Public Involvement Activities in this project

Along with the TEG, thirty-five outreach activities are planned for Fall 2015 including the district collations, other Task 5 public events, City modal committees, and interested groups and organizations. A list of public outreach and engagement events can be found on the project website at https://www.portlandoregon.gov/transportation/article/546394.

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IV. Amendments to the Transportation System Plan

City of Portland
Transportation System Plan

Proposed Draft
December 18, 2015

Section 1: Introduction

Commentary

- This is the first revision of the introduction to the TSP since 2002.
- The new introduction reflects the recommended Comp Plan, Climate Action Plan, the Portland Plan, and the 2014 RTP updates.
- The previous version included an outline and summary of the document. The document will not be in the same order or chapter number in the next stages of development. Staff will add that type of information in 2016 once a full updated TSP is complete.
- Irrelevant or old information has been deleted and there are edits to some of the language.
- Assume the language will change over time and over the life of the updates, with final language in 2016, especially as it relates to the Regional Transportation Plan and the region as part of the Stage 3 update.
- All maps and graphics in the TSP are under review. New graphic design standards will be developed for the TSP and will be applied to all maps and graphics in a future draft.

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Introduction

Portland is projected to add 140,000 new jobs and 260,000 new residents over the next 20 years. As Portland and the region grow, however, there is a continuing challenge to maintain the natural environment, economic prosperity, and overall quality of life. If in 2035 the percentage of people who drive alone to work remains the same as it is now (nearly 60 percent), traffic, carbon emissions ~~climate pollution~~, and household spending on vehicles and fuel will all worsen significantly. In order to accommodate this growth, our transportation system must provide Portlanders safer and more convenient ways to walk, bike, and take transit for more trips. The 2035 Transportation System Plan guides investments to maintain and improve the livability of Portland by:

- saving lives and reducing injuries to all people using our transportation system
- limiting traffic congestion so transit and freight vehicles can move more reliably
- reducing , carbon emissions ~~climate pollution~~ and promoting healthy lifestyles
- keeping more money in the local economy, as we spend less on vehicles and fuel
- creating great places

~~Portland is a vibrant and healthy city. As Portland and the region grow, however, there is a continuing challenge to maintain the natural environment, economic prosperity, and overall quality of life.~~

The Transportation System Plan is the 20-year plan to guide transportation policies and investments in Portland. The TSP meets state and regional planning requirements and addresses local transportation needs. Transportation planning that promotes active transportation modes is essential to preserving the City's '~~user-friendly' character~~ livability and for the protection of the natural environment Constructing significant amounts of new automobile capacity to accommodate growth is not ~~the answer~~ a desirable option because of the enormous costs and impacts. Adding more streets and parking lots divides neighborhoods, uses valuable land, encourages urban sprawl, and has negative environmental impacts. Alternative approaches, supporting a safer, more affordable and more complete multimodal transportation network must be used to ensure integrated, comprehensive solutions. The first TSP was adopted by Council in 2002 (Ordinance 177028).

The ~~TSP~~ Transportation System Plan helps implement the City's 2035 Comprehensive Plan in addition to the region's 2040 Growth Concept by supporting a transportation system that makes it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs. The TSP also recognizes that the transportation system must help grow and sustain the City's economic health by accommodating the needs of businesses and supporting Portland's role in the international economy. ~~The TSP meets State and regional planning requirements and addresses local transportation needs for cost-effective road, transit, freight, bicycle, and pedestrian improvements.~~

Commentary

Elements of the Transportation System Plan (TSP)

Graphic: Relationship of the TSP to other plans

Additional Comp Plan policies in the TSP Document: After the Comp Plan has been adopted and the TSP reformatted, it is anticipated that Comp Plan policies will be physically located in the TSP document with relevant sub policies and objectives added. This will be refined in Stage 3 of the TSP update.

The 2035 TSP includes:

- Goals and policies that guide the maintenance, development and implementation of Portland's transportation system
- Objectives that further the implementation of the goals and policies
- A list of projects and City wide programs along with a financial plan that will accommodate 20 years of population and employment growth
- Master street plans and modal plans
- Strategies and regulations for implementation, including street classifications

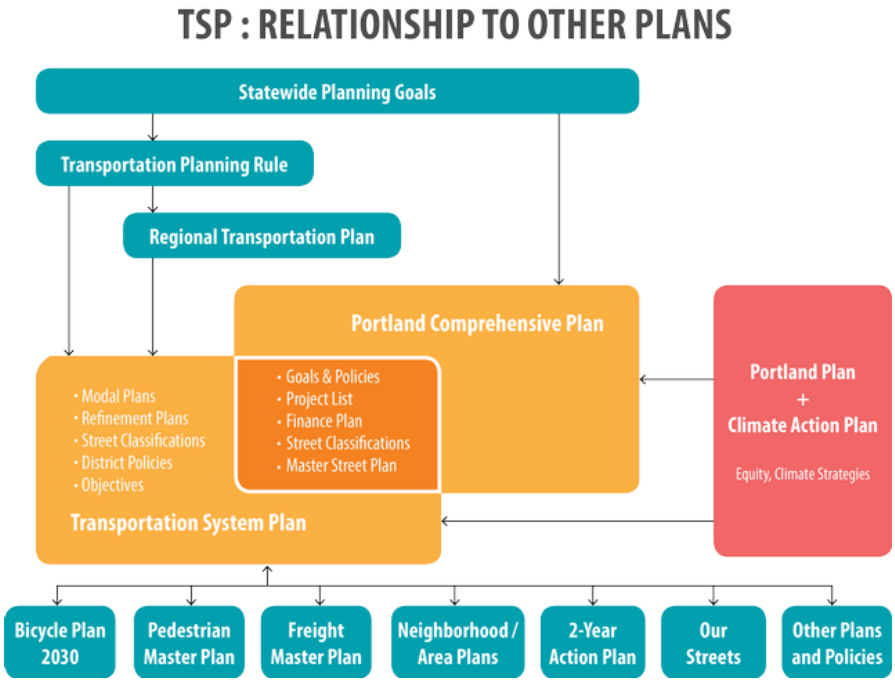
Elements of the TSP

The goals and policies, street classification descriptions and maps, the financial plan and the master street plan maps in the TSP are adopted as part of the Comprehensive Plan. The TSP will be adopted concurrently with the Comprehensive Plan, but published under a separate cover.

The current TSP update (Stage 2, 2015) is only updating certain components of the TSP in order to incorporate, reflect and implement the 2035 Comprehensive Plan update as well as reflect plans adopted since the 2007 TSP update.

For ease of use and transparency, transportation related policies from the 2035 Comprehensive Plan (2015) in Chapter 9 (Transportation), Chapter 3 (Urban Design), Chapter 4 (Development) and Chapter 8 (Public Facilities) will be included in this document at a later date. The TSP also includes additional sub-policies, geographic -specific policies, and objectives.

The TSP is both an implementation tool and a supporting document to the Comprehensive Plan. It contains the transportation element of the City's Public Facilities Plan, and the List of Significant Projects and City-wide Programs. The TSP also provides more detail than the Comprehensive Plan by including additional supporting information about transportation system conditions.



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Commentary

Transportation System Plan updates

Regulatory Framework

State of Oregon goals, policies and regulations

Transportation System Plan Updates

In order to keep the TSP current and up-to-date with recent transportation planning and development activities, it is updated at regular intervals. The first two updates were not intended to include new policy initiatives. They were primarily technical in nature and included corrections, updates to project descriptions, updates on studies, and inclusion of new master street plans adopted as a part of planning efforts.

The first update was completed and adopted by City Council on October 13, 2004 (effective date, November 12, 2004; Ordinance Nos. 178815 and 178826).

The second update was completed and adopted by City Council on April 5, 2007 (effective date, May 5, 2007; Ordinance No 180871). While primarily technical in nature, this update also included new policy language to implement the City's Green Street Policy.

The Stage 2; 2015 update is a part of the City's Comprehensive Plan update and changes were made to implement the Comp Plan, as well as reflect adopted plans and classification changes since the last update in 2007. The Stage 3 of the update (2016) will incorporate regional information, update geographic policies and objectives, additional street classification changes, modal plans, other changes as identified, and reformat the document.

REGULATORY FRAMEWORK

The TSP addresses and complies with a number of State and regional goals, policies, and regulations, as summarized below.

State of Oregon

Statewide Planning Goals

Oregon has 19 goals that provide a foundation for the State's land use planning program. The TSP must comply with all applicable State goals. The two goals directly applicable to the TSP are Goal 11: Public Facilities Plan and Goal 12: Transportation.

Transportation Planning Rule

The Transportation Planning Rule (TPR) implements statewide planning Goal 12: Transportation. The TPR requires State, regional, and local jurisdictions to develop Transportation System Plans (TSPs) that comply with TPR provisions. These provisions include reducing vehicle miles traveled (VMT) per capita by 10 percent over the next 20 years, reducing parking spaces per capita, and improving opportunities for alternatives to the automobile.

Regulatory Framework *(Continued)*

Regional – Metro goals, policies and regulations

Oregon Transportation Plan

The Oregon Transportation Plan (OTP) serves as the State's TSP. Regional and local TSPs must be consistent with the OTP.

Regional Metro

Regional Transportation Plan

First adopted by Metro in 1983, ~~on August 10~~with latest update in 2014, the Regional Transportation Plan (RTP) serves as the regional TSP. As such, the RTP:

- Is consistent with the requirements of the State TPR and OTP
- Implements the 2040 Growth Concept and Regional Framework Plan
- ~~Serves as the 20-year functional plan for transportation in the region~~
- Focuses on ~~streets~~ the regional transportation system ~~of regional significance~~
- Includes multimodal functional classifications and street design classifications
- Includes a list of major system improvements
- Includes a funding plan

Region 2040 Growth Concept

Metro adopted the 2040 Growth Concept as part of the Regional Urban Growth Goals and Objectives (RUGGOs) in 1995. The 2040 Growth Concept stated the preferred form of long-term regional growth and development, including the urban growth boundary (UGB), density, and open space protection. It also designates design types, such as central city, regional center, town center, and main street.

Regional Transportation Functional Plan

The Regional Transportation Functional Plan (first adopted in 2010, last updated in 2012; Ordinance No 10-1241B) implements the Goals and Objectives in section 2.3 of the RTP and the policies of the RTP, and replaces the regional parking policy of the Urban Growth Management Functional Plan (See RTFP Title 4: Regional Parking Management.) It provides policy basis and direction for local TSPs. The RTFP codifies requirements that local plans must comply with to be consistent with the Regional Transportation Plan. Therefore, its requirements are binding on cities and counties.

Urban Growth Management Functional Plan

Metro adopted the Urban Growth Management Functional Plan (UGMFP) in 1996 and updated it 2014 to implement regional goals and objectives adopted by the Metro Council as the Regional Growth Goals and Objectives (RUGGO), including the 2040 Growth Concept and the Regional Framework Plan. The UGMFP addresses the accommodation of regional population and job growth. Its requirements are binding on cities and counties.

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Regional Framework Plan

The Regional Framework Plan, adopted in 1997, identifies regional policies to implement the 2040 Growth Concept, preserving access to nature and building great communities for today and the future. The plan was amended in 2005 and 2010, and again in 2014 as part of the adoption of the Climate Smart Strategy.

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Regulatory Framework *(Continued)*

City of Portland goals, policies and regulations

City of Portland

Comprehensive Plan

Portland's 2035 Comprehensive Plan guides land use development and public facility investment decisions between now and 2035. This guidance is intended to help make Portland more prosperous, healthy, equitable and resilient.

The Comprehensive Plan includes five elements that work together to accomplish this goal:

1. Vision and Guiding Principles
2. Goals and Policies
3. Comprehensive Plan Map
4. List of Significant Projects
5. Transportation policies, classifications and master street plans

Within the Comprehensive Plan and TSP, there are nine Transportation goals:

1. Safety
2. Transportation system for multiple goals
3. Great places
4. Environmentally sustainable
5. Equitable transportation
6. Positive health outcomes
7. Opportunities for prosperity
8. Cost effectiveness
9. Airport futures

Transportation related policies from the 2035 Comprehensive Plan (2015) are located in Chapter 9 (Transportation), Chapter 3 (Urban Design), Chapter 4 (Development) and Chapter 8 (Public Facilities). The TSP also includes additional sub-policies and geographic -specific policies and objectives.

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Regulatory Framework *(Continued)*

City of Portland goals, policies and regulations

Chapter 9 policies are grouped in these subject areas:

- Designing and planning
- Land use, development, and placemaking
- Streets as public spaces
- Modal Policies
- Airport Futures
- System Management
- Transportation Demand Management
- Parking Management
- Finance, Programs and Coordination

Chapter 8: Public Facilities
- Funding
- Public Benefits
- Public Rights of Way
- Coordination
- Trails

Chapter 3: Urban Form
- Corridors
- Civic Corridors
- Neighborhood Corridors
- Transit Station Areas
- City Greenways
- Pattern Areas

Chapter 4: Development
- Design and Development of centers and corridors
- Off-site impacts

Portland Bureau of Transportation also using Comprehensive Plan Chapter 2: Community Involvement for its public involvement policies.

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Regulatory Framework *(Continued)*

City of Portland goals, policies and regulations

Chapter 2 has seven goals and 38 policies.

Goals

- Community Involvement as a Partnership
- Social Justice and Equity
- Value Community Wisdom and Participation
- Transparency and Accountability
- Meaningful Participation
- Accessible and Effective Participation
- Strong Civic Infrastructure

Policies grouped in these major areas:

- Partners in decision making
- Community assessment
- Transparency and accountability
- Community involvement program
- Process design and evaluation
- Information design and development

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Commentary

TSP Seven Outcomes

SEVEN OUTCOMES

Working with our partners at Metro, Bureau of Planning and Sustainability, and the Oregon Department of Transportation, with direction from the Portland Plan (2012), the Climate Action Plan (2010), Health Equity & the Transportation System Plan Report (2012), and from the Comprehensive Plan Update, PBOT staff developed an outcomes based approach to the TSP.

These seven outcomes directed policy choices as well as informed the development of criteria for selecting and prioritizing TSP Projects and Programs. The Transportation System Improvements Chapter contains details on the citywide project and programs process and evaluation.

These seven outcomes are**:**

1. Improve access to daily needs, such as jobs, schools, grocery stores, and health care
2. Reduce/eliminate transportation fatalities and injuries
3. Improve health by increasing walking and bicycling
4. Increase economic benefits, such as access to family wage jobs and freight access
5. Ensure disadvantaged communities benefit as much or more than non-disadvantaged communities
6. Reduce global warming pollution from transportation
7. Prioritize the most cost-effective projects

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Transportation System Plan

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Section 2: TSP Objectives

Commentary

This section contains proposed changes to Objectives in the Transportation System Plan (TSP) to provide consistency with the new proposed Comprehensive Plan. The adopted 2007 TSP reference numbers are shown to clarify which Objectives are proposed for amendment. Amendments are proposed for the following reasons:

- To provide consistency with Comp Plan direction:
  - Remove Objectives that are redundant with 2035 Comp Plan policies
  - Remove Objectives that are inconsistent with 2035 Comp Plan policies
  - Allowing diversion as a City Greenway design option.
  - Referencing Comp Plan Centers & Corridors in place of 2040 Growth Areas
- To update bureau name to Portland Bureau of Transportation
- To update the list of guidelines used in development and design of street projects.

Please note:

- **Adopted 2007 TSP Objectives not identified in the "Amendments to the TSP" Chapter (IV) of this Proposed Draft will be retained and are included in the back of this document for reference.**
- Additional changes to Objectives are proposed in other Sections of this report.
- The 2007 TSP Policies will be replaced with adoption of the 2035 Comp Plan Update.

Traffic Calming (Objective 6.13.D & F)

- B. Objective elevated to policy and replaced by new Comp Plan Policy 9.45
- D. PBOT has implemented new street designs to prioritize pedestrians and bicycle traffic, including neighborhood greenways, shared roadways and pathways, and traffic calming is often needed to maintain traffic volumes and speeds below established thresholds. The change allows diversion from local traffic streets as long as measures are taken to ensure resulting traffic volumes on nearby local streets are acceptable. This provides consistency with Comp Plan direction allowing "motor vehicle diversion" as a City Greenway design option.
- F. Reference Centers and Corridors and include "safe" and comfortable

Pedestrian Transportation (Objective 6.22.A & B)

- A. Objective elevated to policy and replaced by new Comp Plan Policy 9.16
- B. Reference Centers and Corridors

Congestion Pricing (Objective 6.34.C)

- C. Objective elevated to policy and replaced by new Comp Plan Policy 9.49

Environmental Sustainability in Transportation (Objective 11.8.A)

- A. Bureau name change to Portland Bureau of Transportation

Project Selection (Objective 11.9.A & D)

- A. Objective elevated to policy and replaced by new Comp Plan Policy 9.10
- D. Reference Centers and Corridors

TSP OBJECTIVES

Traffic Calming (Objective 6.13.D & F)

~~B. Use a combination of enforcement, engineering, and education efforts to calm vehicle traffic.~~

D. Implement measures on Local Service Traffic Streets that do not significantly divert traffic to other streets of the same classification, except when needed to give priority to pedestrians and/or bicycle traffic.

F. Reduce traffic speeds through enforcement and design in high density ~~2040 Growth Concept areas, including~~ main streets ~~and~~ Centers and Corridors, to levels that are safe and comfortable for bicyclists and pedestrians.

Pedestrian Transportation (Objective 6.22.A & B)

~~D. Promote walking as the mode of choice for short trips by giving priority to the completion of the pedestrian network that serves Pedestrian Districts, schools, neighborhood shopping, and parks.~~

E. Support walking to transit by giving priority to the completion of the pedestrian network that serves Comp Plan Centers and Corridors, transit centers, stations, and stops; providing adequate spacing and quality of crossing opportunities at transit stops; and planning and designing pedestrian improvements that allow adequate space for transit stop facilities.

Congestion Pricing (Objective 6.34.C)

~~C. Support experiments in equitable and efficient pricing of new motor vehicle transportation facilities.~~

Environmental Sustainability in Transportation (Objective 11.8.A)

A. Integrate best management practices into all aspects of the Portland ~~Office~~ Bureau of Transportation activities.

Project Selection (Objective 11.9.A & D)

~~A. Promote a compact urban form by supporting development in high-priority 2040 Growth Concept areas, including facilities and improvements that support mixed-use, pedestrian-friendly development and increase walking, bicycling, and transit use.~~

D. Provide and improve access to, between and within ~~activity~~ Comp Plan Centers and Corridors and develop safe routes to schools.

Commentary

Street Design and Right-of-Way Improvements (Objective 11.10.E & G)

- E. Update name of truck street design guide and add new design guidelines.
- G. Delete Objective 11.10. A, which is inconsistent with Comp Plan Policy 8.44 to allow flexibility in design and remove a barrier to newly approved residential street standards.

Street Design and Right-of-Way Improvements (Objective 11.10.E & G)

E. Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland's Pedestrian Design Guide, Bicycle Master Plan-Appendix A, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Portland Parks and Recreation Trail Design Guidelines, Designing for Truck Movements and Other Large Vehicles ~~Design Guide for Truck Streets~~, and City of Portland Green Street Policy and Design Guide for Public Street Improvements.

~~G. Include sidewalks on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints or when consistent with the Pedestrian Design Guide.~~

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Section 3: Community Involvement Objectives

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- Policies and objectives deleted, modified and updated to reflect Comprehensive Plan Chapter 2, Chapter 8 and Chapter goals and policies.
- A number of the 2002 objectives were turned into Policies in Chapter 9 and Chapter 8 (9.61; 9.66; 8.46)
- Deleted all Explanation segments for consistency with document.
- Objectives A-R establish new PBOT-focused community involvement objectives.
- Added language to point to BPS Public Involvement Program/Workbook from BPS.
- Need to track the development and adoption of the BPS Public Involvement Workbook (early 2016).
- Added language from Internal PBOT Public Involvement Policies (est. 2015)
- PBOT's continued coordination internally to reflect and incorporate feedback on the Internal Public Involvement Policies from the bureau's Public Involvement Committee, plus working with an eminently hired Community Engagement Coordinator, may result in additional comments or changes to this language.
- Objective 6.1.Q was added from public comments received on the Discussion Draft.
- Staff will, per Discussion Draft comments received, add hyperlinks (including lists of relevant document subsections) to referenced documents, prior to final publication.

Community Involvement Objectives:

A. The Portland Bureau of Transportation (PBOT) will provide meaningful opportunities for equitable community involvement in shaping the plans, public policy and projects that support implementation of the Transportation System Plan.

B. Provide and document concerted efforts to engage those with the potential to be impacted by the plans, public policies or projects in order to evaluate and mitigate disparate burdens, especially for under-served and under-represented communities including Limited English Proficient (LEP) communities, communities of color, low-income populations and those traditionally underserved by transportation services.

C. Furnish opportunities for early and ongoing access to balanced information about plans, public policy and projects.

D. Keep interested parties, and those who may be impacted by particular decisions related to plan and project implementation, informed of direct and related engagement opportunities.

E. Engage and support community members who are traditionally under-represented in bureau projects, plans, and processes.

F. Provide funding that is adequate to carry out public involvement practices.

G. Foster a culture of public involvement across divisions within PBOT.

H. Ensure PBOT decision-making processes are clear, straightforward, and include mechanisms for public accountability, so that the public has the capacity to participate.

I. Ensure PBOT public documents are accessible, relevant, and informative.

J. Ensure public involvement and outreach practices, materials, and processes are culturally relevant.

K. Follow International Association for Public Participation (IAP2) Core Values.

L. Follow City of Portland Public Involvement Principles.

M. Follow Internal PBOT Public Involvement Policies.

N. Follow City of Portland Civil Rights Title VI Plan.

O. Follow the goals and policies of Chapter 2: Community Involvement of the City's Comprehensive Plan.

P. Follow Policy 8.6 Interagency Coordination from Chapter 8: Public Facilities and Services of the City's Comprehensive Plan.

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Q. Refer to the Bureau of Planning and Sustainability Public Engagement Workbook for guidance on scoping for potential community impacts, identifying stakeholders, determining the right level of engagement, planning a community engagement process, tracking engagement, reporting results and evaluating the engagement and process.

R. Consider tools and strategies offered by Metro's Public Engagement Guide in Portland's transportation planning activities.

S. Foster consistency in community engagement approaches and implementation across the Bureau of Transportation.

~~Coordination and Involvement Policies~~

~~Policy 6.1 Coordination~~

~~Coordinate with affected state and federal agencies, local governments, special districts, and providers of transportation services when planning for and funding transportation facilities and services.~~

> ~~*Explanation: The State of Oregon's Transportation Planning Rule (TPR) and Metro's 2000 Regional Transportation System Plan (RTP) require the City to coordinate transportation system planning and other multi-jurisdictional transportation issues. Portland has had a coordination policy since 1992.*~~

~~*Objectives:*~~

~~A. Coordinate the funding and development of transportation facilities with regional transportation and land use plans and with public and private investments.~~

~~B. Participate in Metro's processes for allocating and managing transportation funds and resources to achieve maximum benefit with limited available funds.~~

~~C. Involve affected agencies, local governments, special districts, and transportation providers in updates of the Transportation System Plan (TSP)~~

~~D. Pursue opportunities to improve the transportation system, including grants, private/ public partnerships, and other non-traditional funding mechanisms.~~

~~Policy 6.2 Public Involvement~~

~~Carry out a public involvement process that provides information about transportation issues, projects, and processes to citizens, businesses and other stakeholders, especially to those traditionally underserved by transportation services, and that solicits and considers feedback when making decisions about transportation.~~

> ~~*Explanation: Transportation decision making should actively seek to include disenfranchised populations by making the process clear and straightforward and including mechanisms for public accountability.*~~

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~~*Objectives:*~~

~~A. Involve community members who are traditionally under-represented in transportation planning activities.~~

~~B. Give consideration to Metro's Local Public Involvement Policy for Transportation Planning in Portland's transportation planning activities.~~

~~*Explanation: Metro adopted public involvement guidelines in July 1995 for transportation planning. Local jurisdictions must be consistent with these guidelines in developing their TSPs and any other projects or programs submitted to Metro for regional funding. The guidelines require local plan development to meet minimum standards for public involvement before the Metro Council takes action on the plan.*~~

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Section 4: Bicycle Classification Descriptions and Other Bicycle Objectives

Commentary

This task includes adopting bikeway classifications in the TSP under Objective 6.7.A-D per the Council adopted Portland Bicycle Plan (PBP) for 2030, adopted in February 2010.

Objective 6.7.A. Major City Bikeways
Objective 6.7.B. City Bikeways

The phrase 'emphasizing the movement of bicycles' in the description of city bikeways is intended to support a connected bikeway network and bicycle mobility and access on these streets in a manner that is appropriate for the adjacent land use setting and is consistent with other adopted modal street classifications.

The language added for Major City Bikeways was developed by staff with assistance from the Joint Modal Committee and the individual modal advisory committees. The main changes are:

- Adding "only after performing careful assessments to determine potential impacts to the essential movement of all modes." This language aims to address the freight stakeholders' concerns that movement of vehicular traffic would not be considered during bikeway design.
- Adding "Where conditions warrant and where practical, Major City Bikeways should have separated facilities for bicycles and pedestrians." Initially, this language was only proposed for off-street paths. Stakeholders suggested that on some streets without sidewalks designated as Major City Bikeways, sidewalks may not be built in the near future and, as such, it should be clearly defined how bicyclists and pedestrians should behave in order to reduce conflicts.
- Adding "Build the highest quality bikeway facilities" was in response to comments received from the public about the desirability of protected bikeways on streets with high volumes of automobile traffic. That particular phrase was used as it is applicable also to shared roadways ("neighborhood greenways") and to off-street pathways. For those latter two facilities it reflects the recommendations of the Council-adopted Neighborhood Greenway Assessment Report as well as earlier community comment about the need to provide separate spaces for people bicycling and walking on shared pathways.

BICYCLE CLASSIFICATION DESCRIPTIONS

OBJECTIVES 6.7.A-D

A. Major City Bikeways

Major City Bikeways form the backbone of the city's bikeway network and are intended to serve high volumes of bicycle traffic and provide direct, seamless, efficient travel across and between transportation districts.

- Land Use. Major City Bikeways should support 2040 land use types.
- Improvements. Major City Bikeways should be designed to accommodate large volumes of bicyclists, to maximize their comfort and to minimize delays by emphasizing the movement of bicycles. Build the highest quality bikeway facilities. Motor vehicle lanes and on-street parking may be removed on Major City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after performing careful ~~assessments~~ analysis to determine potential impacts to the essential movement of all modes. Where improvements to the bicycling environment are needed but the ability to reallocate road space is limited, consider alternative approaches that include property acquisition, parallel routes and/or less desirable facilities. On Major City Bikeways developed as shared roadways, use all appropriate tools to achieve recommended performance guidelines. Where conditions warrant and where practical, Major City Bikeways should have separated facilities for bicycles and pedestrians.

B. City Bikeways

City Bikeways are intended to establish direct and convenient bicycle access to significant destinations, to provide convenient access to Major City Bikeways and to provide coverage within three city blocks of any given point.

- Land Use. City Bikeways should support 2040 land use types and residential neighborhoods.
- Improvements. City Bikeways emphasize the movement of bicycles. Build the highest quality bikeway facilities. Motor vehicle lanes and on-street parking may be removed on City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after taking into consideration the essential movement of all modes. Where improvements to the bicycling environment are needed but the ability to reallocate road space is limited, consider alternative approaches that include property acquisition, parallel routes and/or less desirable facilities. On City Bikeways developed as shared roadways, use all appropriate tools to achieve recommended performance guidelines.

Commentary

Objective 6.7.C. Local Service Bikeways

Local Service Bikeways
The PBP did not propose changes to the local service bikeway classification.

Bicycle Districts
Council resolved that PBOT staff address the policy changes recommended in the PBP for 2030 in the next update of the TSP. The Portland Bike Plan created language defining Bicycle Districts and proposed that the Downtown, River District, Lloyd District, and Gateway be classified as Bicycle Districts.

Metro's Regional Active Transportation Plan (2014) and the 2014 Regional Transportation Plan (RTP) added Regional Bicycle Districts to the region-wide bicycle network. The 2035 Comprehensive Plan recommends Policy 9.2.c. calling for designating "district classifications that give priority to bicycle access and mobility in areas where high levels of bicycle activity exist or are planned". The Bicycle Classification map shows the Gateway Regional Center, which is the one district outside the Central City that is a recommended bicycle district per the Portland Bicycle Plan for 2030.

Off-Street Paths
The PBP for 2030 recommends modifying bikeway classifications to introduce a functional hierarchy of bikeway routes. The Off-Street Path classification in the 2007 TSP is primarily a description of a facility type. The PBP recommended eliminating the Off-Street Path classification in favor of classifying non-motorized bikeways based on the function of each route.

Relationship to the Trails system and policies
The 2035 Comp Plan Update recommends eight "Trails" policies (Policies 8.50-8.57) and Public Trail Alignments map (Figure 8-2). TSP bicycle classification and pedestrian classification maps identify trails that are part of the citywide bikeway and pedestrian networks, focusing on trails that serve transportation purposes and calling them city bikeways (for bicycle classifications) and walkways and off-street paths (for pedestrian classifications), rather than trails. The detail for which bikeways are considered trails is found in The Portland Bicycle Plan, which refers to classified bikeways that are outside of the roadway as trails.

Portland Parks & Recreation identifies three trail types in its Recreational Trail Strategy (2006): regional trails, community connectors and local access trails. In the recreational trail strategy, trails are recognized as providing both transportation and recreational functions. Most of the trails in the Portland Bicycle Plan are shared with pedestrian and other non-motorized users, and are designated as Regional Trails in the Portland Parks & Recreation system, which include both off-street (paved and natural surface) and on-street trails. Trails are typically multi-use, often shared by bicyclists, pedestrians and other non-motorized users, but should provide physical separation of activities when needed and possible. In some instances, off-street trail routes may go through parks, in which case they would be using multi-use park paths for a segment. Responsibility for developing and maintaining a citywide trail system is shared between multiple bureaus, agencies, and the private sector.

C. Local Service Bikeways

Local Service Bikeways are intended to serve local circulation needs for bicyclists and provide access to adjacent properties.

- Classification. All streets not classified as City Bikeways or Off-Street Paths, with the exception of Regional Trafficways not also classified as Major City Traffic Streets, are classified as Local Service Bikeways.
- Improvements. Consider the following design treatments for Local Service Bikeways: shared roadways, traffic calming, bicycle lanes, and extra-wide curb lanes. Crossings of Local Service Bikeways with other rights-of-way should minimize conflicts.
- On-Street Parking. On-street parking on Local Service Bikeways should not be removed to provide bicycle lanes.
- Operation. Treatment of Local Service Bikeways should not have a side effect of creating, accommodating, or encouraging automobile through-traffic.

D. Bicycle Districts

Bicycle Districts are areas with a dense concentration of commercial, cultural, institutional and/or recreational destinations where the City intends to make bicycle travel more attractive than driving.

- Land Use. High density and mixed-use neighborhoods should be targeted as bicycle districts. Auto-oriented development should be discouraged in Bicycle Districts.
- Characteristics. The size and configuration of a Bicycle District should be consistent with the scale of bicycling trips. A Bicycle District includes the streets along its boundaries, except where the abutting street is classified as a Regional Trafficway.
- Improvements. All streets within a Bicycle District are important in serving bicycle trips. Appropriate bicycle facilities should be determined for each street based on the desired bicycling conditions and operations. Use the bikeway design and engineering guidelines to design streets within Bicycle Districts.

~~Off-Street Paths~~

~~Off-Street Paths are intended to serve as transportation corridors and recreational routes for bicycling, walking, and other non-motorized modes.~~

- ~~Connections. Use Off-Street Paths as convenient shortcuts to link urban destinations and origins along continuous greenbelts such as rivers, park and forest areas, and other scenic corridors, and as elements of a regional, citywide, or community recreational trail plan.~~
- ~~Location. Establish Off-Street Paths in corridors not well served by the street system.~~
- ~~Improvements. Use the Bikeway Design and Engineering Guidelines to design Off-Street Paths. Off-Street Paths should be protected or grade-separated at intersections with major roadways.~~

Commentary

Portland Bicycle Plan for 2030. Appendix B – Recommended Objectives.
Resolution #36763

This task includes adopting changes to objectives in the TSP per the Council-adopted Portland Bicycle Plan for 2030. These changes were recommended in Appendix B of the Portland Bicycle Plan and were already adopted by Council by Resolution #36763 on February 11, 2010.

- Incorporate recommendations in Appendix B of the Portland Bicycle Plan for 2030 per Council Resolution #36763
- Pending issue: modifications may be need to reflect objectives for other modes, for example broaden objectives to include "active transportation" rather than only bicycling.

Objective 6.3 H-J. Transportation Education

Objective 6.13.G Traffic Calming

- Objective G. The term 'bicycle boulevards' was replaced with 'neighborhood greenways'

Objective 6.23.A-E Bicycle Transportation

Portland Bicycle Plan for 2030. Appendix B

Objective 6.3.H
Increase bicycle safety education, enforcement and outreach to encourage safe travel behavior of all modes and to increase bicycling in Portland.

Objective 6.3 I
Promote bicycling as safe and convenient transportation to and from school.

Objective 6.3 J
Continue and expand encouragement programs that provide services and equipment, support behavior changes, raise awareness, and provide incentives that increase bicycling in Portland.

Objective 6.13 G (Traffic Calming)
Use traffic calming tools and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on **neighborhood greenways** to ensure a comfortable cycling environment on the street.

Objective 6.23 A
~~Complete a network of bikeways that serves bicyclists' needs, especially for travel to employment centers, commercial districts, transit stations, institutions, and recreational destinations.~~
Form a citywide network of connected bikeways on streets including streets with low traffic speeds and low traffic volumes. Provide the highest degree of separation on busier streets to preserve access to common destinations. Accommodate cyclists of all ages and abilities.

Objective 6.23 B
Provide continuous bicycle facilities and eliminate gaps in the ~~bike lane system~~ bikeway network.

Objective 6.23 C
Install bicycle signage along bikeways where needed to define the route and/or direct bicyclists to a destination or other bikeway.

Objective 6.23 D
~~Increase bicyclist safety and convenience by making improvements, removing physical hazards such as dangerous storm gates and supporting changes to adopted statutes and codes that would enhance the safety of bicyclists.~~
Design bicycle facilities with safety and comfort as basic requirements to attract riders of all ages and skill levels.

Objective 6.23 E
Ensure that the health, social, economic, and environmental benefits of bicycling are accessible to all Portlanders regardless of race, ethnicity, age, economic status, geographical location or language spoken.

Portland Bicycle Plan for 2030. Appendix B – Recommended Objectives.
Resolution #36763

Objective 6.23.A-E Bicycle Transportation

Language was added to Objective 6.23.J (shown in bold) in response to the following comment on the Discussion Draft:

- Connect bike-sharing to transit last-mile connections in addition to the uses mentioned.

Objective 6.26 A,E,F On-Street Parking Management

Language was added to Objective 6.26.F (shown in bold) in response to the following comment on the Discussion Draft:

- The Comp Plan has language suggesting consideration of parking for various types of bicycles. A variety of types should be reflected here as well.

Objective 6.23 F
Encourage the provision of showers and changing facilities for commuting cyclists, including the development of such facilities in commercial buildings and at '~~Bike Central~~' central locations.

Objective 6.23 G
~~-Increase the number of bicycle-transit trips.~~
Increase the number of multi-modal trips that include bicycling for at least one trip segment by improving and simplifying connections and transfers to transit.

Objective 6.23 H
Promote bicycling as safe and convenient transportation to and from school.

Objective 6.23 I
Provide bikeway system improvements that will serve key destinations, such as Metro 2040 centers and main streets, employment centers, commercial districts, transit stations, institutions, schools, and recreational destinations.

Objective 6.23 J
Support bike-sharing programs aimed at visitors, tourists, employees, and residents to increase access to bicycles and to provide last-mile connections from transit.

Objective 6.23 K
Maintain Portland's position as a national leader in the evaluation of bicycle improvements and ridership through on-going data collection and monitoring of changes to bicycling infrastructure and in riding behavior.

Objective 6.23 L
Support changes to remove institutional barriers in statutes, policies, and codes that discourage safe and efficient bicycle use.

Objective 6.26 A
Support land uses in existing and emerging regional centers, town centers, and main streets with an adequate supply of on-street parking spaces while emphasizing grouped bicycle parking in the street.

Objective 6.26 E
Provide and maintain public bicycle parking at high-demand locations in the Central City, neighborhood business nodes, cultural and recreational destinations, transit nodes and employment centers.

Objective 6.26 F
Ensure a highly functional and high quality design of bicycle parking installed in the public right of way **for a variety of bicycle types**.

Commentary

Portland Bicycle Plan for 2030. Appendix B – Recommended Objectives.
Resolution #36763

Objective 6.26 D-E On-Street Parking Management

Objective 11.10 F,R,S,T Street Design and Right-of-Way Improvements

Objective 11.12 F Maintenance

Objective 6.27 D
Support changes to regulations to ensure that all land uses provide an ample quantity of short- and long-term bicycle parking and end-of-trip facilities consistent with an increasing bicycle mode share.

Objective 6.27 E
Encourage owners of existing residential or commercial buildings to supplement and upgrade off-street long-term and short-term bicycle parking.

Objective 11.10 F
Provide planned bicycle facilities on designated alignments and in conjunction with street improvements, or develop equally safe and convenient alternative access for bicycles on parallel streets when the appropriate bikeway facility cannot be provided on the designated street. ~~because of severe environmental or topographical constraints, unacceptable levels of traffic congestion, or the need to retain on-street parking.~~

Objective 11.10 R
Require adequate right-of-way or easements where adequate space for planned bikeway and pedestrian facilities is not available.

Objective 11.10 S
Continue to test, evaluate, and implement appropriate innovative design treatments that improve operating conditions and safety for cyclists.

Objective 11.10 T
Utilize interim bicycle facility improvements where the preferred design treatment is not currently feasible.

Objective 11.12 F
Make improvements to the bicycle network, including removing physical hazards, and maintain the bicycle infrastructure in a timely and efficient manner.

City of Portland
Transportation System Plan

Proposed Draft
December 18, 2015

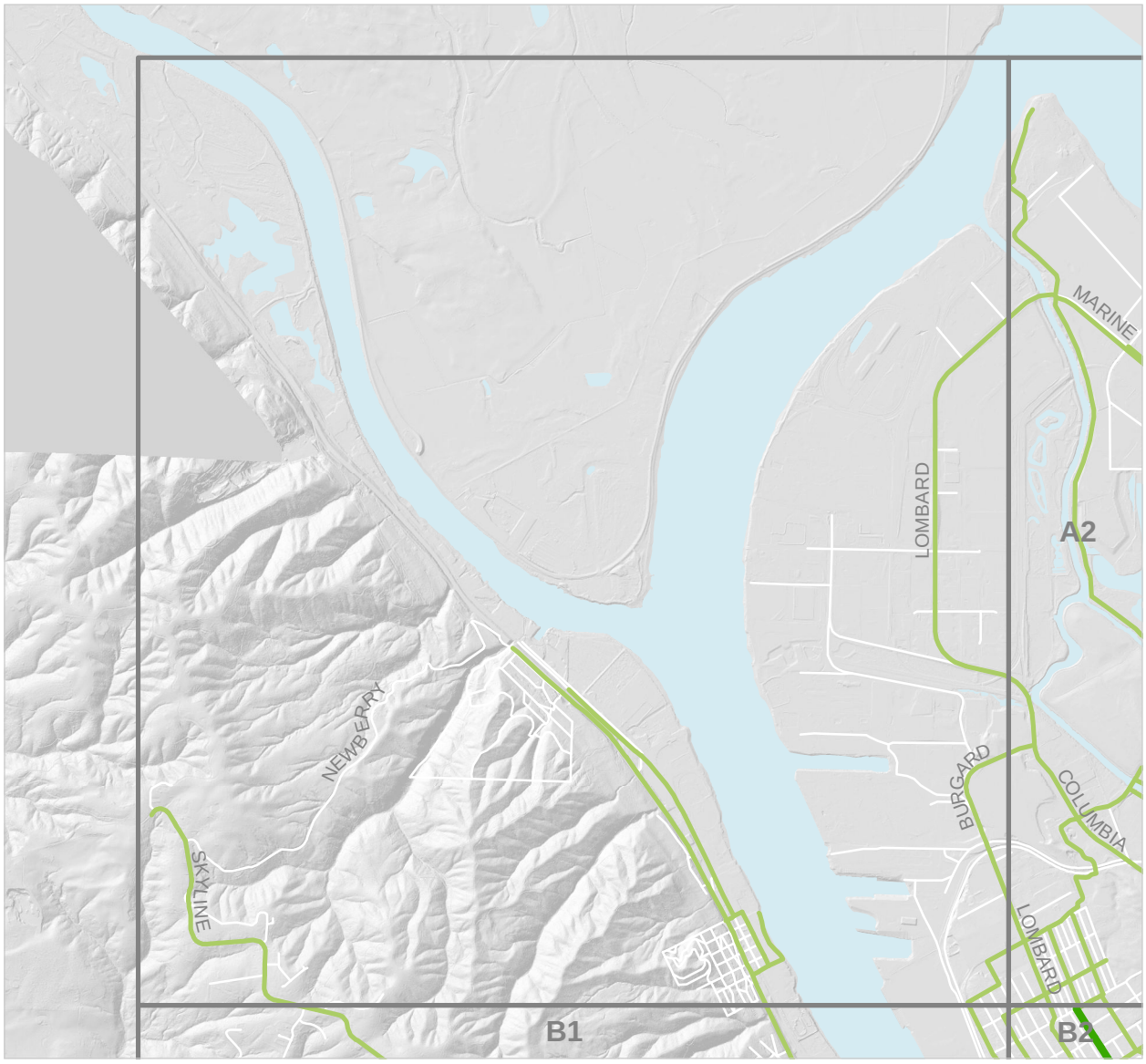
Section 5: Bicycle Classification Maps

Commentary

Bicycle Classification Maps

Bicycle Classifications are being updated to incorporate the recommendations of the Bicycle Plan for 2030 (adopted in 2010) as well as other plans adopted since the last TSP was adopted in 2007. Classification changes also reflect the recommended TSP Major Projects list for the current update, as well as any other funded, completed, or planned projects that impact classifications.

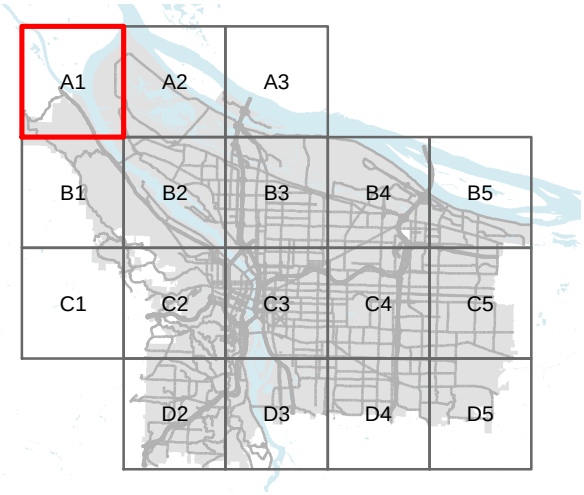
A new design standard for maps in the TSP is being developed. The Bicycle classification maps are a work in progress, and their design may evolve with subsequent iterations of the TSP.



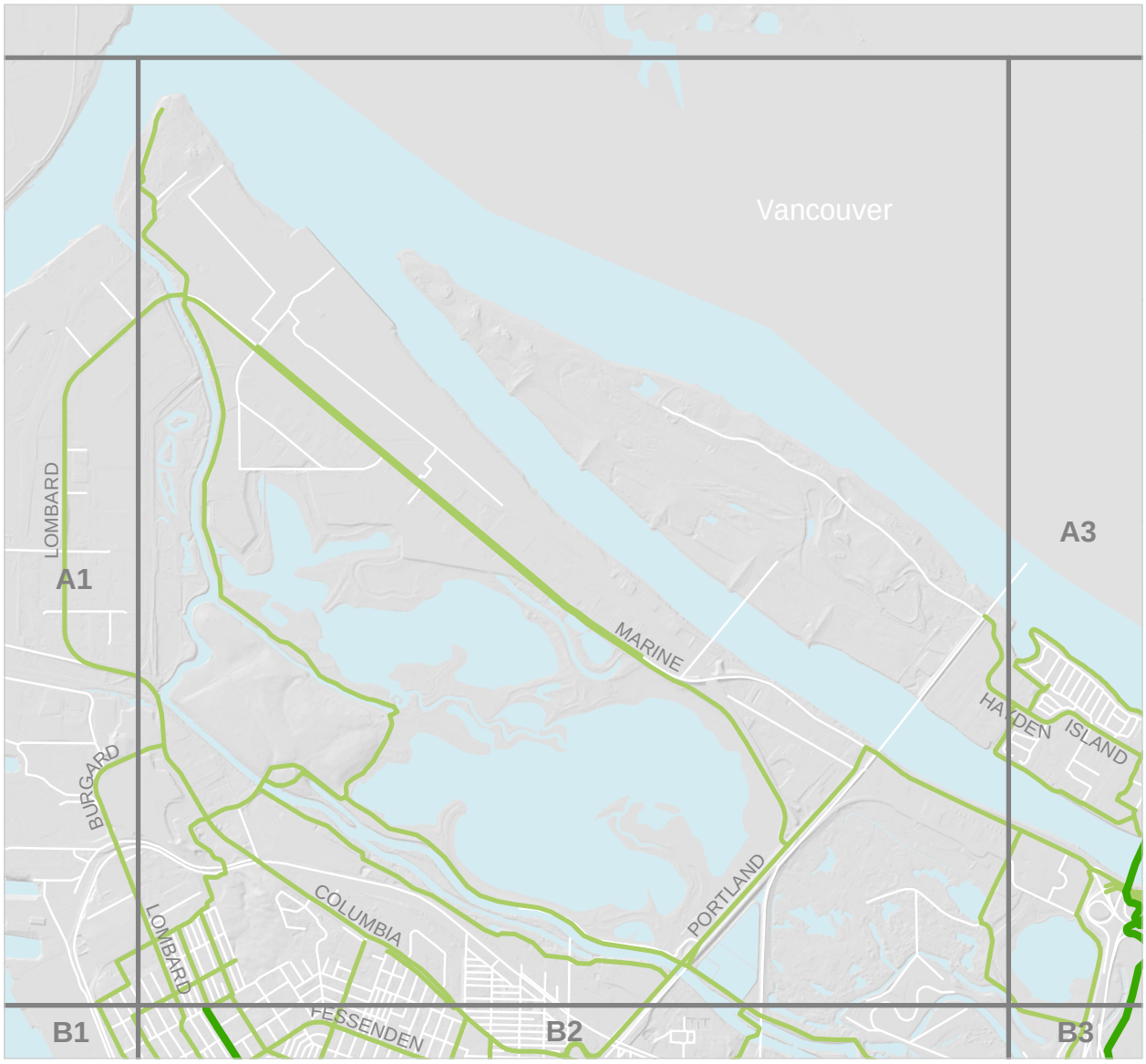
0 0.25 0.5 1 Miles

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

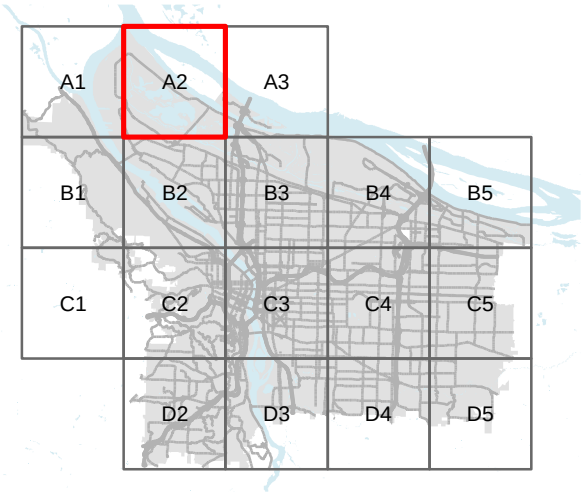


Ord. 188177, Vol. 2.5, page 14686

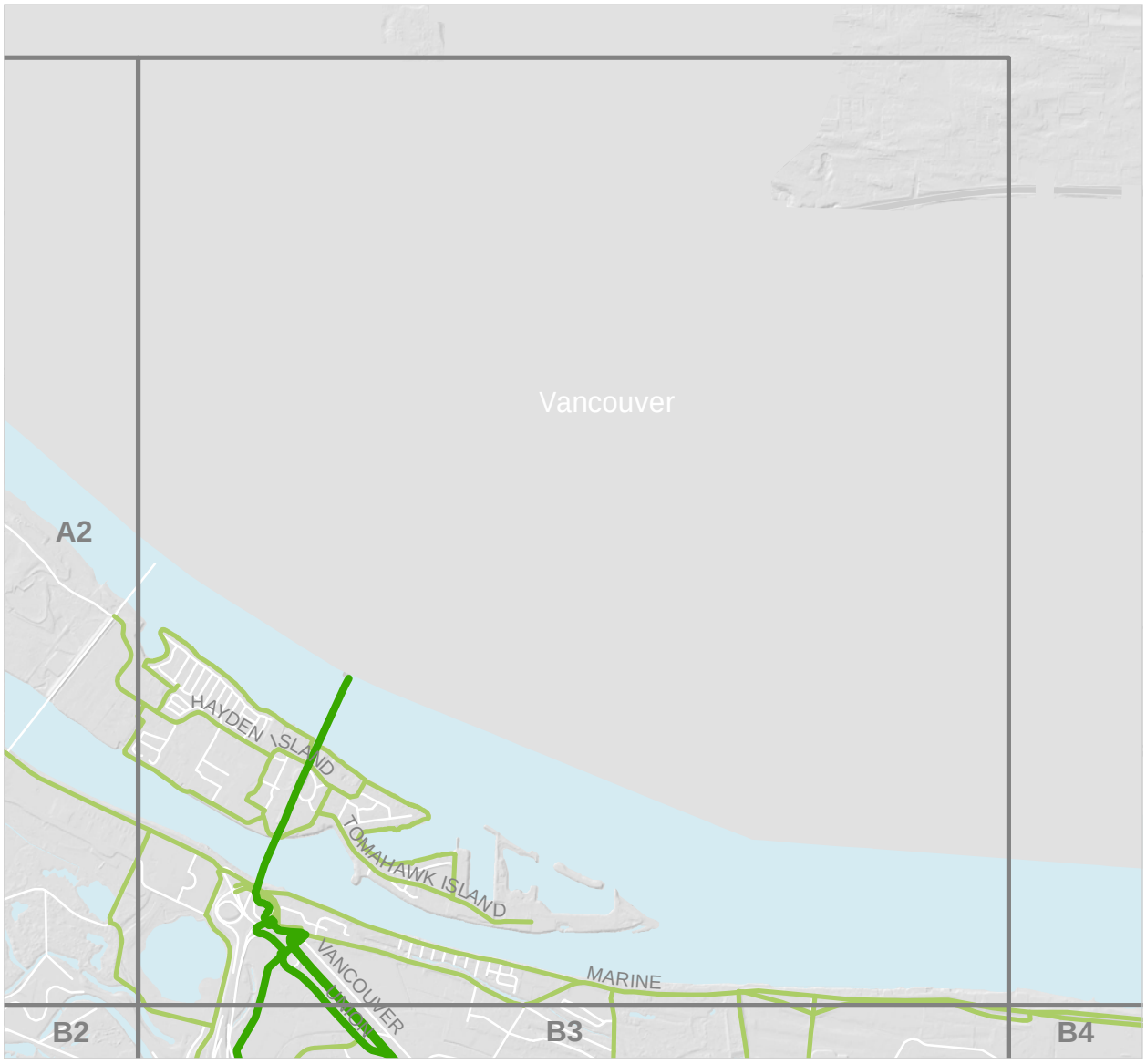


Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



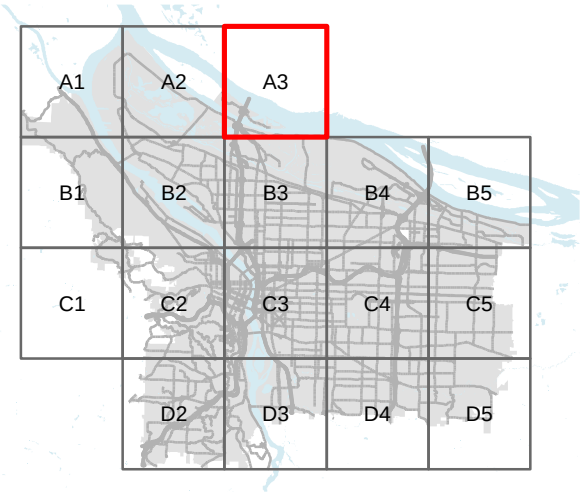
Ord. 188177, Vol. 2.5, page 14688



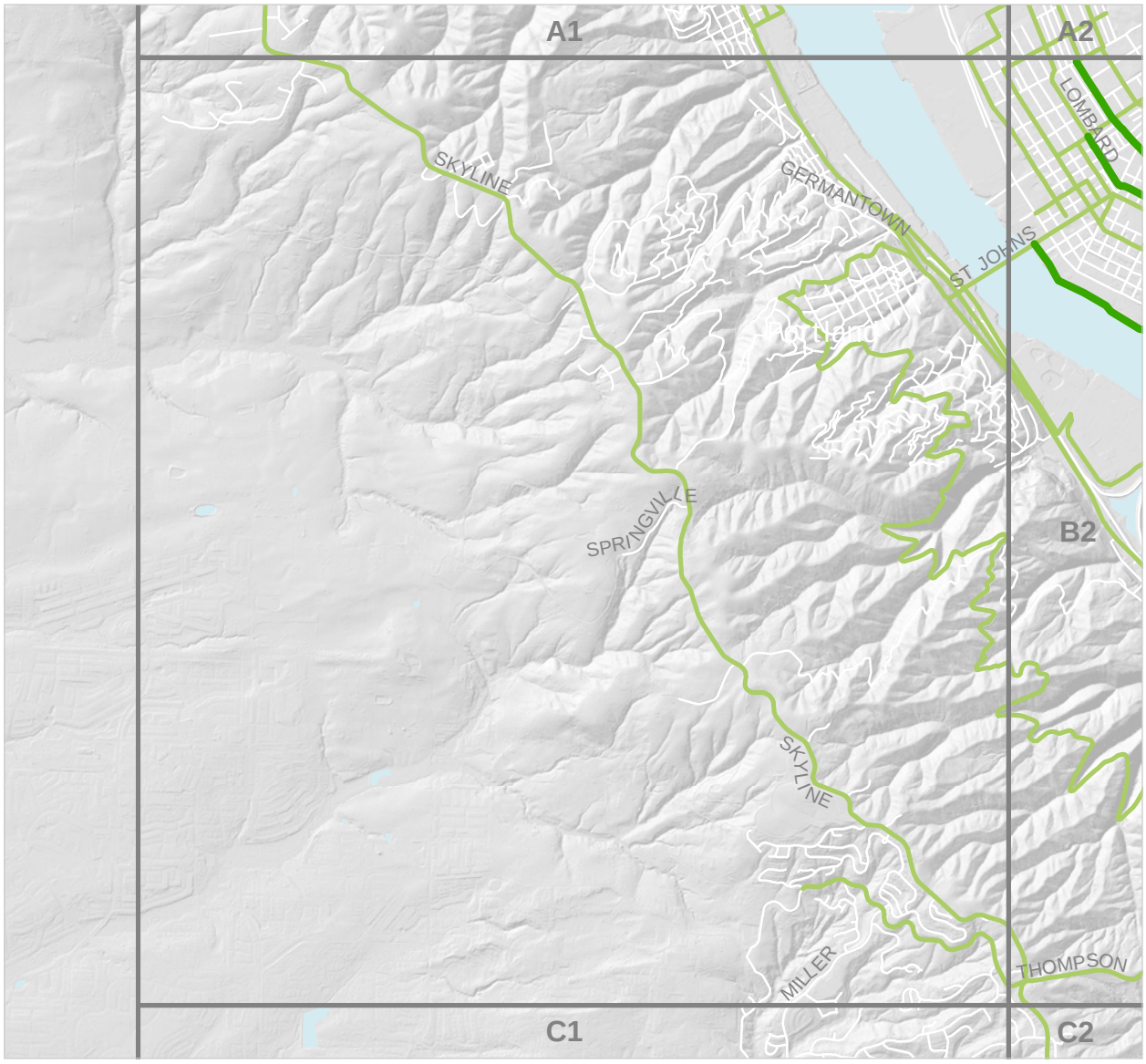
0 0.25 0.5 1 Miles

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



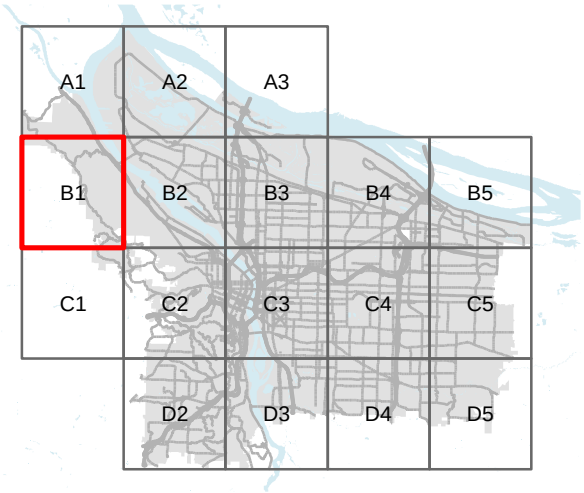
Ord. 188177, Vol. 2.5, page 14690



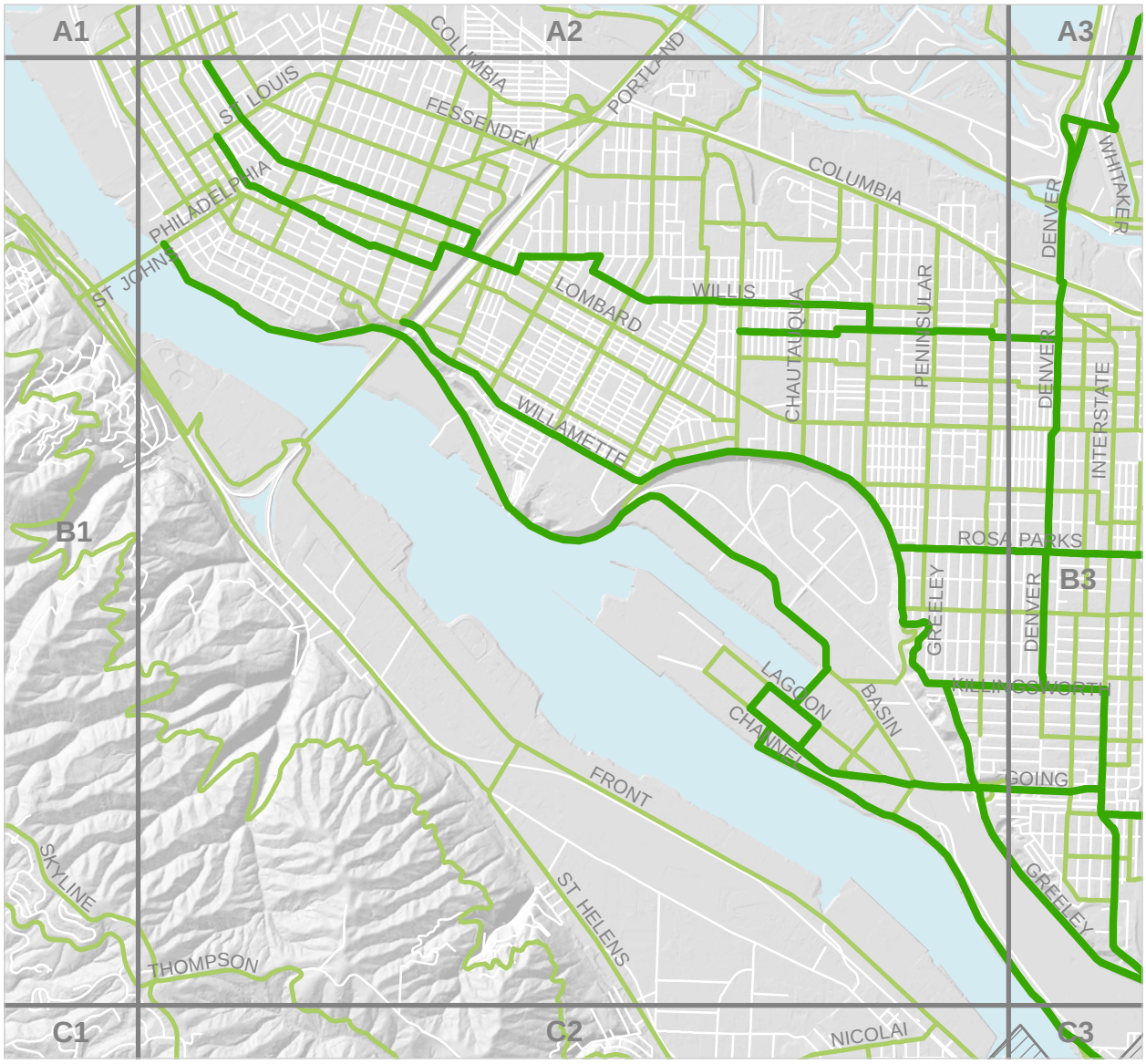
0 0.25 0.5 1 Miles

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



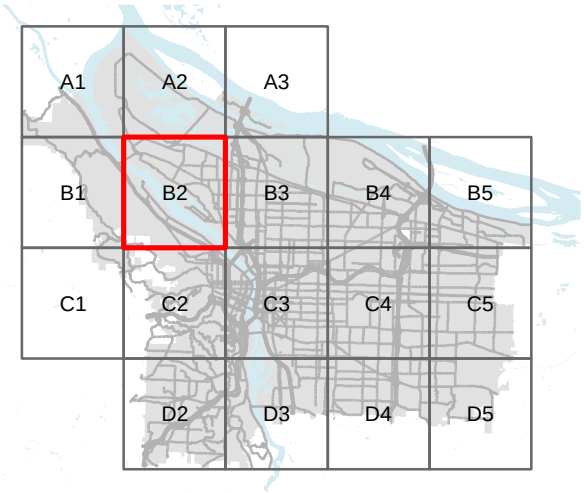
Ord. 188177, Vol. 2.5, page 14692



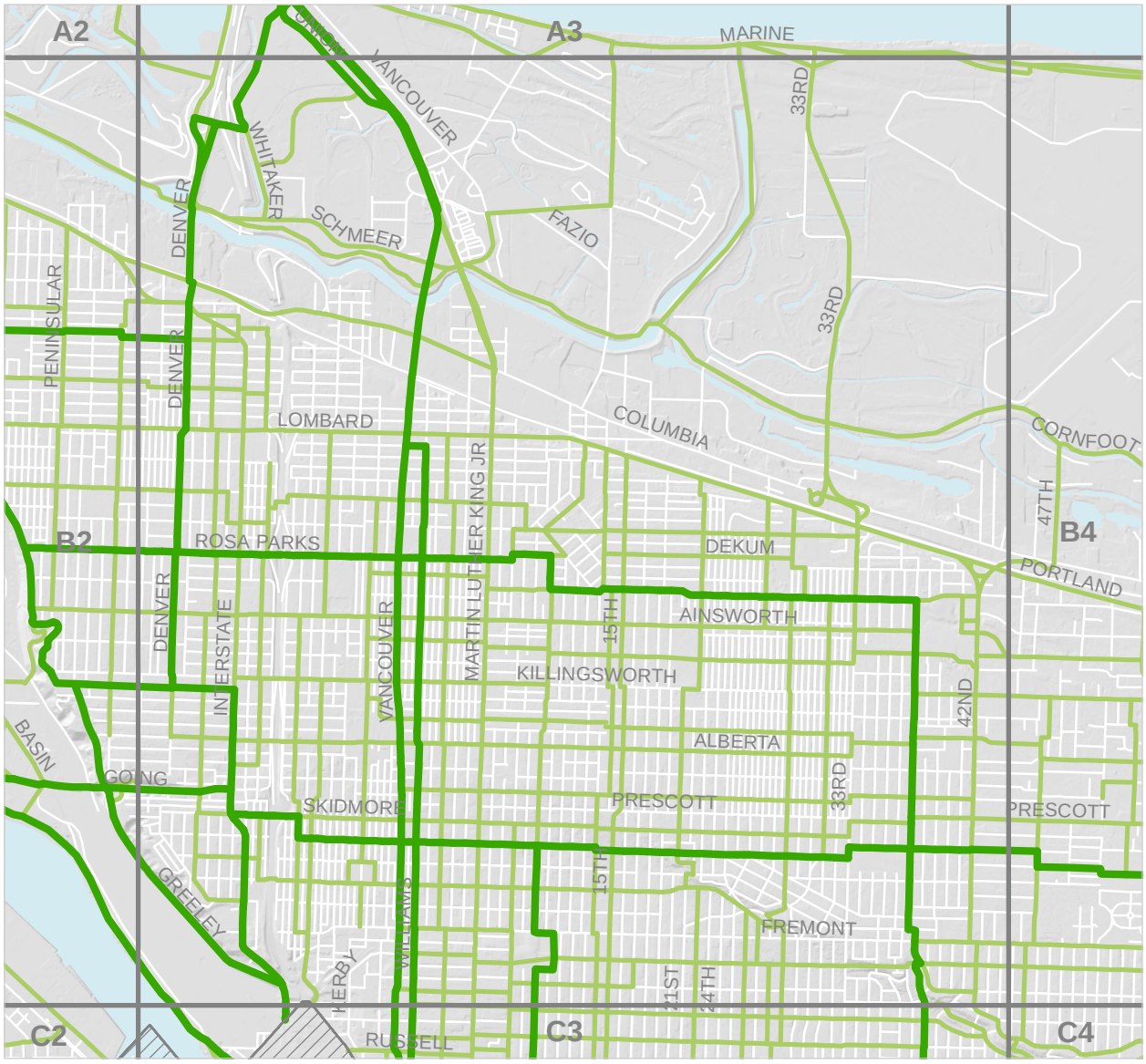
0 0.25 0.5 1 Miles

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



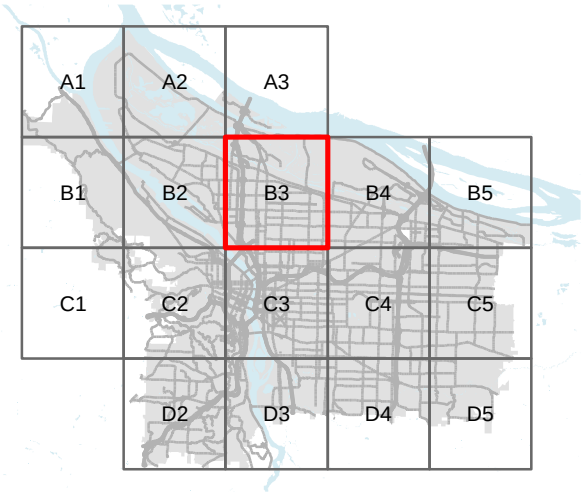
Ord. 188177, Vol. 2.5, page 14694

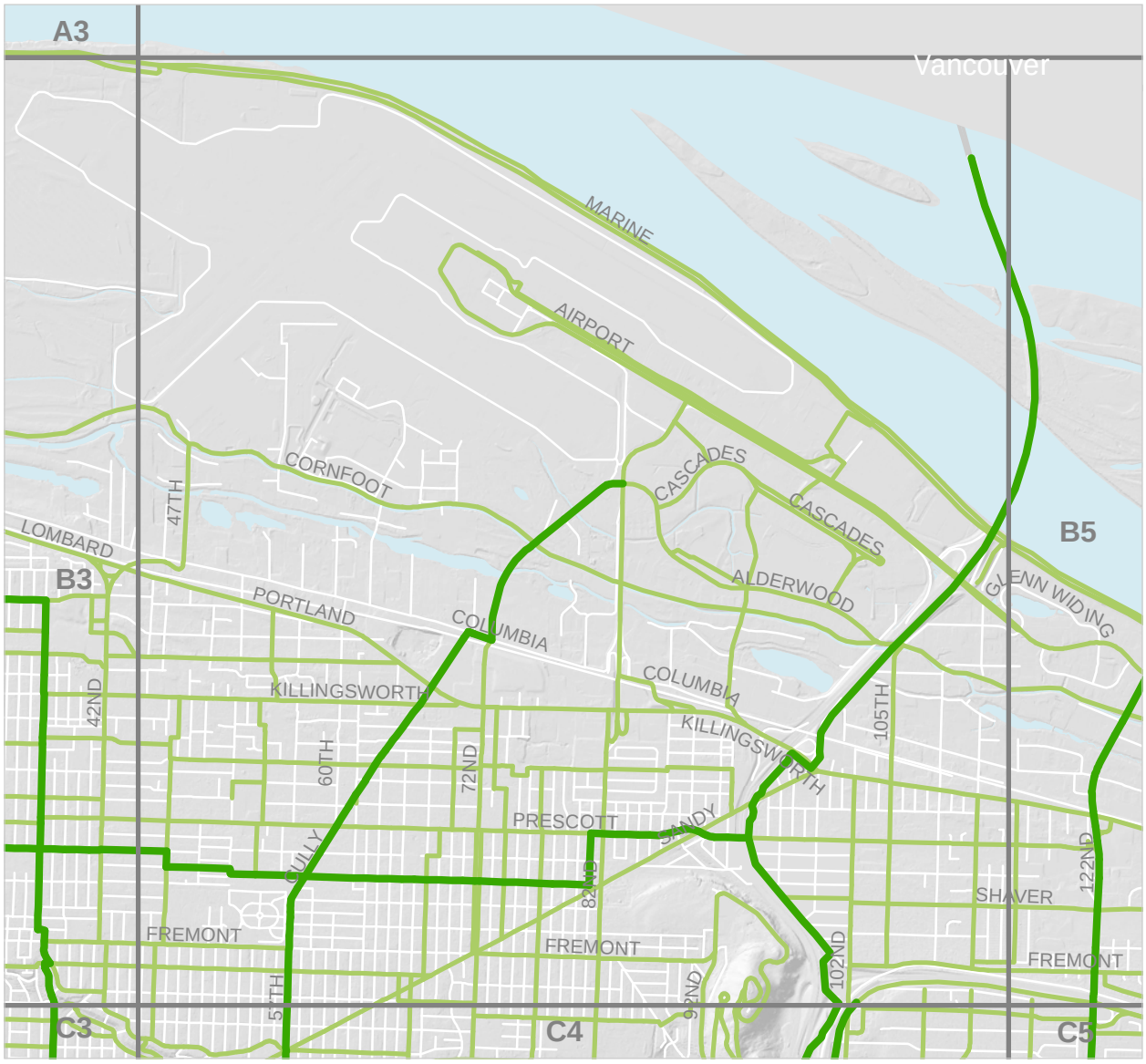


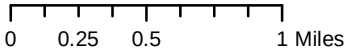
0 0.25 0.5 1 Miles

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

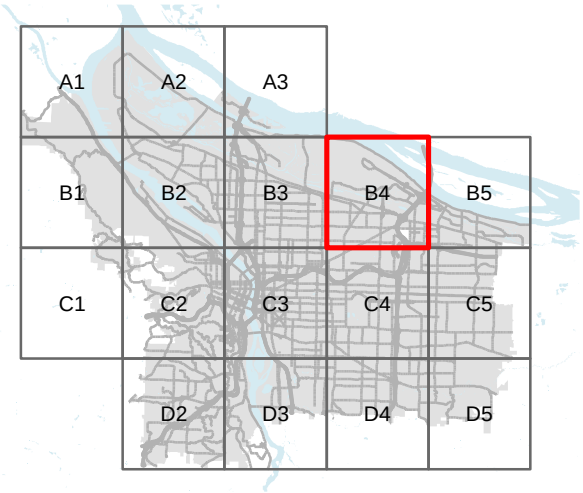




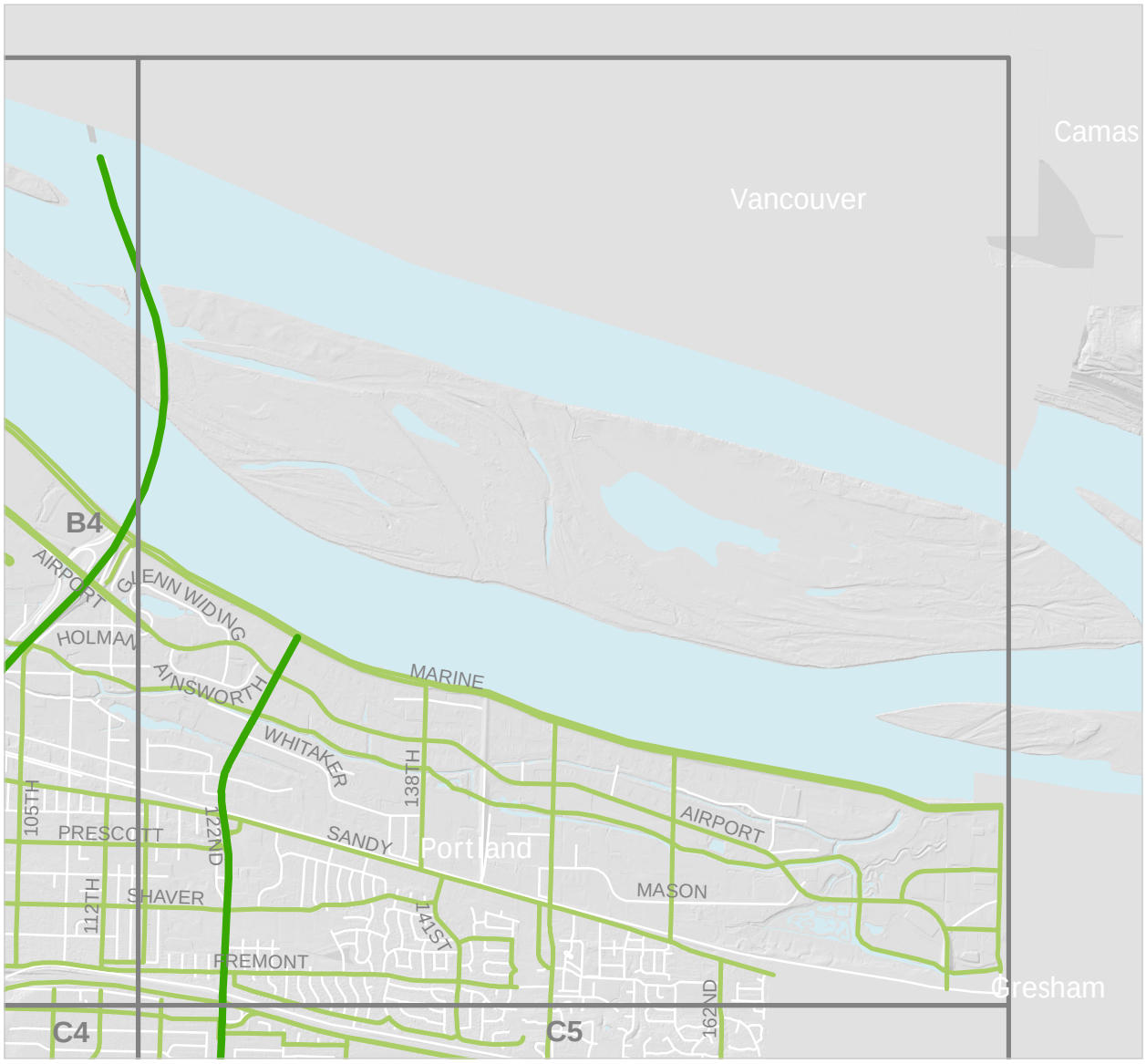


Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



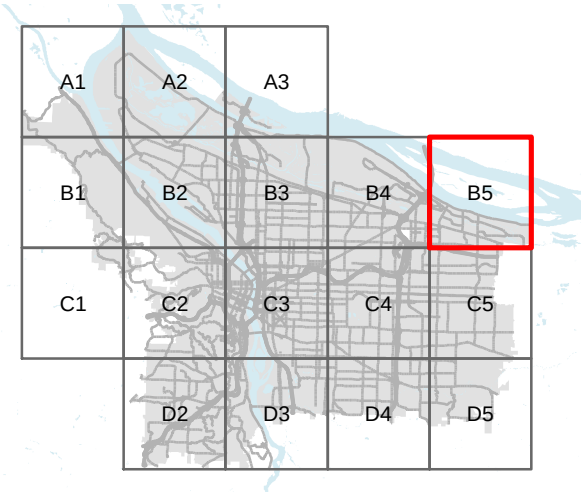
Ord. 188177, Vol. 2.5, page 14698



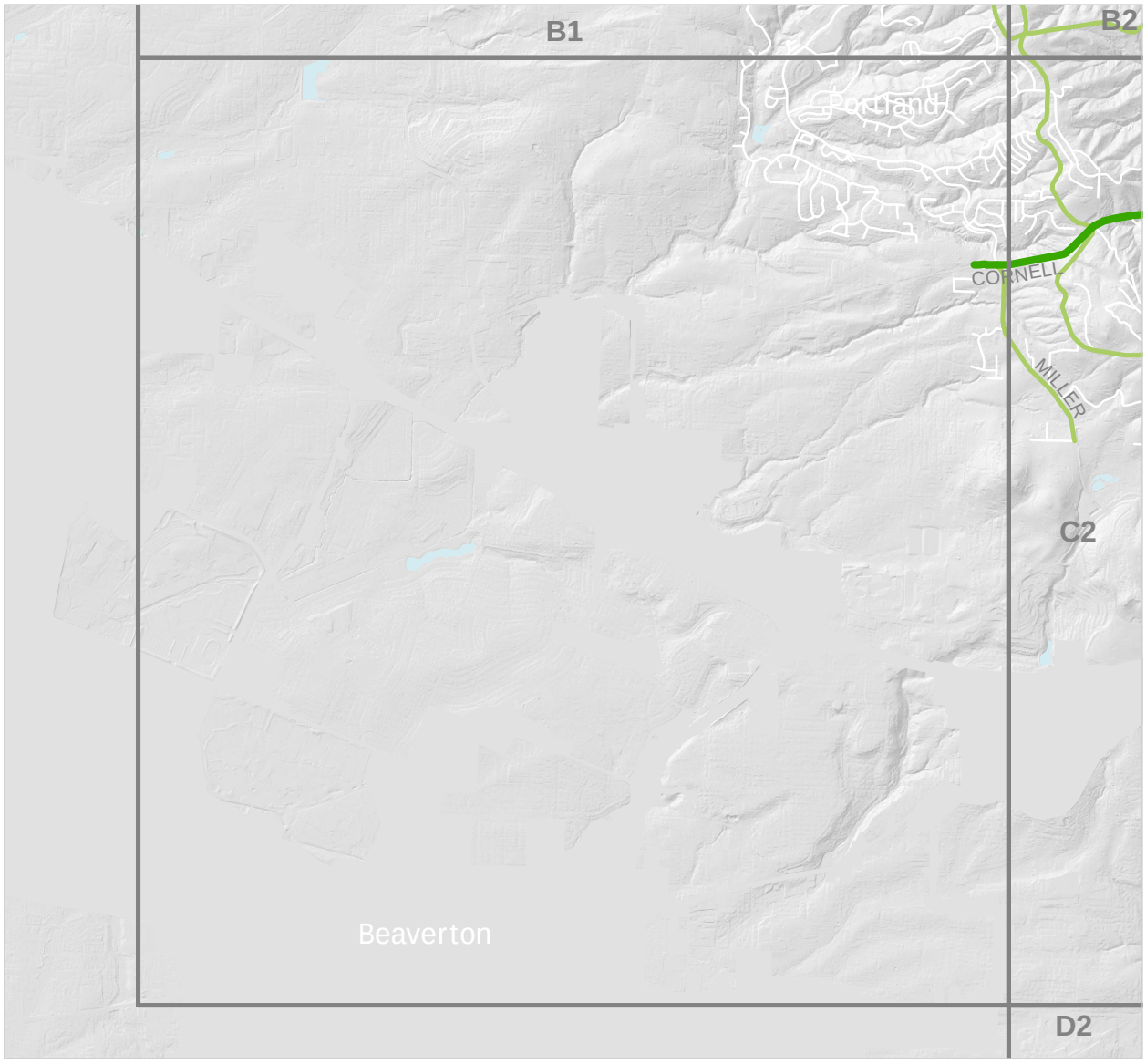
0 0.25 0.5 1 Miles

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



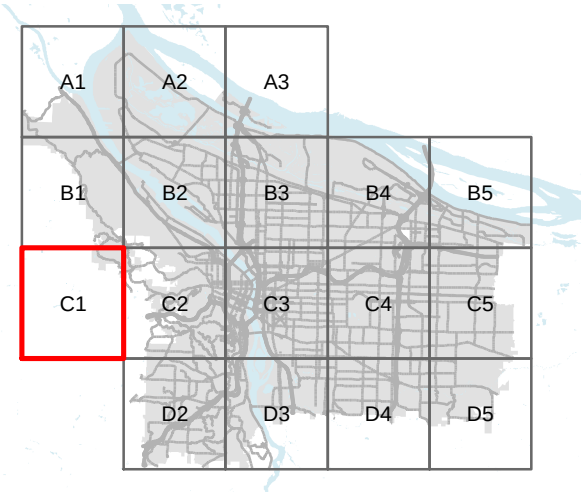
Ord. 188177, Vol. 2.5, page 14700



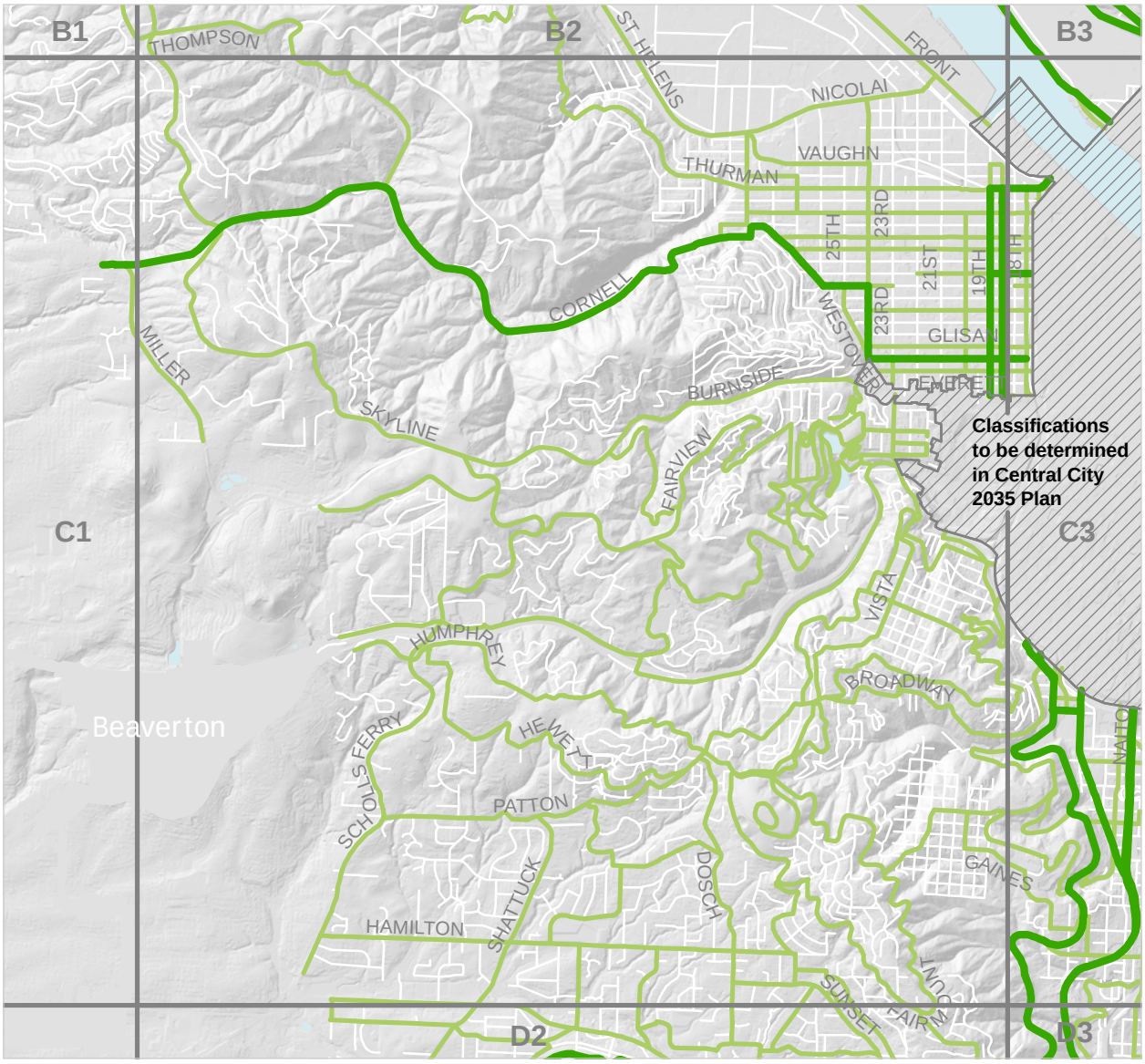
0 0.25 0.5 1 Miles

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

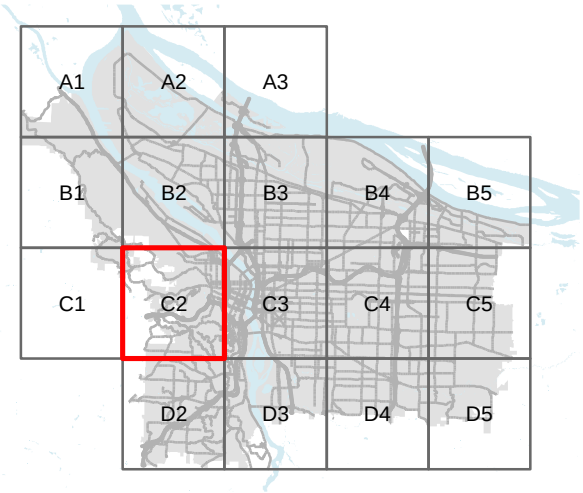


Ord. 188177, Vol. 2.5, page 14702

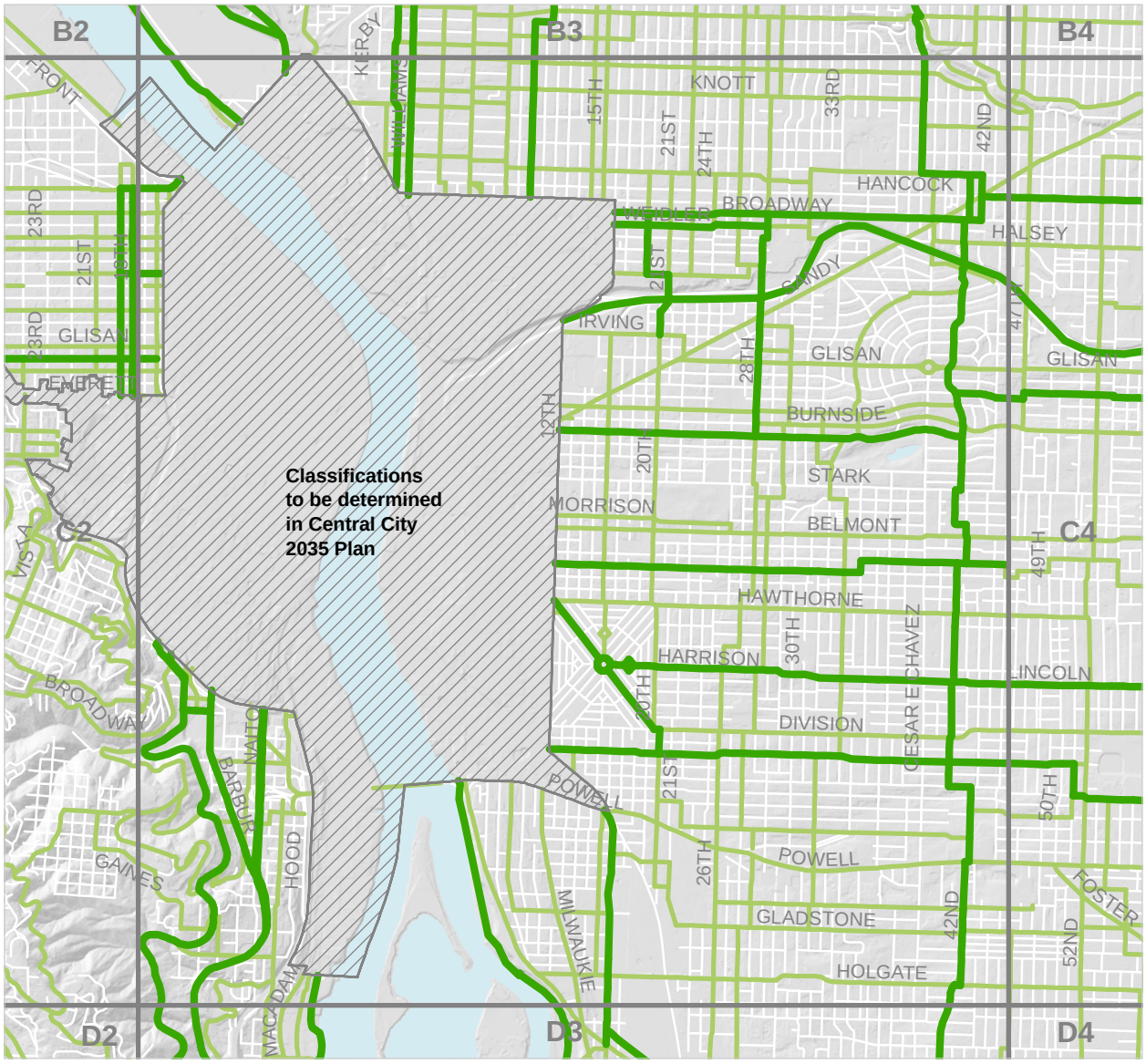


Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



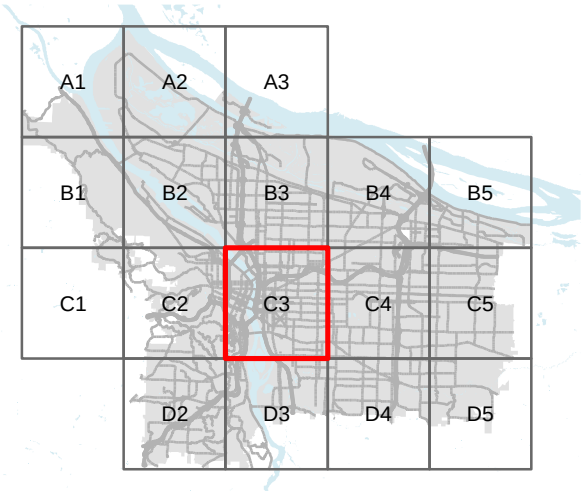
Ord. 188177, Vol. 2.5, page 14704



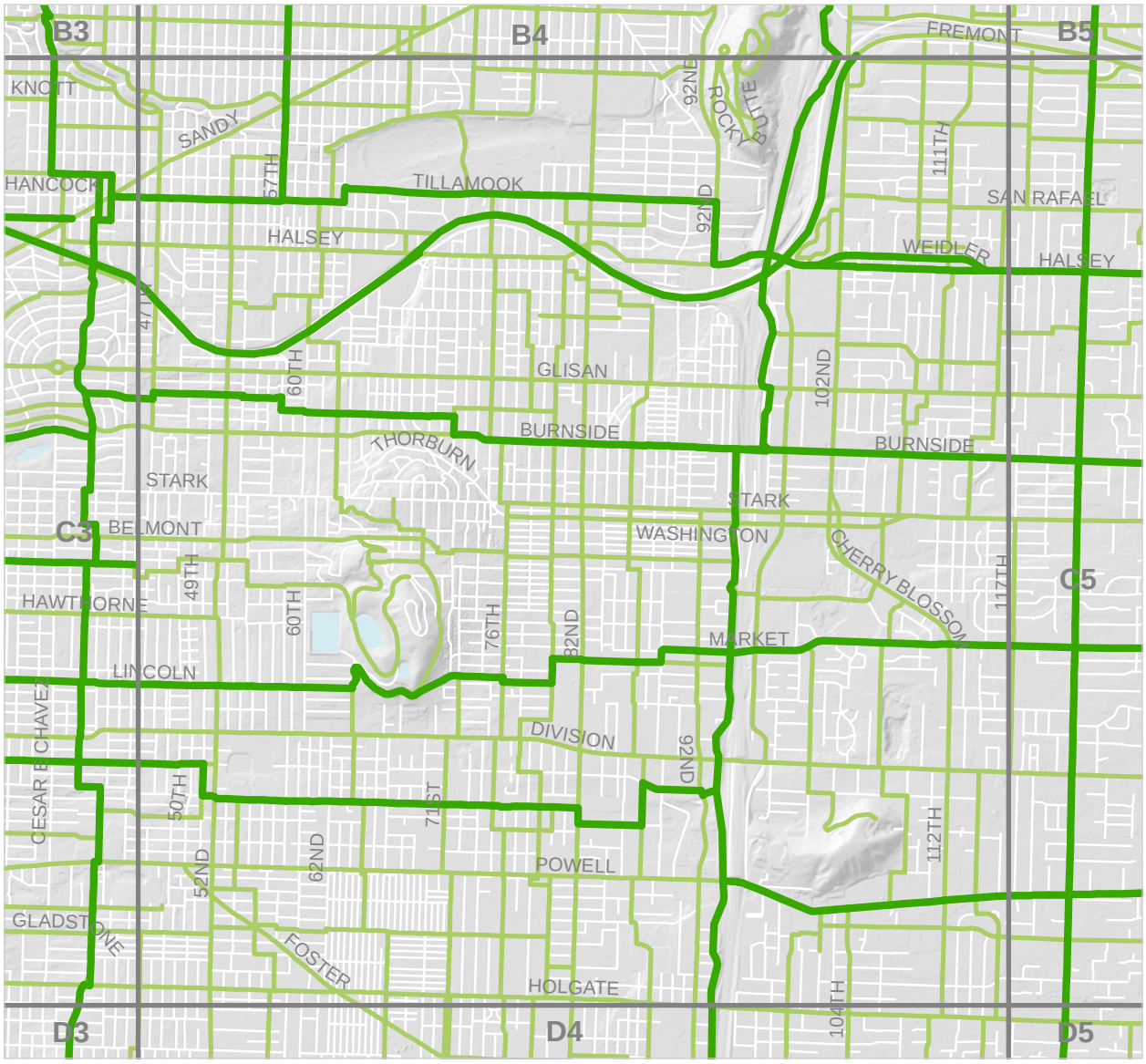
0 0.25 0.5 1 Miles

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



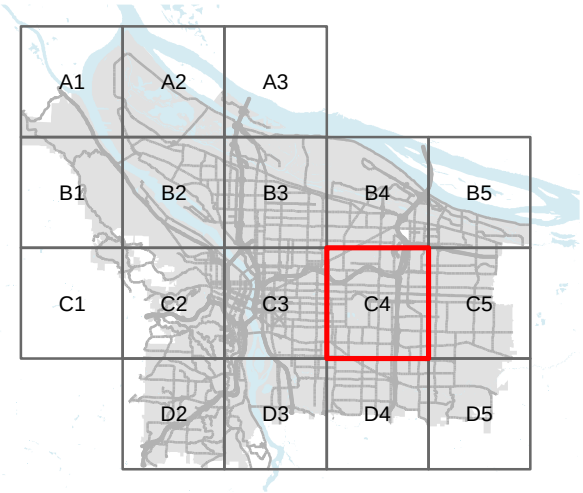
Ord. 188177, Vol. 2.5, page 14706



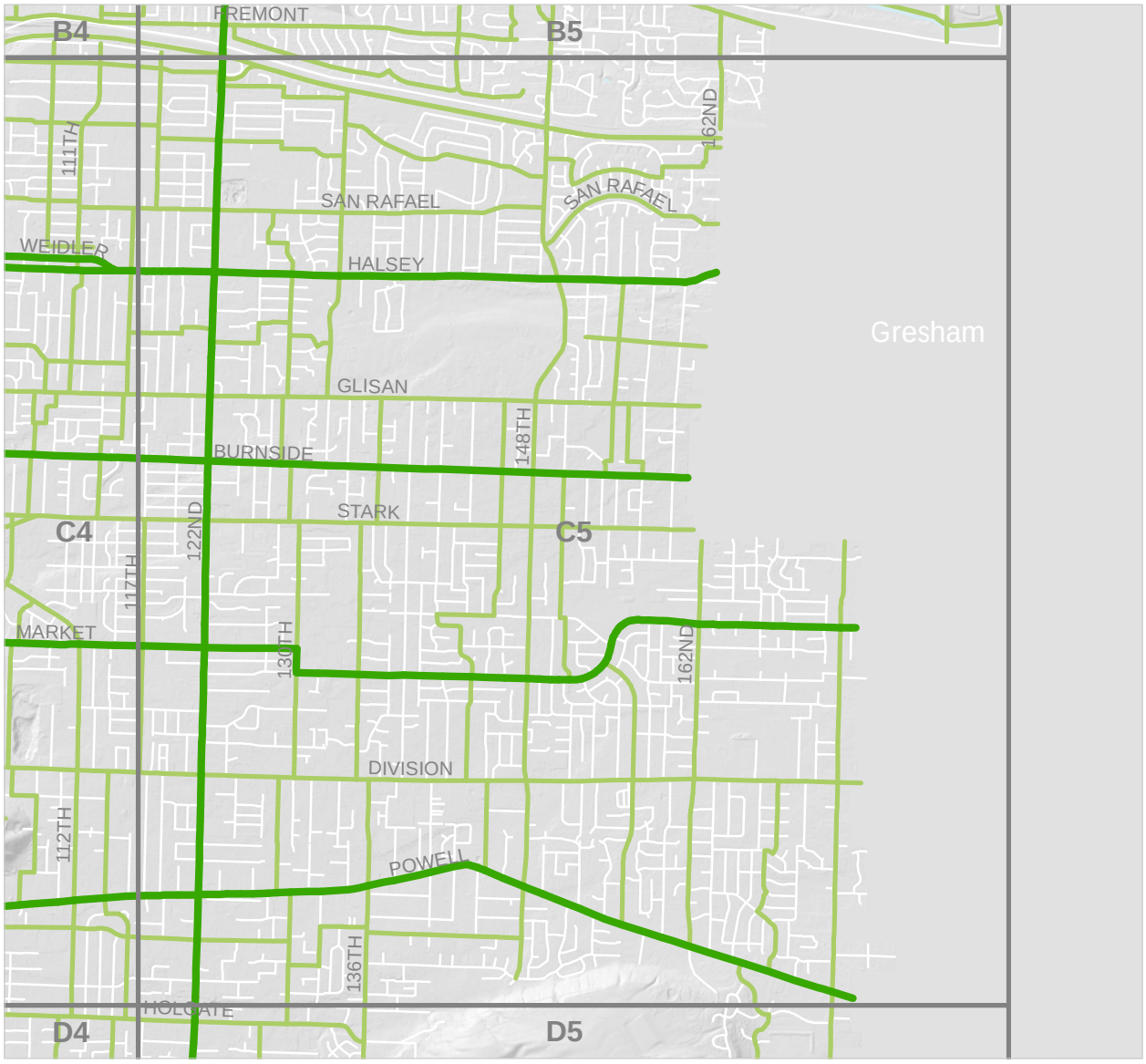
0 0.25 0.5 1 Miles

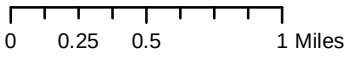
Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



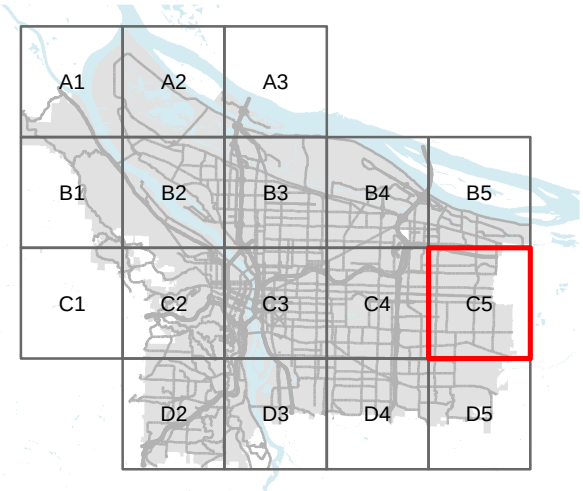
Ord. 188177, Vol. 2.5, page 14708



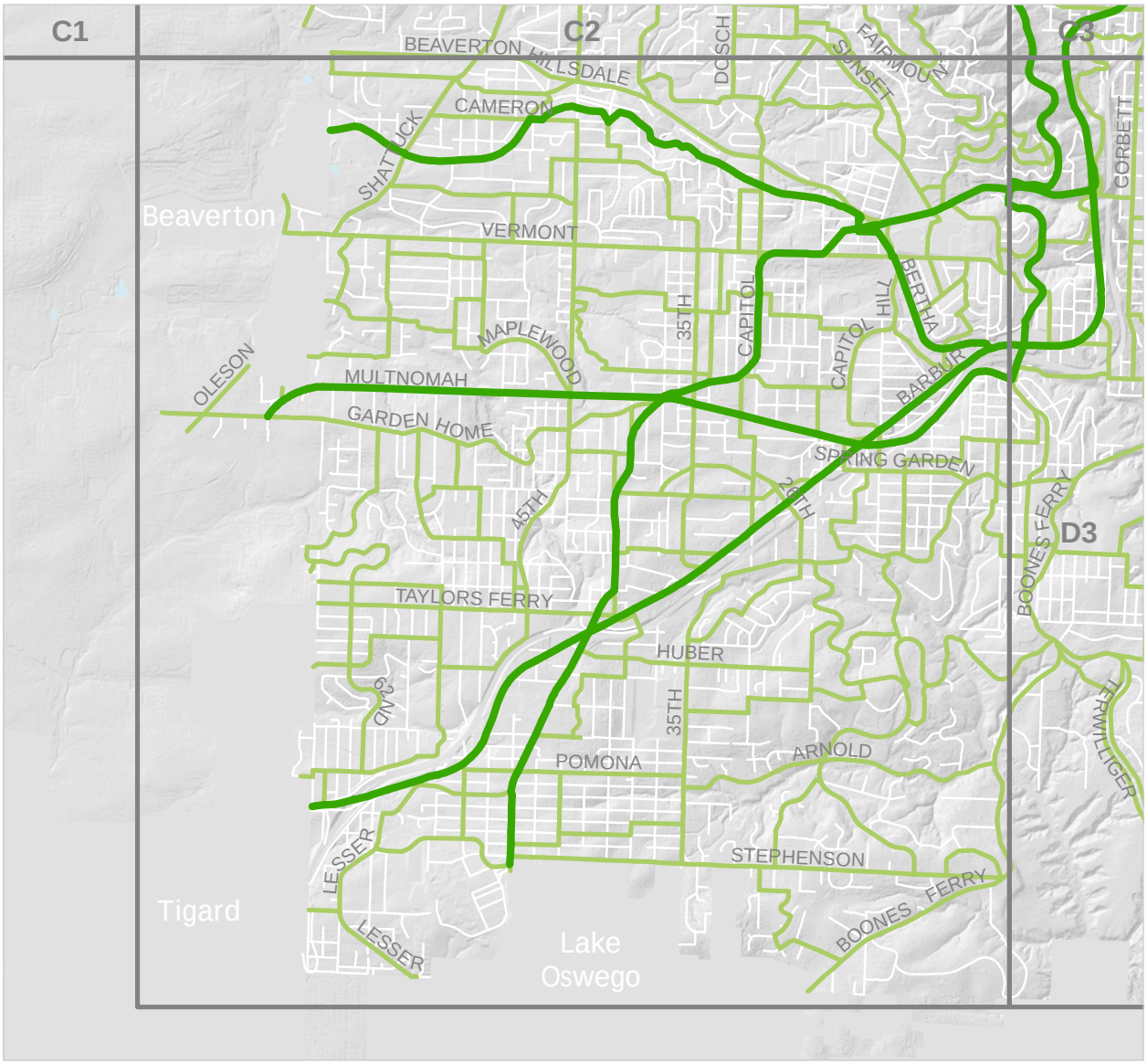


Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



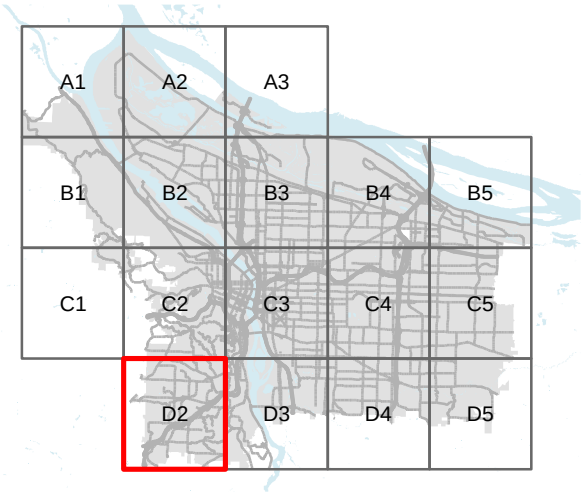
Ord. 188177, Vol. 2.5, page 14710



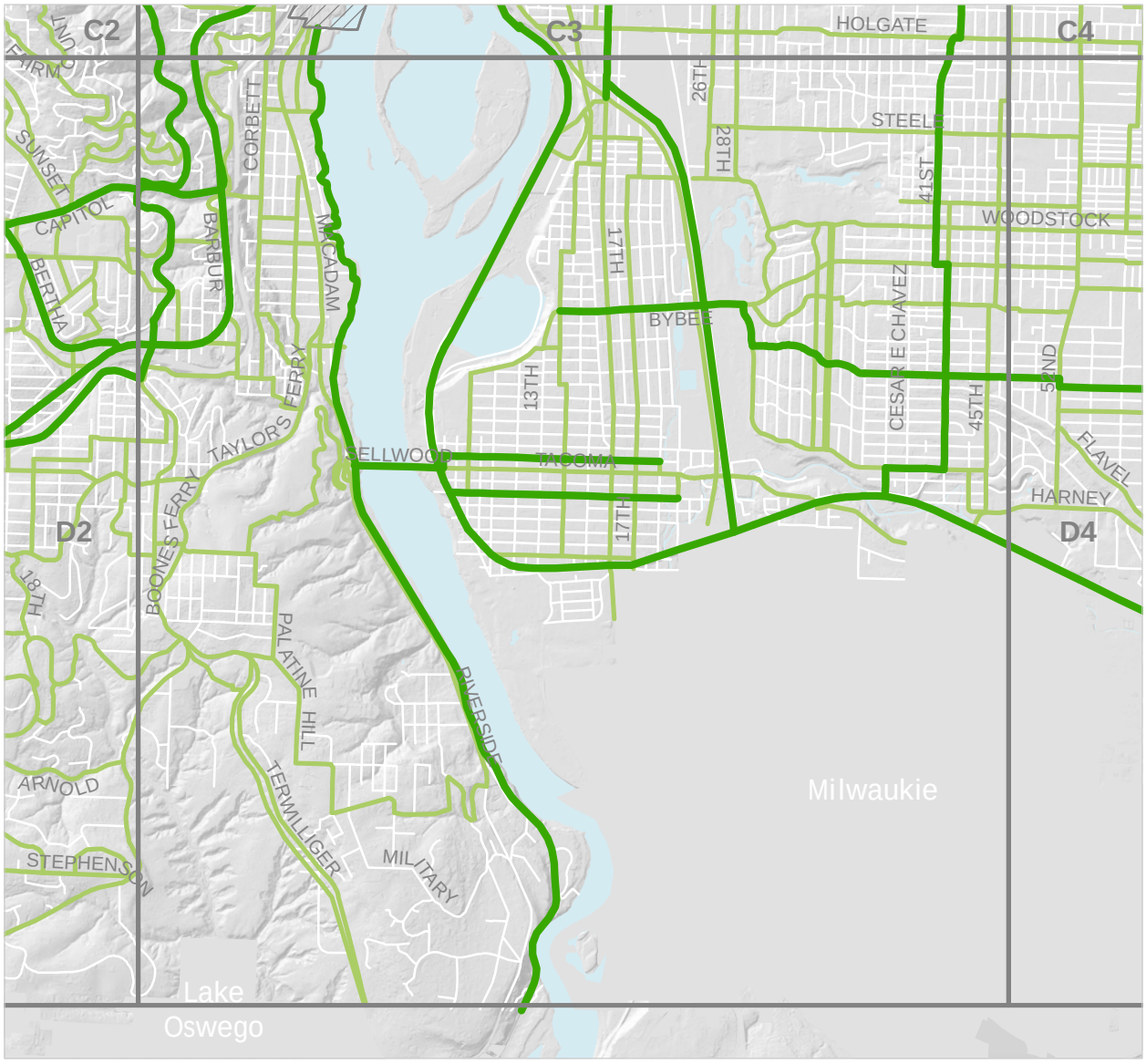
0 0.25 0.5 1 Miles

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



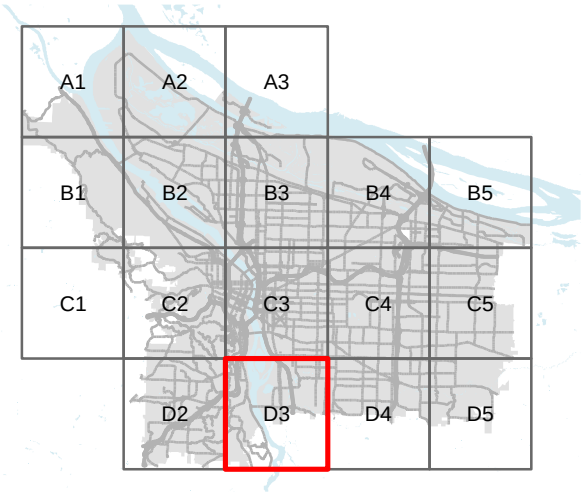
Ord. 188177, Vol. 2.5, page 14712



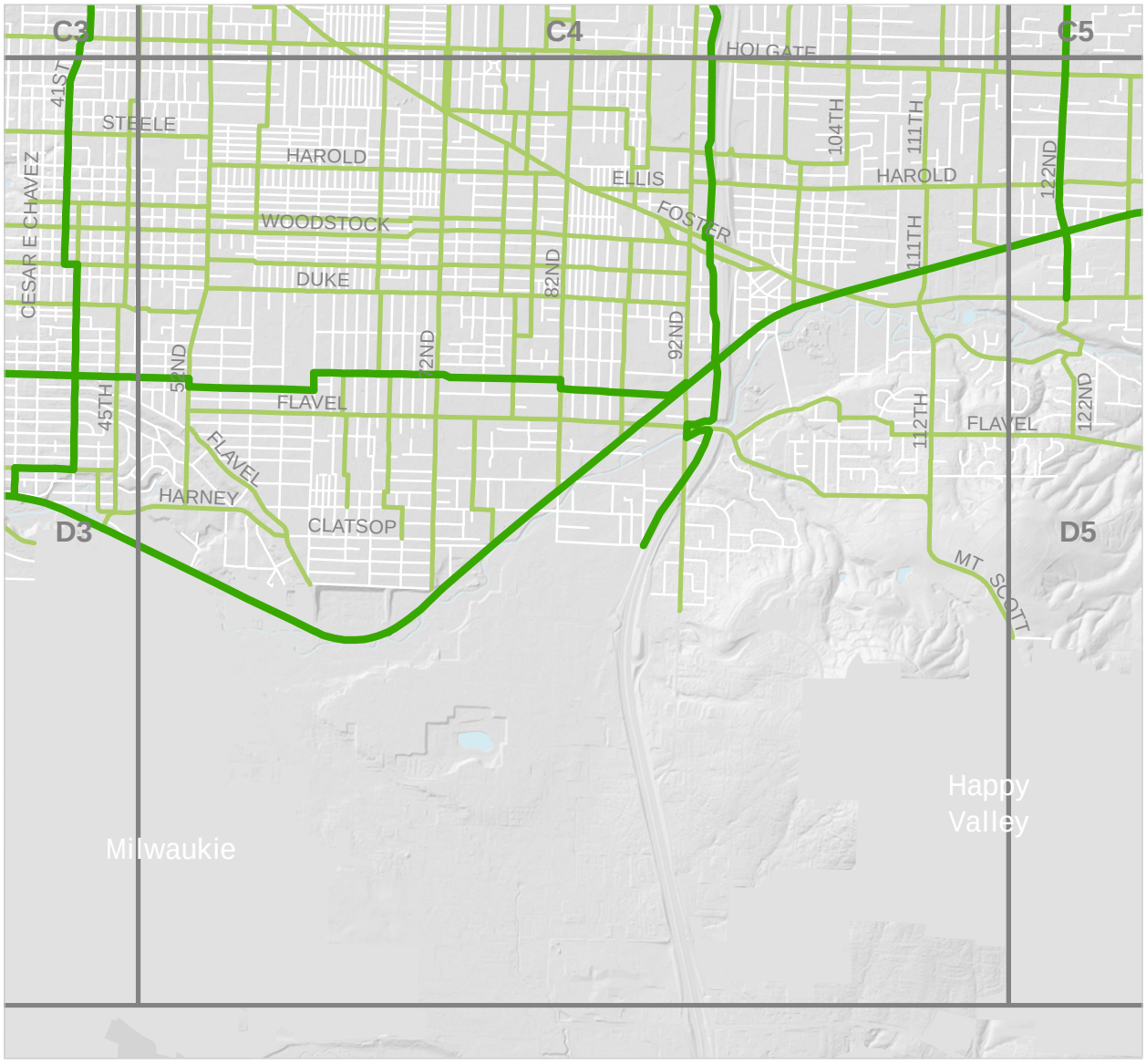
0 0.25 0.5 1 Miles

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



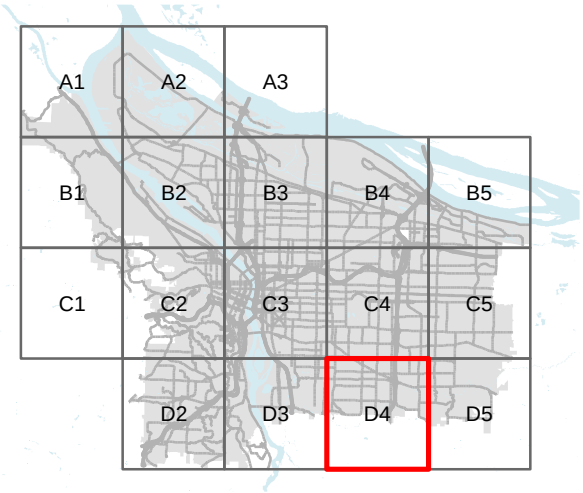
Ord. 188177, Vol. 2.5, page 14714



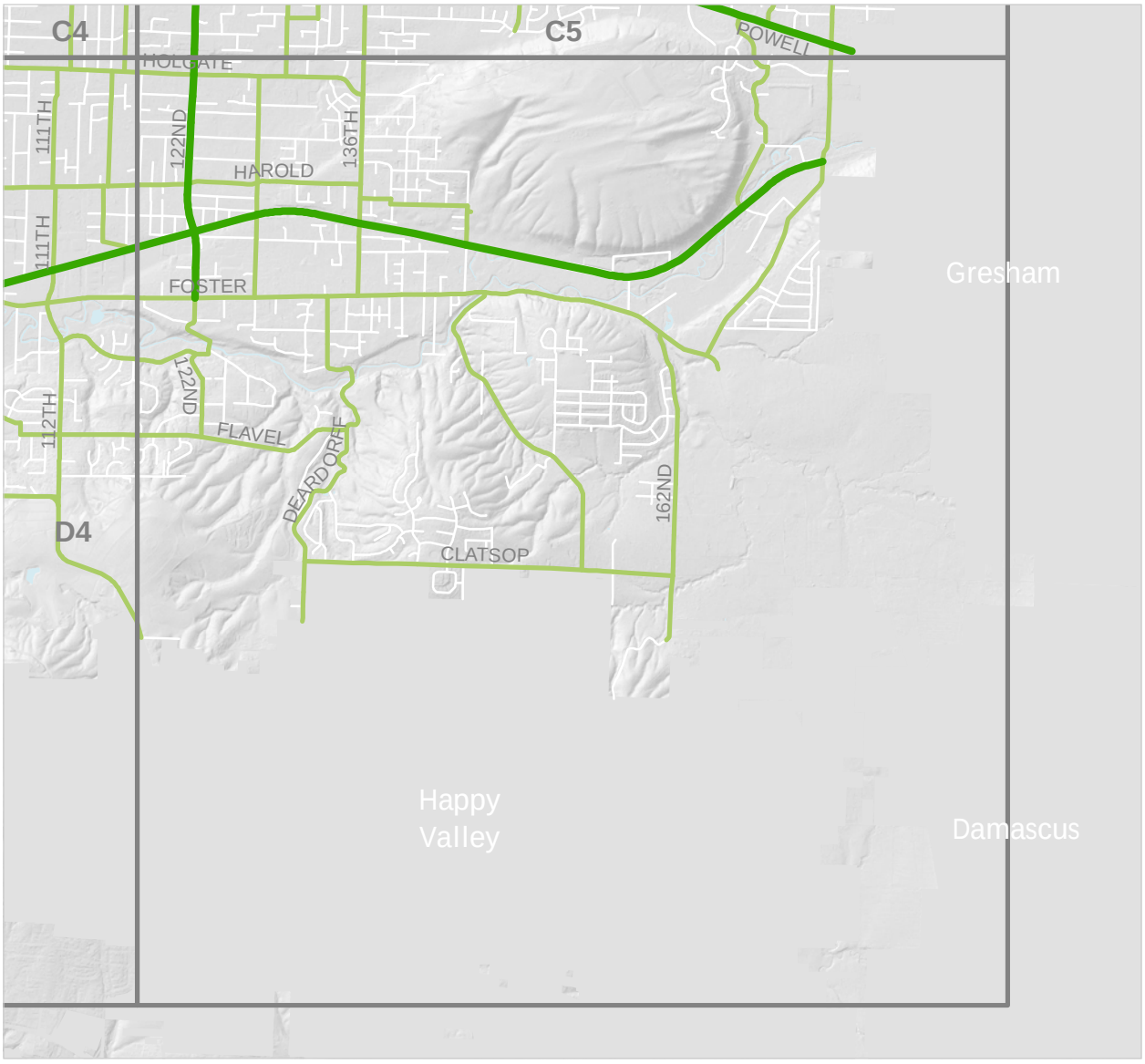
0 0.25 0.5 1 Miles

Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway

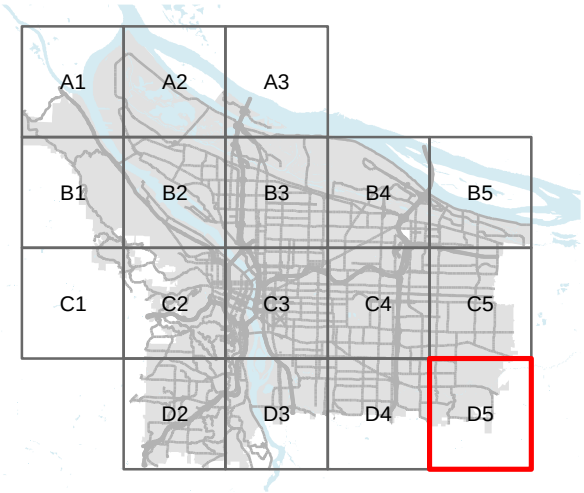


Ord. 188177, Vol. 2.5, page 14716



Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway



Ord. 188177, Vol. 2.5, page 14718

City of Portland
Transportation System Plan

Proposed Draft
December 18, 2015

Section 6: Street Design Classification Descriptions

Ord. 188177, Vol. 2.5, page 14720

Commentary

Objective 6.11 Street Design Classification Descriptions

Policy 6.11 has been changed to **Objective 6.11,** because the relevant policy is now found in the Recommended Comprehensive Plan as Policy 9.1. The text has been revised to remove the reference to modal emphasis (which is mainly determined by the combination of modal street classifications) and to make clear that this design guidance is dependent on the adjacent land use context. Language was added to emphasize the need for a complete streets approach when possible, and guidance is offered on how to make decisions about allocation of right-of-way space where space is limited.

~~Policy~~ Objective 6.11 Street Design Classifications ~~Descriptions~~

Street Design Classification Descriptions provide general design guidance based on the current and planned land use context around the street. Whenever possible, a "complete streets" approach should be taken during street design to accommodate all necessary modes and functions, taking into account the modal classifications. Where right-of-way is limited and tradeoffs must be made, refer to the modal street classifications as well as Policy 9.6 (Transportation strategy for people movement) to help guide decision-making regarding allocation of right-of-way. If one or more modes are still unable to be accommodated in the available right-of-way, a "complete networks" approach should be used to ensure that those modes are still accommodated on parallel routes as a part of project design.
~~identify the preferred modal emphasis and design treatments for regionally significant streets and special design treatments for locally significant streets.~~

> ~~*Explanation: Street Design is a new set of street classifications created to achieve consistency with Metro's Regional Transportation Plan. The classifications are consistent with Metro's Regional Street Design Classifications, but have different names to better reflect Portland's existing street system. Eight maps show the street design classifications. One map is located with the policy associated with each of the eight transportation districts. The boundaries (termini) of street design classifications may change based on area plans that recommend new zoning patterns to better implement the 2040 Growth Concept. Transportation project design may also modify the street design termini based on more detailed information.*~~

Ord. 188177, Vol. 2.5, page 14722

Commentary

Objective 6.11 Street Design Classification Descriptions

Objective A:

Civic Main Streets is a modification of the previous Regional Main Streets classification. It has been modified to reflect the Civic Corridors concept in the Urban Design Framework of the Recommended Comprehensive Plan. The proposed description adds “neighborhood centers” to the list of land use categories to reflect the new neighborhood centers identified in the Comprehensive Plan. Width, Function, and Curb Zone sections have been added to offer guidance on the access vs mobility functions of the street as a whole as well as the area alongside the curb. The Separation section discusses the desired level of separation between modes. Language regarding lane widths has been removed because the City of Portland has lane width standards for roadways that vary based on modal classifications, not street design classification.

A. **~~Regional~~ Civic Main Streets**

~~Regional~~ Civic Main Streets ~~are~~ serve people throughout the City and are designed to emphasize multimodal access to major activity centers.~~designed to accommodate motor vehicle traffic, with features that facilitate public transportation, bicycles, and pedestrians.~~

- Land Use. ~~Regional~~ Civic Main Streets are segments of Civic Corridors located within the Central City, Regional Centers, Town Centers, Neighborhood Centers, and other areas of intensive commercial activity.~~the Central City, Gateway regional center, station communities, and town centers, and along some main streets that have relatively high traffic volumes.~~ Development consists of a mix of uses that are oriented to the street.
- Lanes. ~~Regional~~ Civic Main Streets ~~usually~~ typically include two to four vehicle lanes, with additional turning lanes as needed.~~, such as turn lanes, or one-way couplets in some situations.~~ Lanes may be dedicated as transit-only or business-access-transit lanes if needed to improve transit speed and reliability.
- Width. Civic Main Streets generally feature a wider right-of-way than Neighborhood Main Streets and are more often able to provide the desired space for each mode and function.
- Function. Civic Main Streets should emphasize pedestrian access to adjacent land uses while also accommodating access and mobility for other modes.
- Curb zone. The curb zone along Civic Main Streets should emphasize access and place-making functions (such as parking, loading, transit stops, street trees, curb extensions, and street seats) to support adjacent land use and improve the pedestrian realm. The curb zone may be used for mobility functions if space is needed to provide bicycle facilities or provide turn lanes near intersections.
- Separation. Civic Main Streets have frequent street connections and support multimodal access to destinations. Sidewalks should be provided, and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic.
- Design Elements. Civic Main Street design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low vehicle speeds; medians and/or turn lanes as needed; and limited driveway access.
- ~~Design Elements. Regional Main Street design shall consider the following: low to moderate vehicle speeds; the use of medians and curb extensions to enhance pedestrian crossings where wide streets make crossing difficult; combined driveways; on-street parking where possible; wide sidewalks with pedestrian amenities such as benches, awnings and special lighting; landscape strips, street trees, or other design features that create a pedestrian buffer between curb and sidewalk; improved pedestrian crossings at all intersections and mid-block crossings where intersection spacing exceeds 400 feet; striped bikeways or wide outside lane; and vehicle lane widths that consider the above improvements.~~
- Design Treatment. During improvement projects, the preservation of existing vegetation, topography, vistas and viewpoints, driver perception, street lighting, and sight distance requirements should be considered.
- Utilities. Consider undergrounding or reducing the visual impact of overhead utilities along ~~Regional~~ Civic Main Streets.

Ord. 188177, Vol. 2.5, page 14724

~~*Explanation: Regional Main Street is equivalent to Metro's Regional Boulevard classification. Within Portland, these street segments are mapped based on existing zoning and map designations, the outcome of studies, and where logical transitions to Regional Corridors can occur.*~~

Ord. 188177, Vol. 2.5, page 14726

Commentary

Objective 6.11 Street Design Classification Descriptions

Objective B:

Neighborhood Main Streets is a modification of the previous Community Main Streets classification. It has been modified to reflect the Neighborhood Corridors concept in the Urban Design Framework of the Recommended Comprehensive Plan. The proposed description adds “neighborhood centers” to the list of land use categories to reflect the new neighborhood centers identified in the Comprehensive Plan. Width, Function, and Curb Zone sections have been added to offer guidance on the access vs mobility functions of the street as a whole as well as the area alongside the curb. The Separation section discusses the desired level of separation between modes. Language regarding lane widths has been removed because the City of Portland has lane width standards for roadways that vary based on modal classifications, not street design classification.

B. ~~**Community**~~ **Neighborhood Main Streets**

~~Community~~ Neighborhood Main Streets ~~are~~ primarily serve surrounding neighborhoods and are designed to emphasize multimodal access to activity centers.~~designed to accommodate motor vehicle traffic, with special features to facilitate public transportation, bicycles, and pedestrians.~~

- Land Use. ~~Community~~ Neighborhood Main Streets are segments of Neighborhood Corridors located within the Central City, Regional Centers, Town Centers, Neighborhood Centers, and other areas of intensive commercial activity. ~~the Central City, Gateway regional center, station communities, and town centers, and along most main streets.~~ Development consists of a mix of uses oriented to the street.
- Lanes. ~~Community~~ Neighborhood Main Streets ~~may~~ typically include ~~up to four lanes~~two vehicle lanes with additional turning lanes as needed~~ with on-street parking~~, ~~Fewer than four vehicle lanes are typically appropriate in Community Main Streets designs, particularly to allow on-street parking.~~
- Width. Neighborhood Main Streets generally feature a narrower right-of-way than Civic Main Streets and may not be able to accommodate the full desired space for each mode.
- Function. Neighborhood Main Streets should emphasize pedestrian access to adjacent land uses while also accommodating access and mobility for other modes.
- Curb zone. The curb zone along Neighborhood Main Streets should emphasize access and place-making functions (such as parking, loading, transit stops, street trees, curb extensions, and street seats) as needed to support adjacent land use and improve the pedestrian realm. The curb zone may be used for mobility functions if space is needed to provide bicycle facilities or provide turn lanes near intersections.
- Separation. Neighborhood Main Streets have frequent street connections and support multimodal access to destinations. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should generally be separated from motor vehicle traffic, though shared roadway facilities may be acceptable if traffic volumes and speeds are sufficiently low.
- Design Elements. Neighborhood Main Street design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low vehicle speeds; medians and/or turn lanes as needed; and limited driveway access.
  ~~Design Elements. Community Main Street design shall consider the following: low vehicle speeds; the use of medians and curb extensions to enhance pedestrian crossings where wide streets make crossing difficult; combined driveways; on-street parking where possible; wide sidewalks with pedestrian amenities such as benches, awnings, and special lighting; landscape strips, street trees, or other design features that create a pedestrian buffer between curb and sidewalk; improved pedestrian crossings at all intersections and mid-block crossings where intersection spacing exceeds 400 feet; striped bikeways or wide outside lane; and vehicle lane widths that consider the above improvements.~~

- Design Treatment. During improvement projects, the preservation of existing vegetation, topography, vistas and viewpoints, driver perception, street lighting, and sight distance requirements should be considered.
- Utilities. Consider undergrounding or reducing the visual impact of overhead utilities along ~~Community~~ Neighborhood Main Streets.

~~*Explanation: Community Main Street is equivalent to Metro's Community Boulevard classification. Within Portland, these street segments are mapped based on existing zoning and map designations, the outcome of studies, and where logical transitions can occur to Community Corridor designs.*~~

Ord. 188177, Vol. 2.5, page 14730

Commentary

Objective 6.11 Street Design Classification Descriptions

Objective C:
Civic Corridors is a modification of the Regional Corridors classification added to reflect the Urban Design Framework of the Recommended Comprehensive Plan. The proposed description adds “neighborhood centers” to the list of land use categories to reflect the new neighborhood centers identified in the Comprehensive Plan. Width, Function, and Curb Zone sections have been added to offer guidance on the access vs mobility functions of the street as a whole as well as the area alongside the curb. The Separation section discusses the desired level of separation between modes. Language regarding lane widths has been removed because the City of Portland has lane width standards for roadways that vary based on modal classifications, not street design classification.

C. **Civic Corridors**

Civic Corridors serve people throughout the City and are designed to emphasize multimodal mobility between major activity centers.

- Land Use. Civic Corridors are located primarily along major transit corridors and between Civic Main Street segments, connecting the Central City, Regional Centers, Town Centers, and Neighborhood Centers. Development consists of a mix of uses that are oriented to the street.
- Lanes. Civic Corridors typically include two to four vehicle lanes, with additional turning lanes as needed. Lanes may be dedicated as transit-only or business-access-transit lanes if needed to improve transit speed and reliability.
- Width. Civic Corridors generally feature a wider right-of-way than Neighborhood Corridors and are more often able to provide the desired space for each mode and function.
- Function. Civic Corridors emphasize mobility for all modes between major activity centers while also accommodating access to adjacent land uses along the corridor.
- Curb zone. The curb zone along Civic Corridors should typically emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The curb zone may be used for access functions such as parking and loading if needed to support adjacent land use.
- Separation. Civic Corridors have frequent street connections. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic.
- Design Elements. Civic Corridor design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low to moderate speeds; and medians and/or turn lanes as needed.

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Commentary

Objective 6.11 Street Design Classification Descriptions

Objective D:
Neighborhood Corridors is a modification of the Community Corridors classification added to reflect the Urban Design Framework of the Recommended Comprehensive Plan. The proposed description adds “neighborhood centers” to the list of land use categories to reflect the new neighborhood centers identified in the Comprehensive Plan. Width, Function, and Curb Zone sections have been added to offer guidance on the access vs mobility functions of the street as a whole as well as the area alongside the curb. The Separation section discusses the desired level of separation between modes. Language regarding lane widths has been removed because the City of Portland has lane width standards for roadways that vary based on modal classifications, not street design classification.

D. **Neighborhood Corridors**

Neighborhood Corridors primarily serve surrounding neighborhoods and are designed to emphasize multimodal mobility between activity centers.

- Land Use. Neighborhood Corridors are primarily located along transit corridors and between segments of Neighborhood Main Streets, connecting the Central City, Regional Centers, Town Centers, and Neighborhood Centers. Development consists of a mix of uses that are oriented to the street.
- Lanes. Neighborhood Corridors typically include two vehicle lanes with additional turning lanes as needed,
- Width. Neighborhood Corridors generally feature a narrower right-of-way than Civic Corridors and may not be able to accommodate the full desired space for each mode.
- Function. Neighborhood Corridors emphasize mobility for all modes between activity centers while also accommodating access to adjacent land uses along the corridor.
- Curb zone. The curb zone along Neighborhood Corridors should emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The curb zone may be used for access functions such as parking and loading if needed to support adjacent land use.
- Separation. Neighborhood Corridors have frequent street connections. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic, though shared roadway bicycle facilities may be acceptable if traffic volumes and speeds are sufficiently low.
- Design Elements. Neighborhood Corridor design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low to moderate speeds; and medians and/or turn lanes as needed.

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Commentary

Objective 6.11 Street Design Classification Descriptions

Objective E:

The proposed description for **Regional Corridors** clarifies that they primarily connect cities to one another. Language was removed regarding orientation of land use to help differentiate the role of Regional Corridors as compared to Civic or Neighborhood Corridors. Width, Function, and Curb Zone sections have been added to offer guidance on the access vs mobility functions of the street as a whole as well as the area alongside the curb. The Separation section discusses the desired level of separation between modes. Language regarding lane widths has been removed because the City of Portland has lane width standards for roadways that vary based on modal classifications, not street design classification.

E. **Regional Corridors**

Regional Corridors ~~are~~ serve people throughout the City and are designed to emphasize multimodal mobility between cities in the region.~~designed to include special amenities to balance motor vehicle traffic with public transportation, bicycle travel, and pedestrian travel.~~

- Land Use. Regional Corridors connect Regional, Town, and Neighborhood Centers to other cities in the region.~~are located primarily along major transit corridors and between Regional Main Street segments. Commercial and multifamily development should be oriented to the street where the Regional Corridor also has a transit designation.~~
- Lanes. Regional Corridors usually include two to four vehicle lanes. They occasionally have additional lanes in some situations, such as to allow turning movements. Lanes may be dedicated as transit-only or business-access-transit lanes if needed to improve transit speed and reliability.
- Width. Regional Corridors generally feature a wider right-of-way than Community Corridors and are more often able to provide the full desired space for each mode.
- Function. Regional Corridors emphasize mobility for all modes between cities while also accommodating access to adjacent land uses along the corridor.
- Curb zone. The curb zone along Regional Corridors should emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The curb zone may be used for access functions such as parking and loading if needed to support adjacent land use.
- Separation. Regional Corridors can have moderately spaced street connections. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic.
- Design Elements. Regional Corridor design should typically include the following: sidewalks; pedestrian crossings where needed to serve transit stops or destinations; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; and medians and/or turn lanes as needed.
- ~~Design Elements. Regional Corridor design shall consider the following: moderate vehicle speeds; the use of medians and curb extensions to enhance pedestrian crossing where wide streets make crossing difficult or to manage motor vehicle access; combined driveways; on-street parking when feasible; buffered sidewalks with pedestrian amenities such as special lighting and special crossing amenities tied to major transit stops; landscape strips, street trees, or other design features that create a pedestrian buffer between curb and sidewalk; improved pedestrian crossings at signalized intersections; striped bikeways or wide outside lanes; and motor vehicle lane widths that consider the above improvements.~~

Commentary

Objective 6.11 Street Design Classification Descriptions

Objective F:
The proposed description for **Community Corridors** clarifies that they primarily connect neighborhoods to one another. Language was removed regarding orientation of land use to help differentiate the role of Regional Corridors as compared to Civic or Neighborhood Corridors. Width, Function, and Curb Zone sections have been added to offer guidance on the access vs mobility functions of the street as a whole as well as the area alongside the curb. The Separation section discusses the desired level of separation between modes. Language regarding lane widths has been removed because the City of Portland has lane width standards for roadways that vary based on modal classifications, not street design classification.

F. Community Corridors

Community Corridors primarily serve surrounding neighborhoods and are ~~are~~ designed to emphasize multimodal mobility between neighborhoods.~~designed to include special amenities to balance motor vehicle traffic with public transportation, bicycle travel, and pedestrian travel.~~

- Land Use. Community Corridors connect Regional, Town, and Neighborhood Centers to surrounding neighborhoods.~~are located along transit corridors and between segments of Community Main Streets. Commercial and multifamily development should be oriented to the street where the street also has a transit designation.~~
- ~~Lanes. Community Corridors typically have two travel lanes, usually with on-street parking.~~ Lanes may be dedicated as transit-only or business-access-transit lanes if needed to improve transit speed and reliability.
- Width. Community Corridors generally feature a narrower right-of-way than Regional Corridors and may not be able to accommodate the full desired space for each mode.
- Function. Community Corridors emphasize mobility for all modes between neighborhoods while also accommodating access to adjacent land uses along the corridor.
- Curb zone. The curb zone along Community Corridors should emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The curb zone may be used for access functions such as parking and loading if needed to support adjacent land use.
- Separation. Community Corridors have closely spaced street connections. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic, though shared roadway bicycle facilities may be acceptable if traffic volumes and speeds are sufficiently low.
- Design Elements. Community Corridor design should typically include the following: sidewalks; pedestrian crossings where needed to serve transit stops or destinations; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; and medians and/or turn lanes as needed.
- ~~Design Elements. Community Corridor design shall consider the need for the following: moderate vehicle speeds; the use of medians and curb extensions to enhance pedestrian crossing and to manage motor vehicle access; combined driveways; on-street parking; buffered sidewalks with pedestrian amenities such as special lighting and special crossing amenities tied to major transit stops; landscape strips, street trees, or other design features that create a pedestrian buffer between curb and sidewalk; improved pedestrian crossings at intersections; striped bikeways or wide outside lanes; and usually narrower motor vehicle lane widths than Regional Corridors.~~

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Commentary

Objective 6.11 Street Design Classification Descriptions

Objective G:
The Urban Throughways classification has been edited to emphasize mobility function rather than speed. A Function section has been added to define the mobility vs access emphasis of the street. Some design elements were added to reflect common safety elements. Connections was revised to describe interchange design and frequency of connections to emphasize the need for the least possible disruption to the underlying street network.

G. **Urban Throughways**
Urban Throughways are designed to emphasize long-distance mobility ~~provide high-speed travel~~ for ~~longer~~ motor vehicle, freight, and transit trips throughout the region.

- Land Use. Urban Throughways ~~emphasize motor vehicle travel and~~ connect major activity centers, industrial areas, and intermodal facilities. Adjacent land uses do not orient directly to Urban Throughways.
- Number of Lanes. Urban Throughways usually have four to six vehicle lanes, with additional lanes in some situations. Dedicated high-occupancy-vehicle, freight-only, or transit-only lanes may be provided to support more efficient use of Urban Throughways.
- Function. Urban Throughways exclusively serve a mobility function, with no local access provided along the street.
- Separation. Urban Throughways are completely divided, with no left turns. Street connections may occur at separated grades, with access controlled by ramps. Pedestrian and bicycle crossings should be provided on overpasses or underpasses, and pedestrian and bicycle facilities along the corridor should be provided on parallel pathways.
- Design Elements. Urban Throughway design typically includes vehicle lanes, pedestrian and bicycle crossings on overpasses or underpasses, parallel pathways for pedestrian and bicycle travel, clear sightlines, median barriers, shoulders, and motor vehicle lane widths that accommodate freight movement. Where appropriate, transit priority treatments should be used to enhance transit speed and reliability.~~ Urban Throughway design shall consider the need for high vehicle speeds, pedestrian crossings on overpasses, parallel facilities for bicycles, and motor vehicle lane widths that accommodate freight movement and high-speed travel.~~ Encourage the Oregon Department of Transportation to maintain a continuous landscape along Urban Throughways that reduces the visual impacts of the throughway on motorists and adjacent land uses.
- Dual Classification. A street with dual Urban Throughway and Urban Highway classifications should retain the operational characteristics of an Urban Highway and respond to adjacent land uses.
- Connections. A ramp that connects to an Urban Throughway is classified as an Urban Throughway up to its intersection with a ~~lower~~differently-classified street. An interchange between an Urban Throughway and a differently-classified street should be designed to safely accommodate all modes and provide the least possible disruption to the surrounding modal networks. Connections should be provided across Urban Throughways at closely-spaced intervals to provide greater street connectivity.

~~*Explanation: The Urban Throughway classification encompasses both of Metro's Throughway designs: Freeways and Highways.*~~

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Commentary

Objective H:
The proposed **Urban Highways** description emphasizes separation of modes to improve safety and comfort, reflecting changes in design guidance and practice on Urban Highways since the last update of the TSP. The proposed description also refers to “curb zone” rather than “on-street parking,” reflecting a policy language shift in the Comprehensive Plan. Other edits were made so that this classification description better matches the format of other classifications.

H. **Urban Highways**

Urban Highways are designed to emphasize mobility ~~provide relatively high-speed travel~~ for motor vehicle, freight, and transit trips that traverse the region while also accommodating other modes and providing some local access.~~and also provide more localized access.~~

- Land Use. Urban Highways link major activity centers, industrial areas, and intermodal facilities. ~~and link to Major City Traffic Streets.~~ Adjacent land uses sometimes orient to the Urban Highway.
- Number of Lanes. Urban Highways usually consist of four travel lanes, with separate turning lanes in some locations. Dedicated high-occupancy-vehicle, freight-only, or transit-only lanes may be provided as needed to support efficient use of the roadway.
- Function. Urban Highways primarily serve a mobility function, with limited local access provided along the street.
- Curb zone. The curb zone along Urban Highways primarily serves mobility functions such as vehicle lanes or bike lanes. The curb zone may be used for access functions such as parking and loading at limited locations if needed to support adjacent land use.
- Separation. Urban Highways have limited street connections that may occur at same grade or separate grades. Pedestrian and bicycle crossings should be grade-separated or signalized, and pedestrian and bicycle facilities should be separated from motor vehicle traffic.
- Design Elements. Urban Highway design typically includes vehicle lanes, pullouts for bus stops, transit priority treatments, separated pedestrian and bicycle facilities, and improved pedestrian crossings located on overpasses, underpasses, or signalized at-grade intersections.
  ~~On-street parking is usually not included on Urban Highways, but may exist in some locations. Urban Highways include striped bikeways and sidewalks with optional buffering. Improved pedestrian crossing are located on overpasses, underpasses, or at same grade intersections.~~

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Commentary

Objective 6.11 Street Design Classification Descriptions

Objective I:
Urban Roads have been renamed **Industrial Roads** to clarify the intention of the classification and to reflect the "Industrial and River" pattern area in the new Comprehensive Plan, where most of these roads are located. Language has also been changed to emphasize the greater need for separation of vulnerable users from freight traffic on Industrial Roads. Freight signal priority is an emerging technology that has been called out as a design treatment. Wider turning radii and concrete paving were added to Design Elements because these are common design elements in industrial roadway design.

I. Industrial ~~Urban~~ Roads

~~Urban~~ Industrial Roads are designed to emphasize freight mobility while also accommodating other modes and providing local access.~~carry significant motor vehicle traffic while providing for some public transportation, bicycle travel, and pedestrian travel.~~

- Land Use. ~~Urban~~ Industrial Roads typically serve industrial areas and freight intermodal sites, with a significant percentage of trips being made by trucks. ~~Where Urban Throughways pass through residential or local commercial areas, an Urban Road designation may be appropriate.~~Adjacent land uses sometimes orient to the Industrial Road.
- Number of Lanes. ~~Urban~~ Industrial Road design typically includes two to four vehicle lanes, with ~~additional lanes in some situations.~~additional turning lanes as needed. Dedicated freight-only lanes or turn pockets may be provided as needed to support roadway efficiency.
- Function. Industrial Roads emphasize freight mobility while accommodating other modes and providing access to industrial sites and freight districts.
- Curb zone. The curb zone along Industrial Roads primarily serves mobility functions such as vehicle lanes or bike lanes. The curb zone may be used for access functions such as parking and loading at limited locations if needed to support adjacent land use.
- Separation. Industrial Roads have limited street connections that may occur at the same grade or separate grades. Pedestrian and bicycle crossings should be grade-separated or signalized, and pedestrian and bicycle facilities should be separated from motor vehicle traffic.
- Design Elements. Industrial Road design typically includes vehicle lanes, medians or center turn lanes where needed, limited driveway access, pullouts for bus stops, transit priority treatments, separated pedestrian and bicycle facilities, and improved pedestrian crossings located on overpasses, underpasses, or signalized at-grade intersections. Industrial Roads may also include design treatments that improve freight mobility, such as freight-only lanes, freight signal priority, and a wider turning radius at intersections.
- ~~Urban Road design shall consider the following: moderate vehicle speeds; few driveways; sidewalks; improved pedestrian crossings at major intersections; striped bikeways; center medians that manage access and control left-turn movements; and other design treatments that improve freight mobility, including motor vehicle lane widths that consider the above improvements.~~

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Commentary

Objective 6.11 Street Design Classification Descriptions

Objective J:
The Comprehensive Plan Update Urban Design Framework introduced the concept of **Enhanced Greenway Corridors** as part of a larger network of City Greenways. The exact alignments of many Enhanced Greenway Corridors have not yet been determined, but illustrative maps can be found in the Urban Design Framework. BPS and PBOT will work together to identify alignments and better define the desired design elements. The description emphasizes that these are routes that give priority to pedestrians and/or bicyclists but that design treatments can be very flexible and can be incorporated into a range of street types and land use contexts. The Enhanced Greenway Corridor classification is a dual classification, which means it is an overlay on top of another street design classification. This helps clarify that Enhanced Greenway Corridor design can be incorporated into street types ranging from a Civic Corridor to a Local Street.

J. Enhanced Greenway Corridors

Enhanced Greenway Corridors are designed to provide a network of scenic low-stress connections that prioritize walking and/or bicycling and often include natural features as well as innovative urban design and place-making elements.

- Dual Classification. Streets may have an Enhanced Greenway Corridor classification in addition to another street design classification. When developing or retrofitting these streets, incorporate Enhanced Greenway Corridor design elements within the corridor.
- Land Use. Enhanced Greenway Corridors connect parks, open spaces, and singular attractions throughout the City to each other and to surrounding neighborhoods via a network of scenic and low-stress walking and/or bicycling routes. They can run through a variety of different land use contexts, including residential neighborhoods, natural areas, industrial areas, and employment centers.
- Design Elements. Enhanced Greenway Corridor design can take many forms, and should use flexible design treatments appropriate to adjacent land use context. Design elements may include: neighborhood greenways; traffic calming; motor vehicle diversion; multi-use paths; wide sidewalks; boardwalks; trails; separated bikeways; broad-canopy trees and landscaping; scenic views; stormwater management; underground utilities; special lighting; and way-finding. Where appropriate, pedestrian and bicycle routes may use separate parallel routes or streets along a corridor.

K. Greenscape Streets

Greenscape Street designs are applied to arterials where natural or informal landscapes dominate the adjacent areas and the right-of-way, such as lower-density residential areas in wooded settings.

- Dual Classifications. Where streets have a Greenscape Street design designation and another street design designation, consider the natural characteristics of the street during the design and implementation of street improvements.
- Design Treatment. During improvement projects, consider the use of vegetated stormwater treatment techniques; minimizing impervious surfaces; preservation of existing vegetation, topography, vistas and viewpoints, driver perception, street lighting, and sight distance requirements. Vegetation may be landscaped or native, depending on the existing and desired character.

~~*Explanation: This new classification replaces the former Beautification Policy classification called Natural Design. It also includes reference to the City's green street policy efforts. Other street classifications that were on the Beautification Map are not now necessary, because their elements are incorporated into other current street design classifications. For example, streets that used to be classified as Parkways on the Beautification Map are now classified as Urban Throughways.*~~

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Commentary

Objective 6.11 Street Design Classification Descriptions

Objective L:
The proposed language for **Local Streets** adds shared street design as an option in cases where sidewalks may not be necessary.

Objective M:
Multimodal Intersections are proposed for deletion because they are no longer needed to be consistent with the Regional Transportation Plan. All intersections should be designed as multimodal intersections other than some Urban Throughway interchanges. Having a special intersection-level classification is unnecessary.

L. Local Streets

Local Streets are designed to complement planned land uses and reduce dependence on arterials for local circulation.

- Land Use. Local Streets are multimodal, but are not intended for trucks (other than local deliveries) in residential areas. Local Streets are important for local circulation of trucks in commercial and industrial areas.
- Design. Local Street design typically includes ~~many connections with other streets~~frequent street connections, sidewalks, on-street parking, stormwater facilities, and planting of street trees and ground covers (where planting strips are included). A shared street design without sidewalks may be appropriate where traffic volumes are sufficiently low.
- Classification. All streets not classified as Urban Throughways, Urban Highways, Industrial Roads, ~~Regional and Community~~Civic Main Streets, Neighborhood Main Streets, Civic Corridors, Neighborhood Corridors, Regional Corridors, ~~and~~ or Community Corridors~~, Urban Roads, and Greenscape Streets~~ are classified as Local Streets for street design.

~~M. Multimodal Intersections~~

~~Multimodal intersections are designed to meet the needs of pedestrians and promote pedestrian, bicycle, and public transportation travel, while accommodating a significant amount of motor vehicle traffic.~~

- ~~Location. Multimodal Intersections are located where special attention should be given to accommodating pedestrians, bicycles, and public transportation.~~
- ~~Mapping. All intersections of Main Streets with other Main Streets, with Regional Corridors, and with Community Corridors are considered Multimodal Intersections, even though they are not shown on the street design maps. Multimodal Intersection design should also be considered at intersections along main streets and corridors and where there is significant pedestrian and transit activity.~~
- ~~Motor Vehicle Traffic. Manage motor vehicle traffic to limit negative impacts on other modes and on adjacent land uses.~~
- ~~Pedestrian Improvements. Pedestrian improvements should include wide sidewalks, special lighting, crossings at all legs of the intersection, and special crossing features where motor vehicle volumes are high.~~
- ~~Bicycle Improvements. Bicycle improvements should be designed to minimize conflicts and provide adequate bicycle crossings.~~

~~*Explanation: Multimodal Intersections are called 'Possible Boulevard Intersections' on Metro's Regional Street Design Map. Since Portland is not using the term 'boulevard' in its classifications, Multimodal Intersection better describes the emphasis on safety and convenience for pedestrians and bicyclists, as well as cars and other vehicles, at these intersections. Rather than mapping these intersections, Portland is describing where they are located and how they should be treated. In some cases, the need for special treatment of intersections is determined during the design phase of a project.*~~

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City of Portland
Transportation System Plan

Proposed Draft
December 18, 2015

Section 7: Street Design Classification Maps

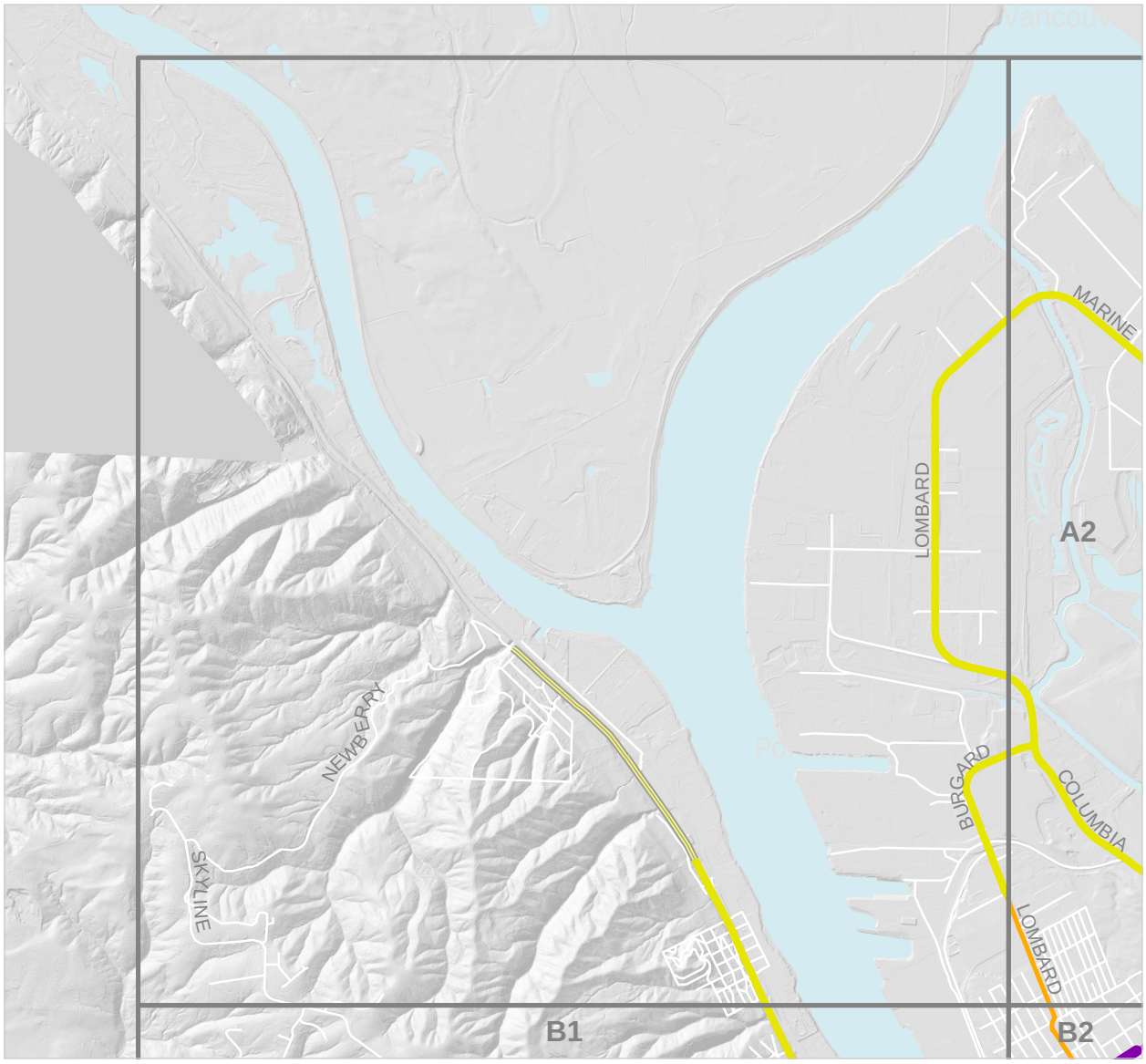
Commentary

Task: Street Design Classification Maps

The Street Design Classification Maps are being updated to reflect the Comprehensive Plan Update, which refers to Civic Corridors and Neighborhood Corridors and identifies their locations in the Urban Design Framework. The map also includes Civic Main Street and Neighborhood Main Streets, which cover existing main streets as well as anticipated future main streets based on center designations in the Comprehensive Plan.

Central City street classifications will be updated as part of the Central City 2035 Plan, which will amend the Comprehensive Plan after it is adopted. Therefore the Central City is not shown on this map.

A new design standard for maps in the TSP is being developed. All maps will redesigned for continuity throughout the TSP, including the Street Design Classification map.



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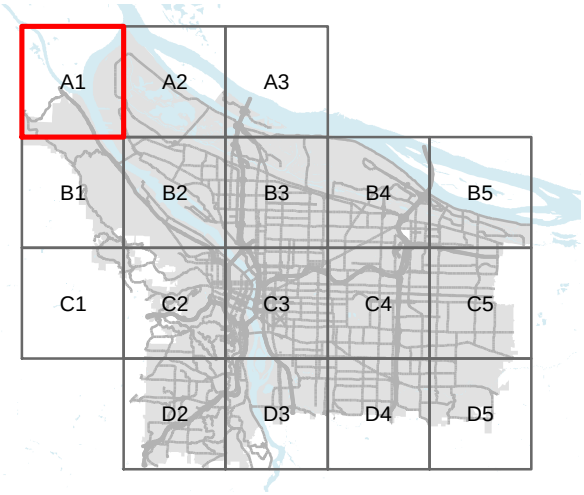
Street Design Classification

- Urban Throughway
- Urban Highway
- Industrial Road (formerly Urban Road)
- Civic Main Street (formerly Regional Main Street)
- Neighborhood Main Street (formerly Community Main Street)
- Civic Corridor (new classification)
- Neighborhood Corridor (new classification)
- Regional Corridor
- Community Corridor
- Local Streets



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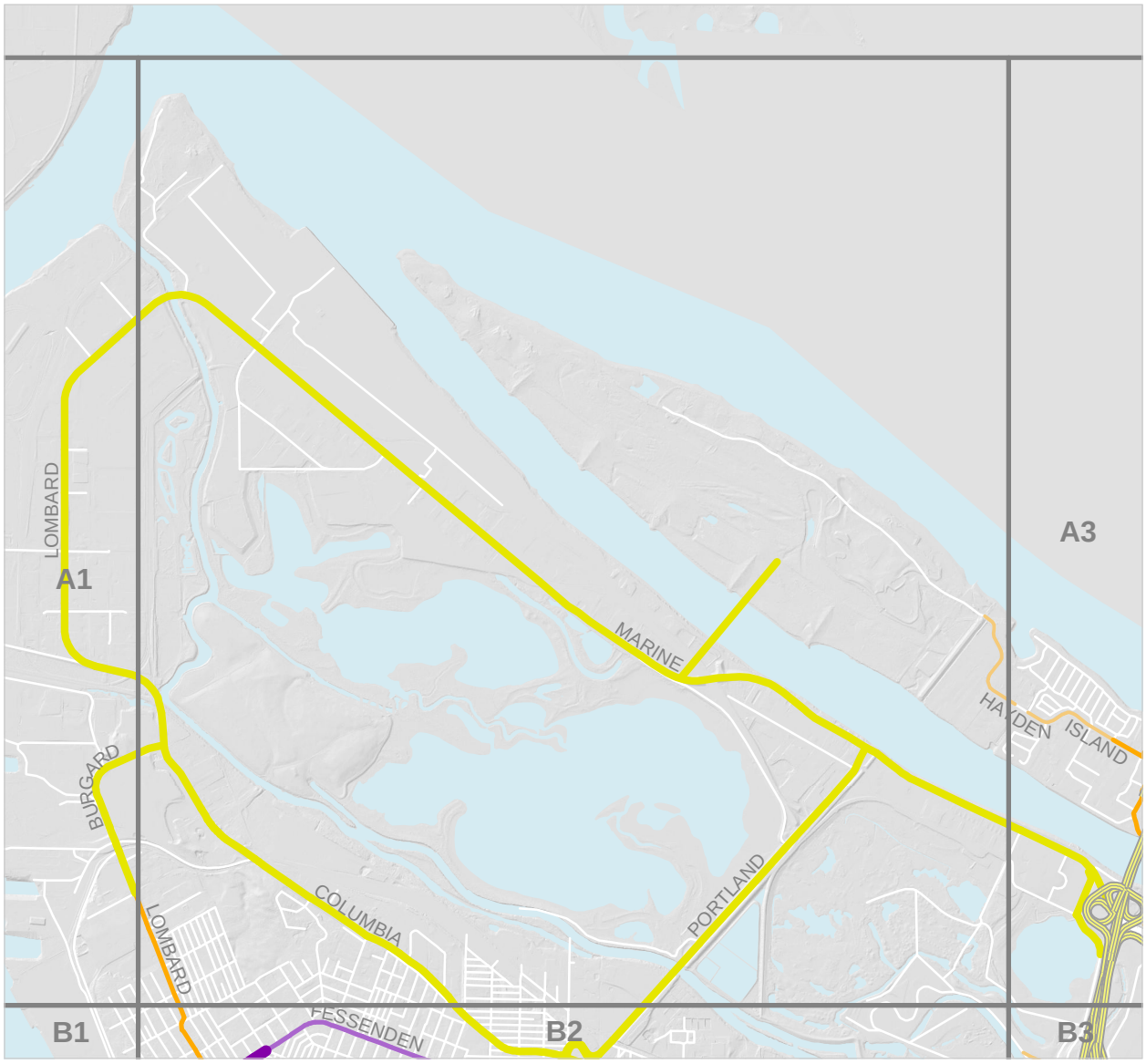

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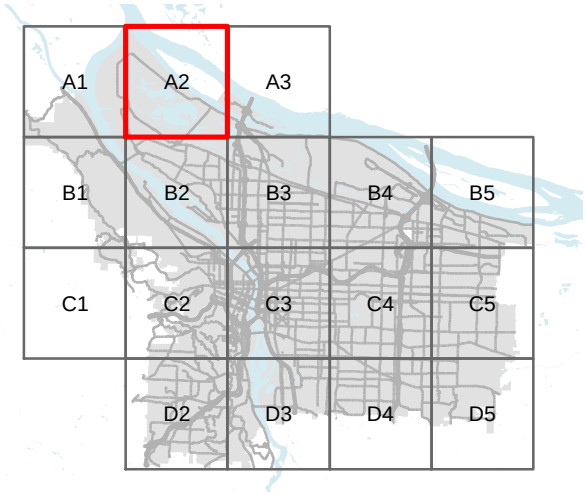

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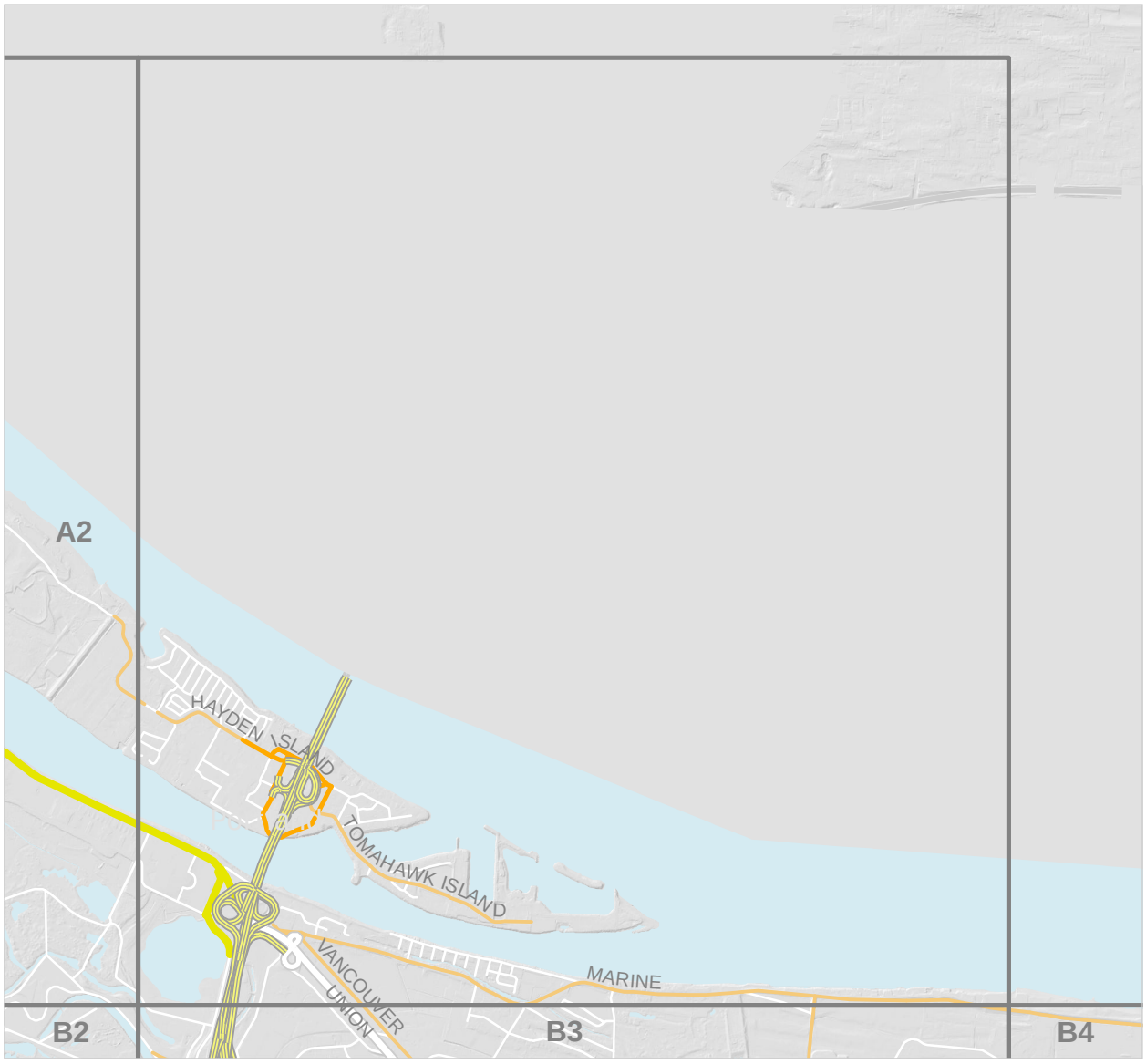

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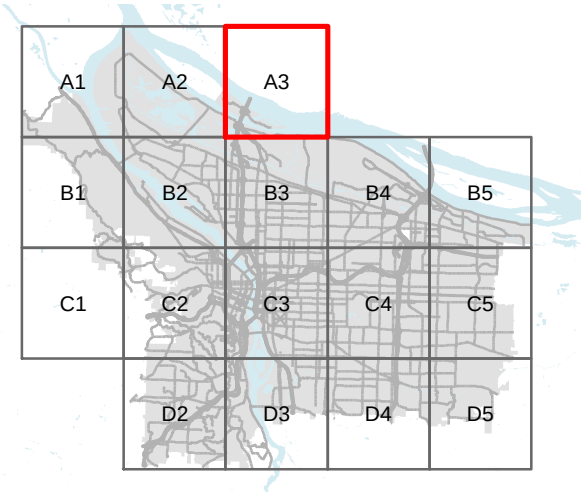

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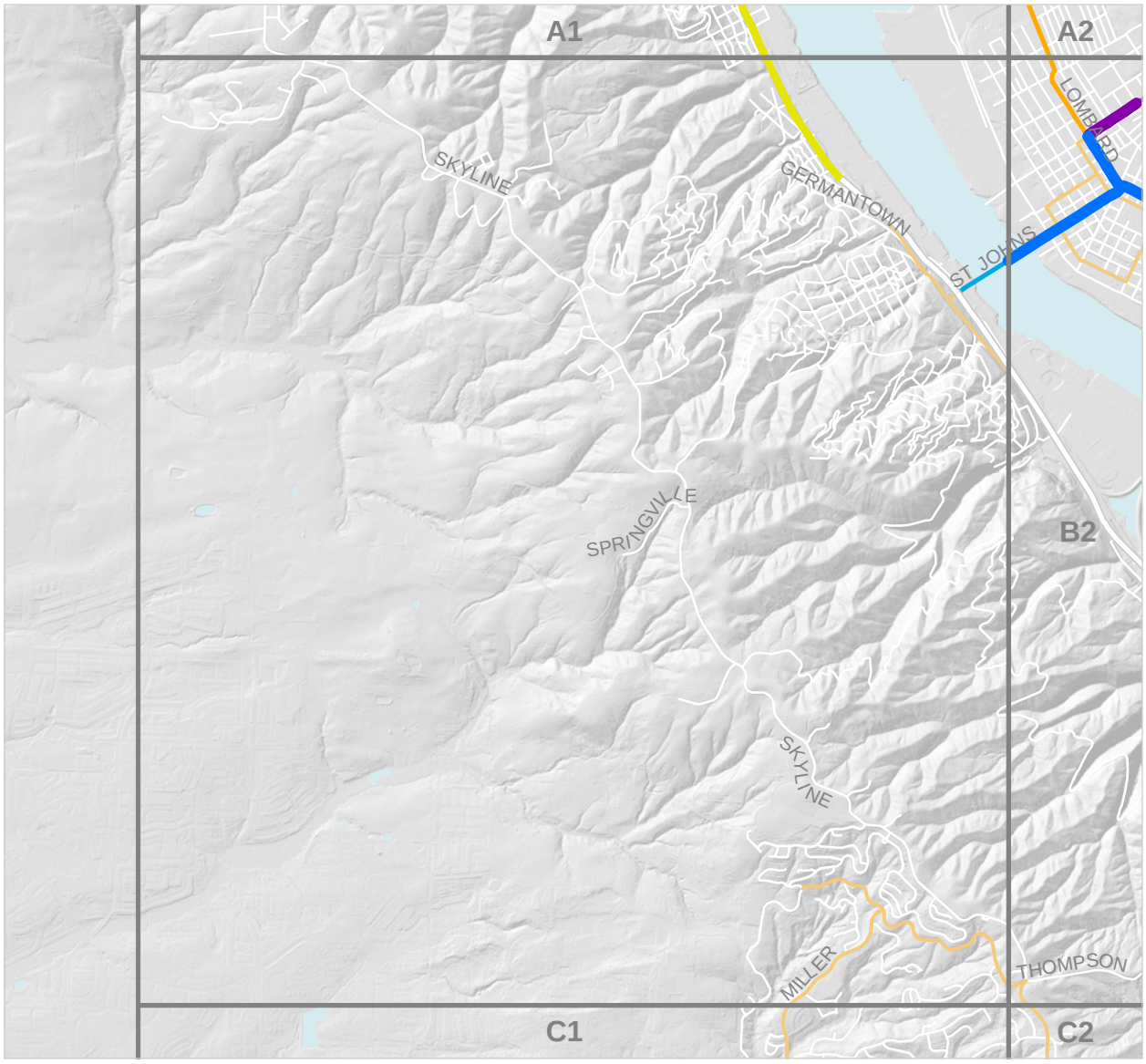

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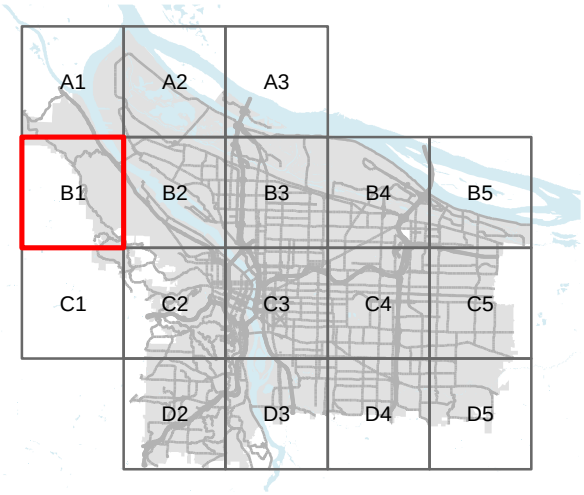

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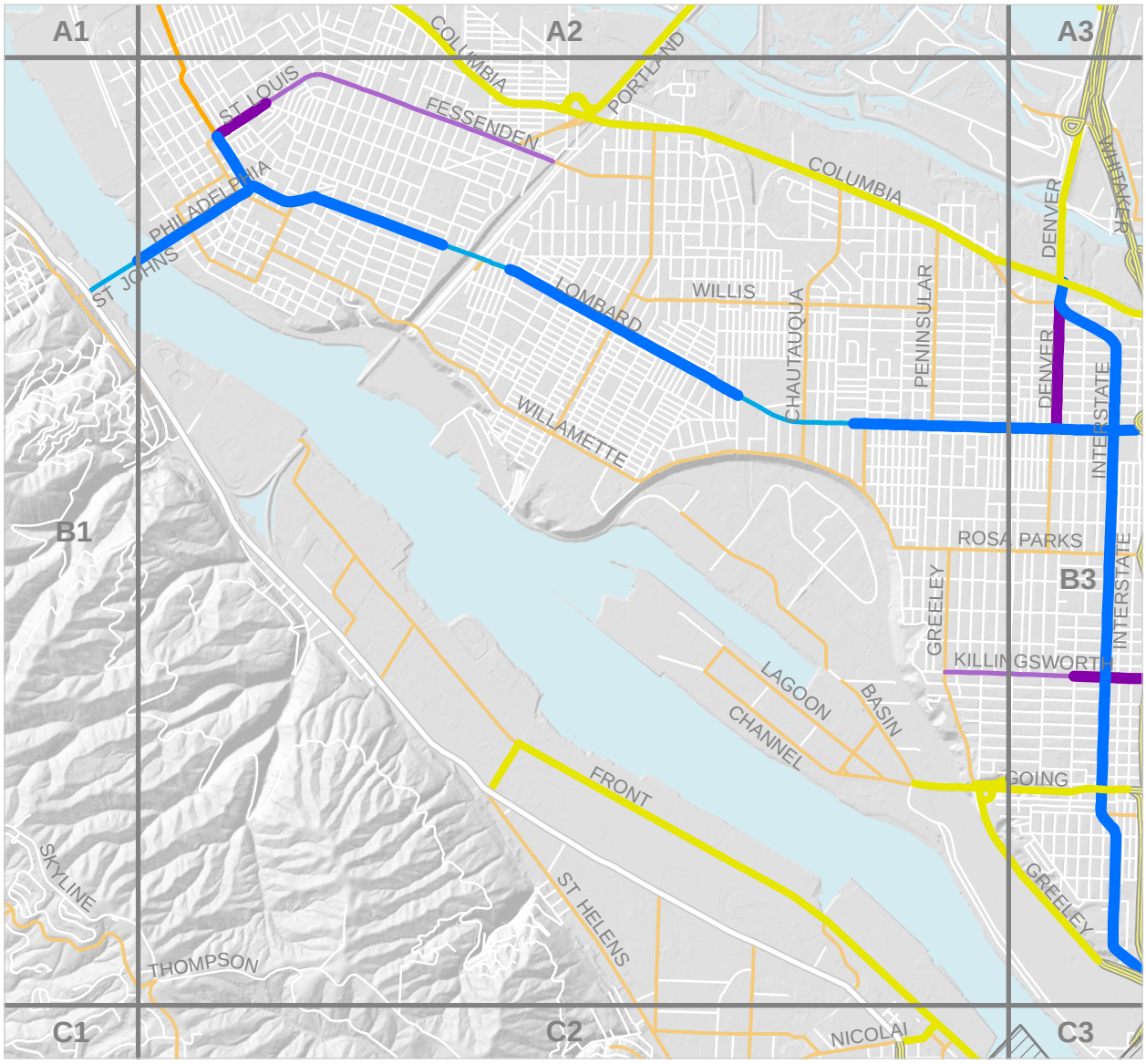

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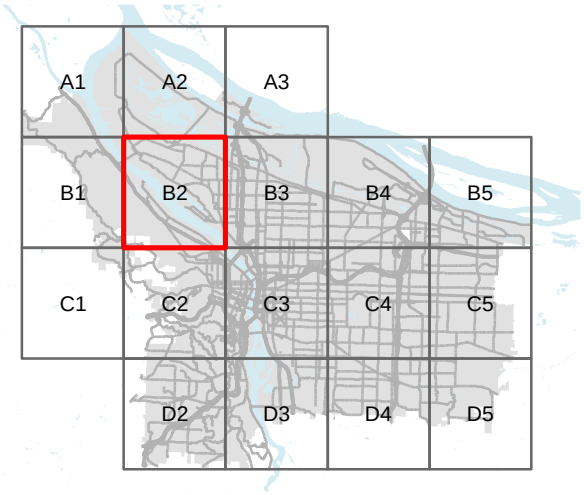

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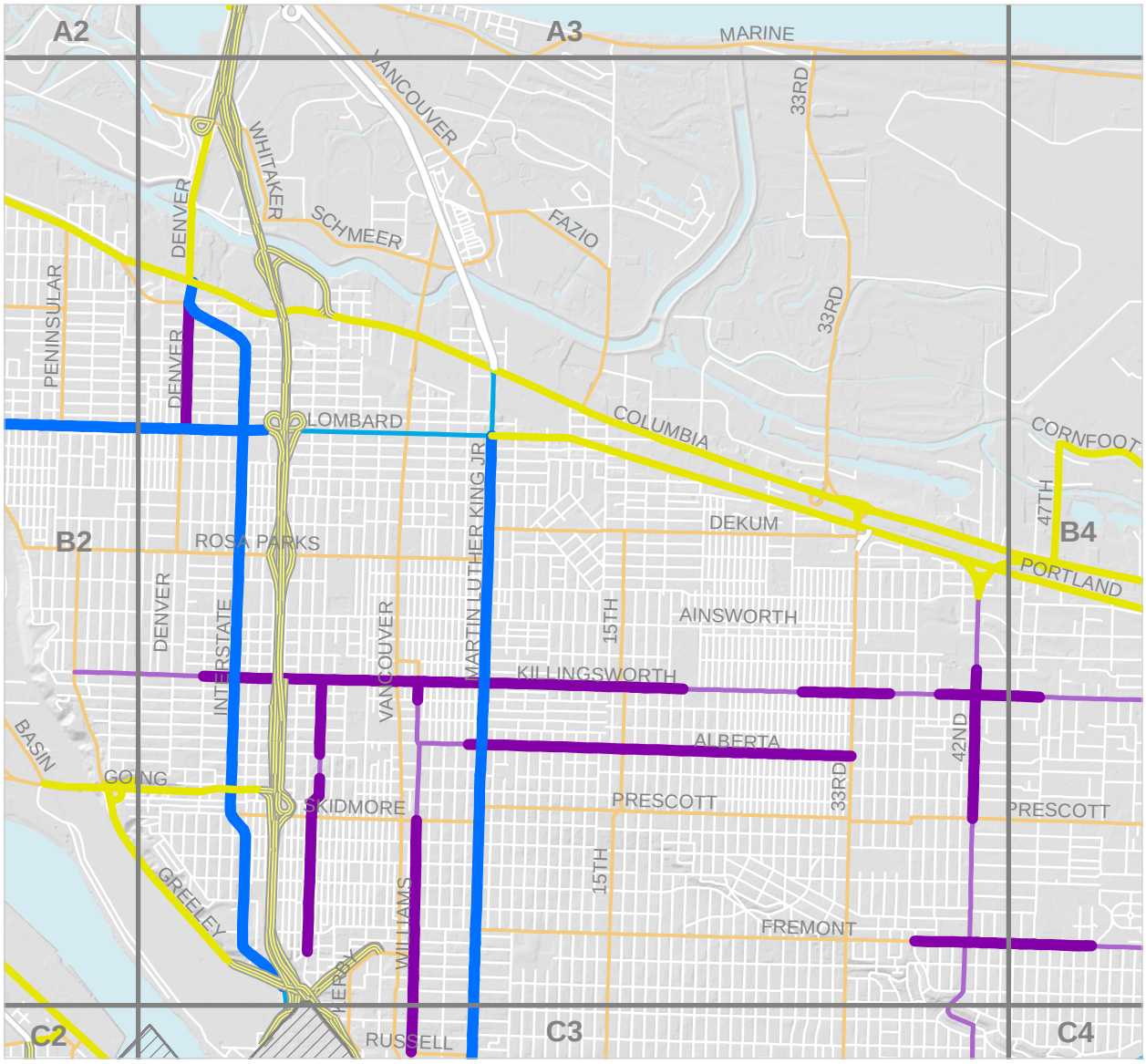

0 0.25 0.5 1 Miles

Street Design Classification

- Urban Throughway
- Urban Highway
- Industrial Road (formerly Urban Road)
- Civic Main Street (formerly Regional Main Street)
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- Civic Corridor (new classification)
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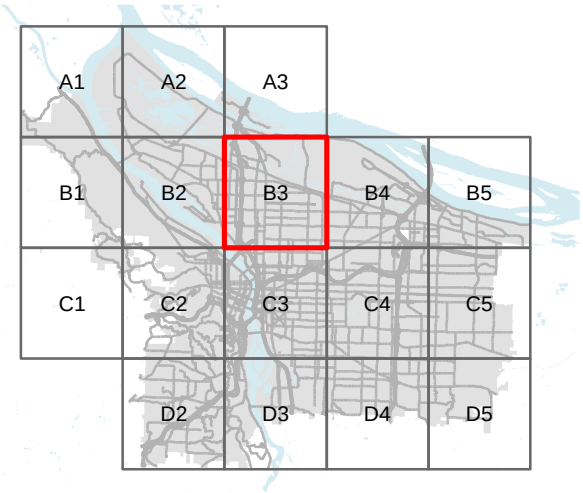
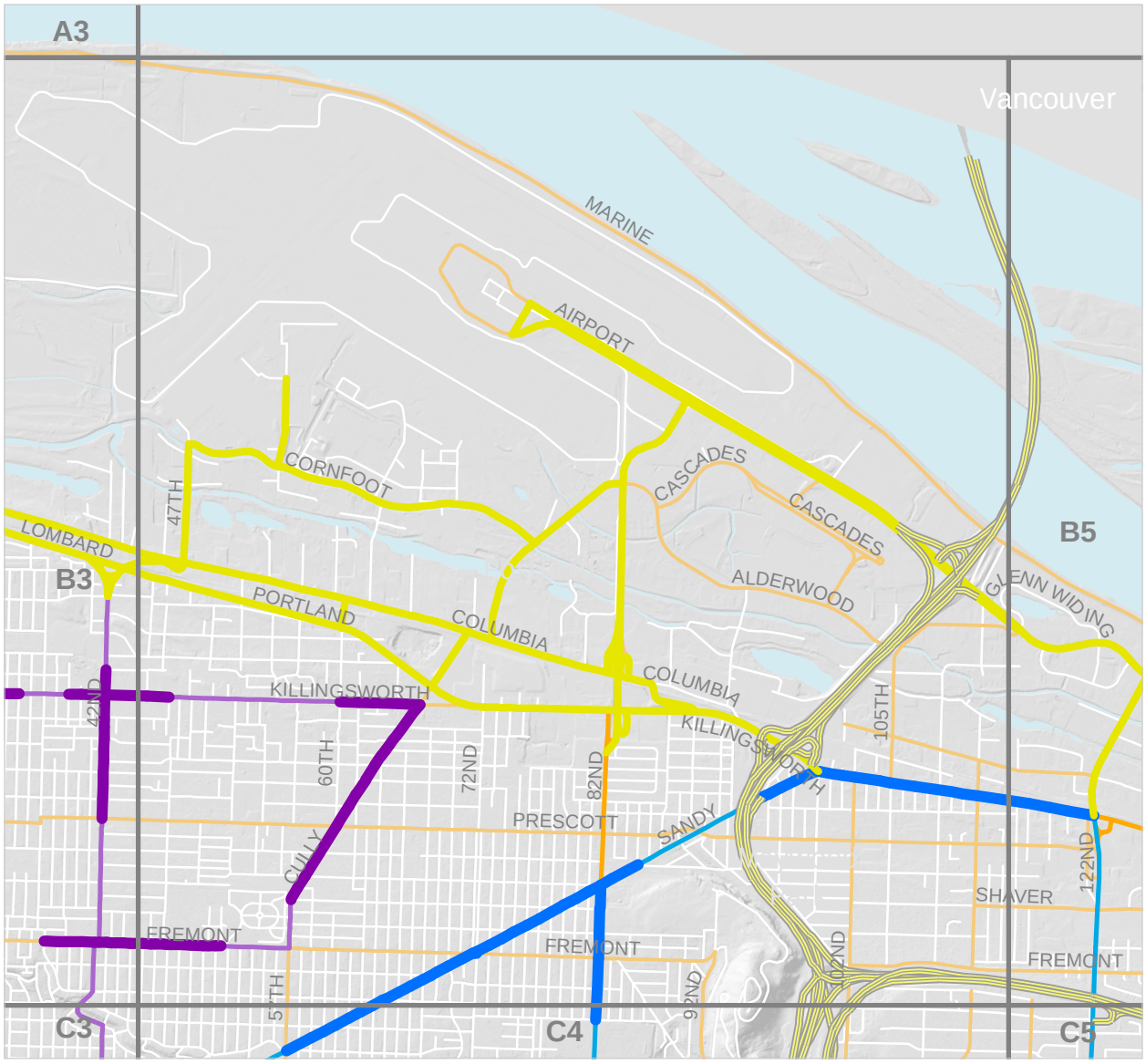


Ord. 188177, Vol. 2.5, page 14762



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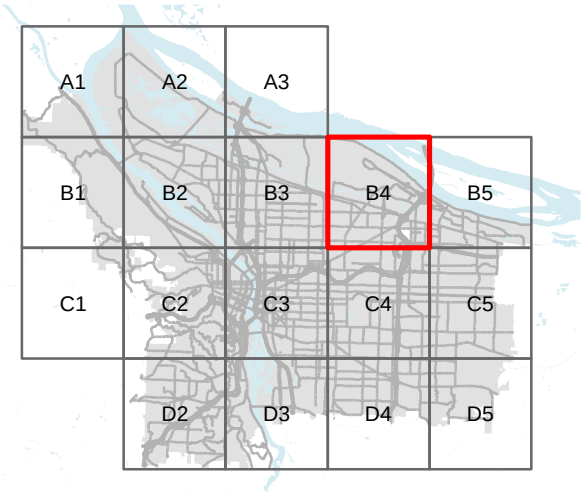

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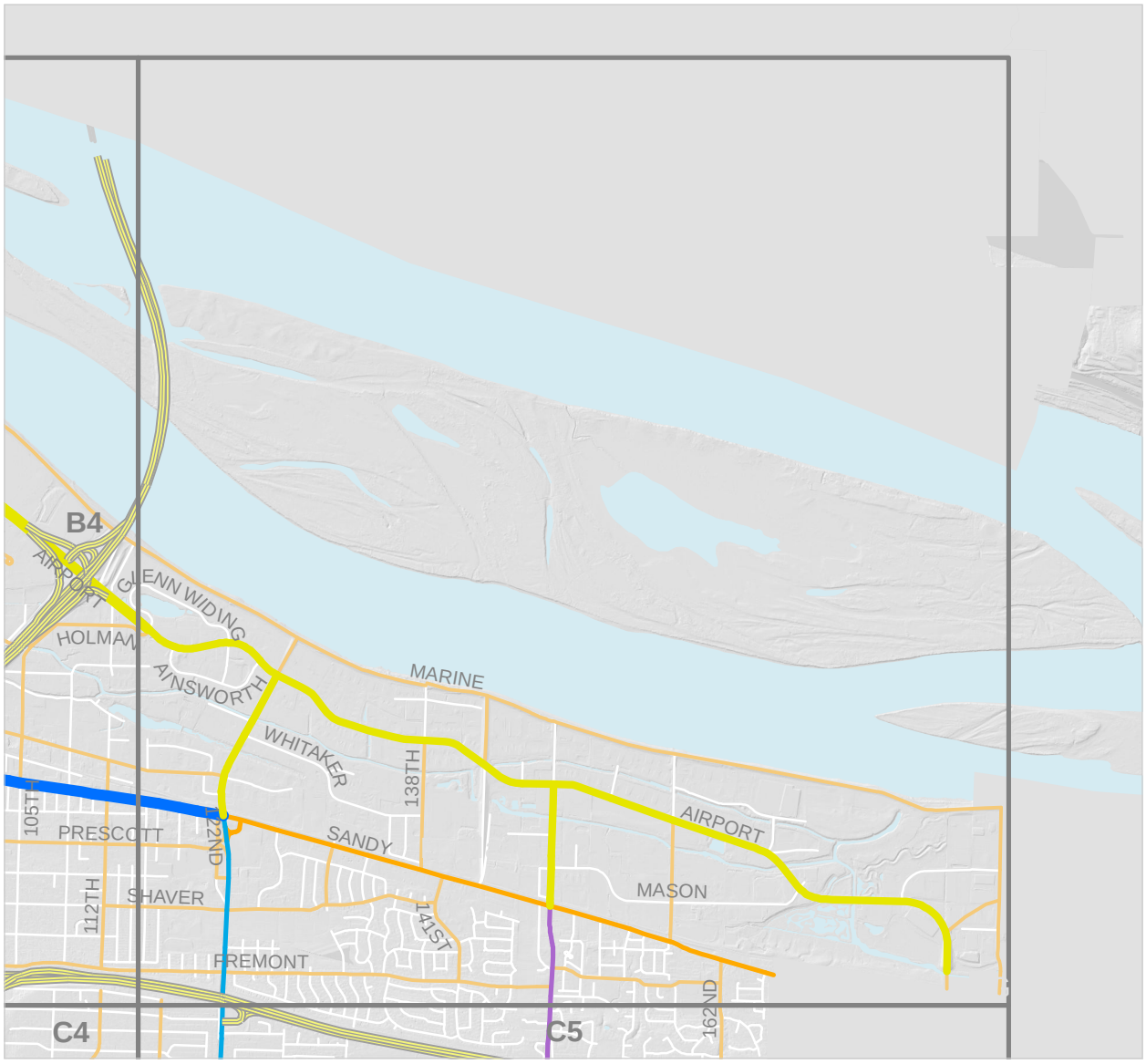

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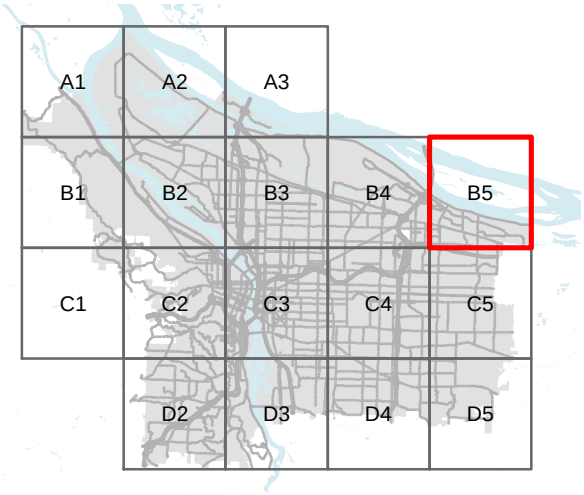

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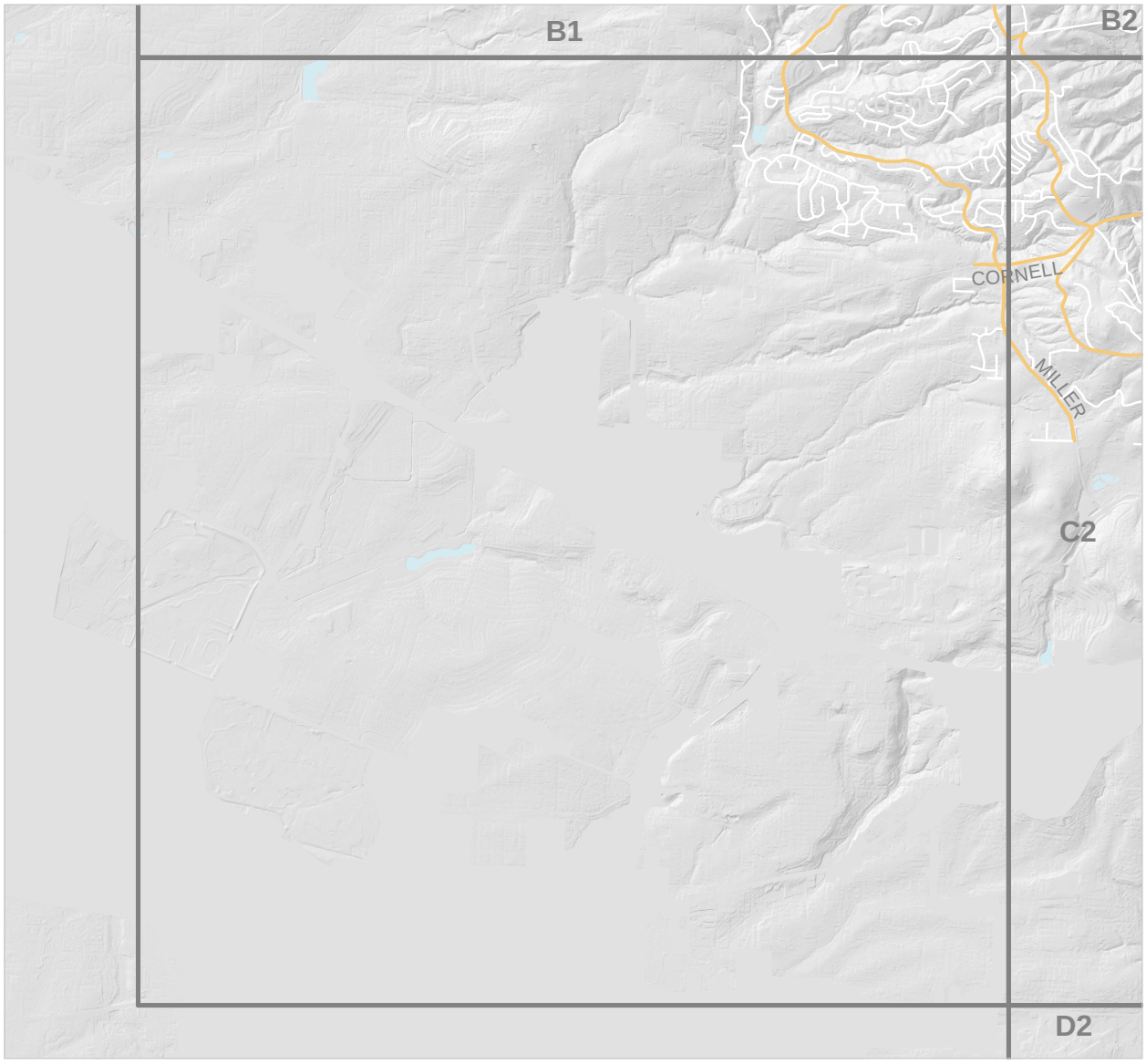

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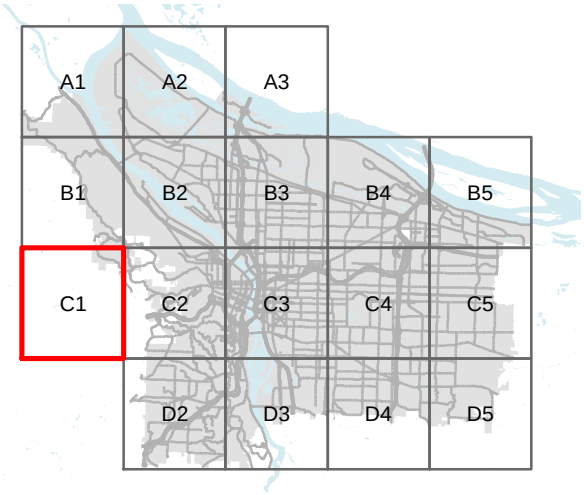

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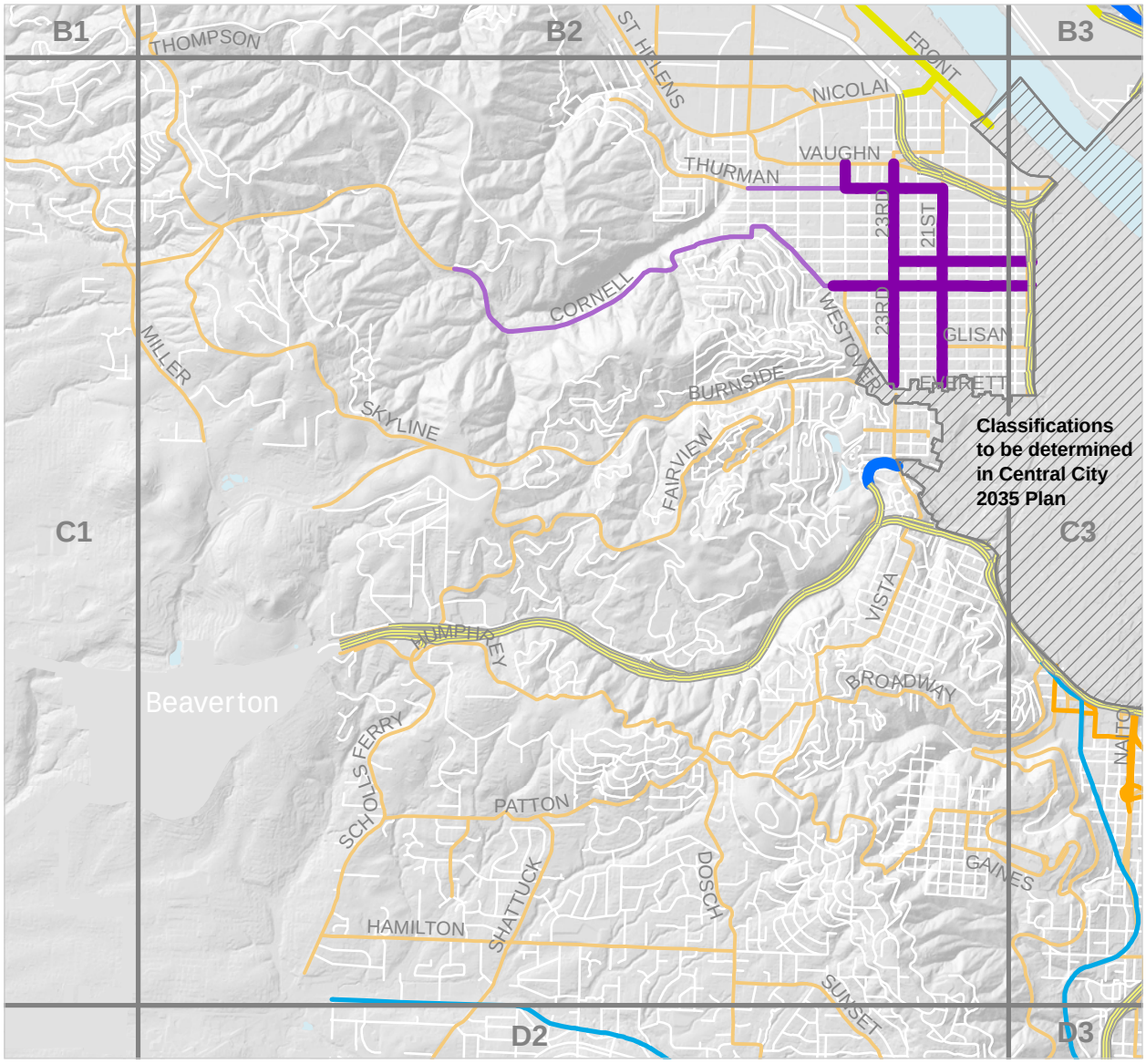

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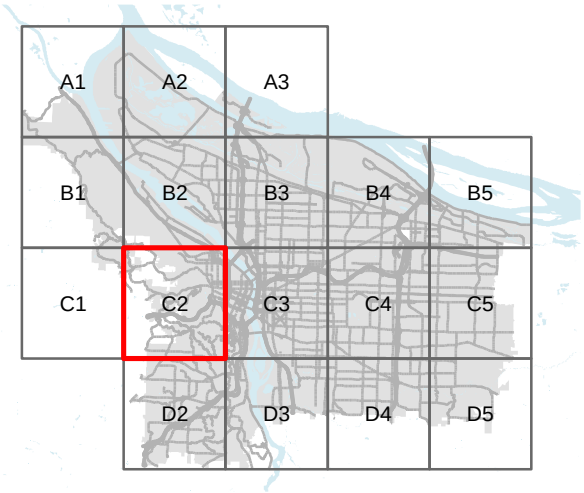

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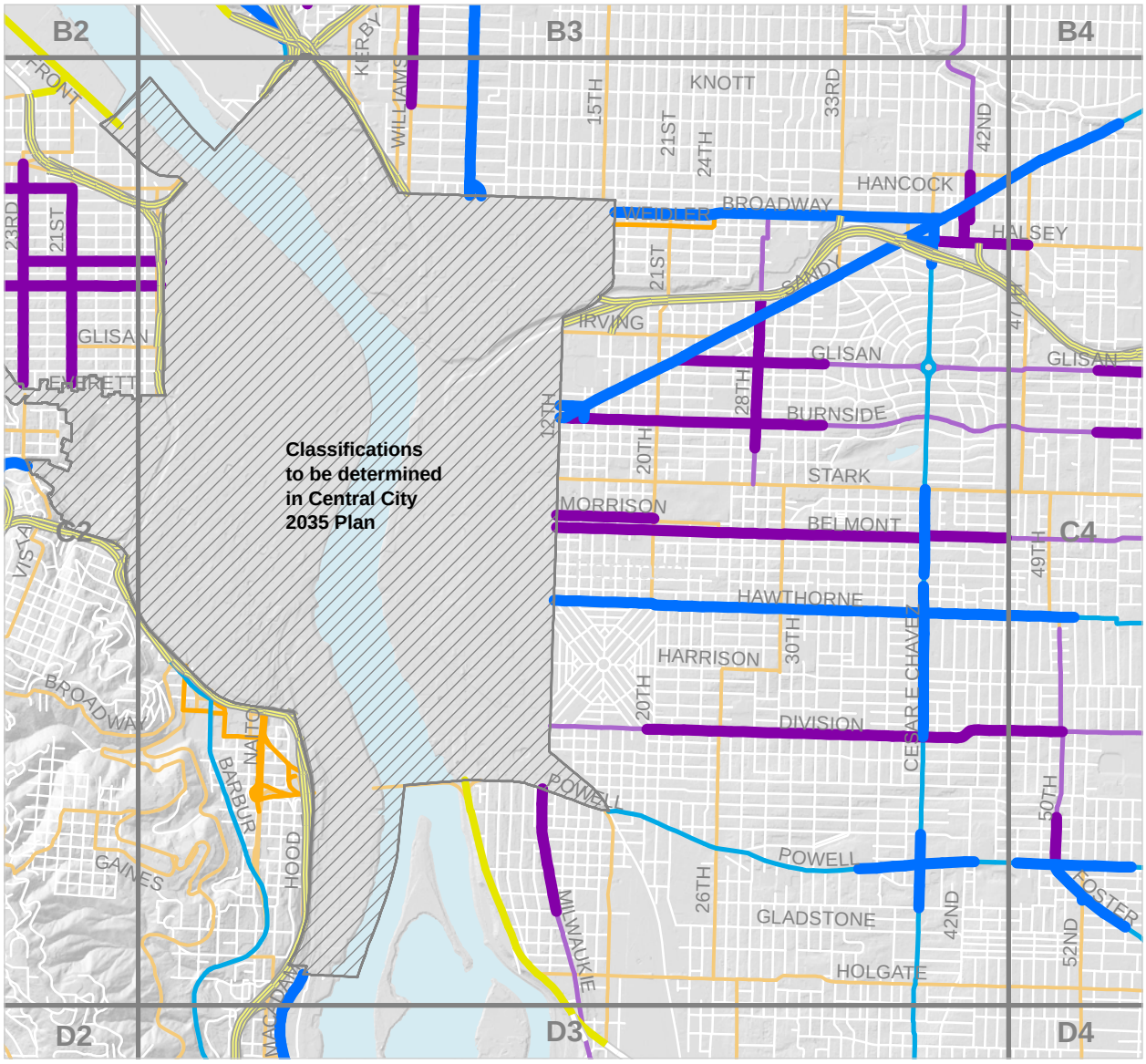

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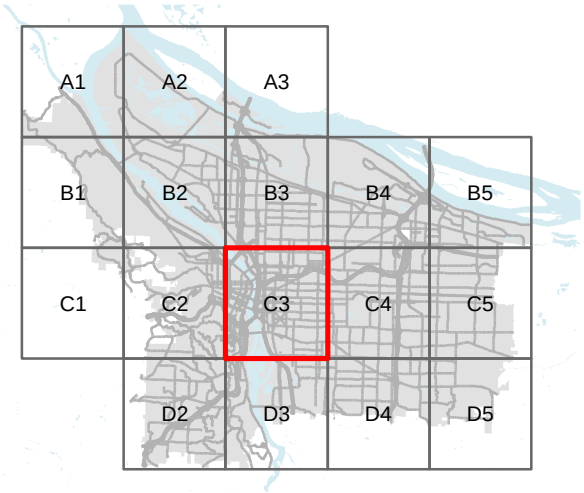

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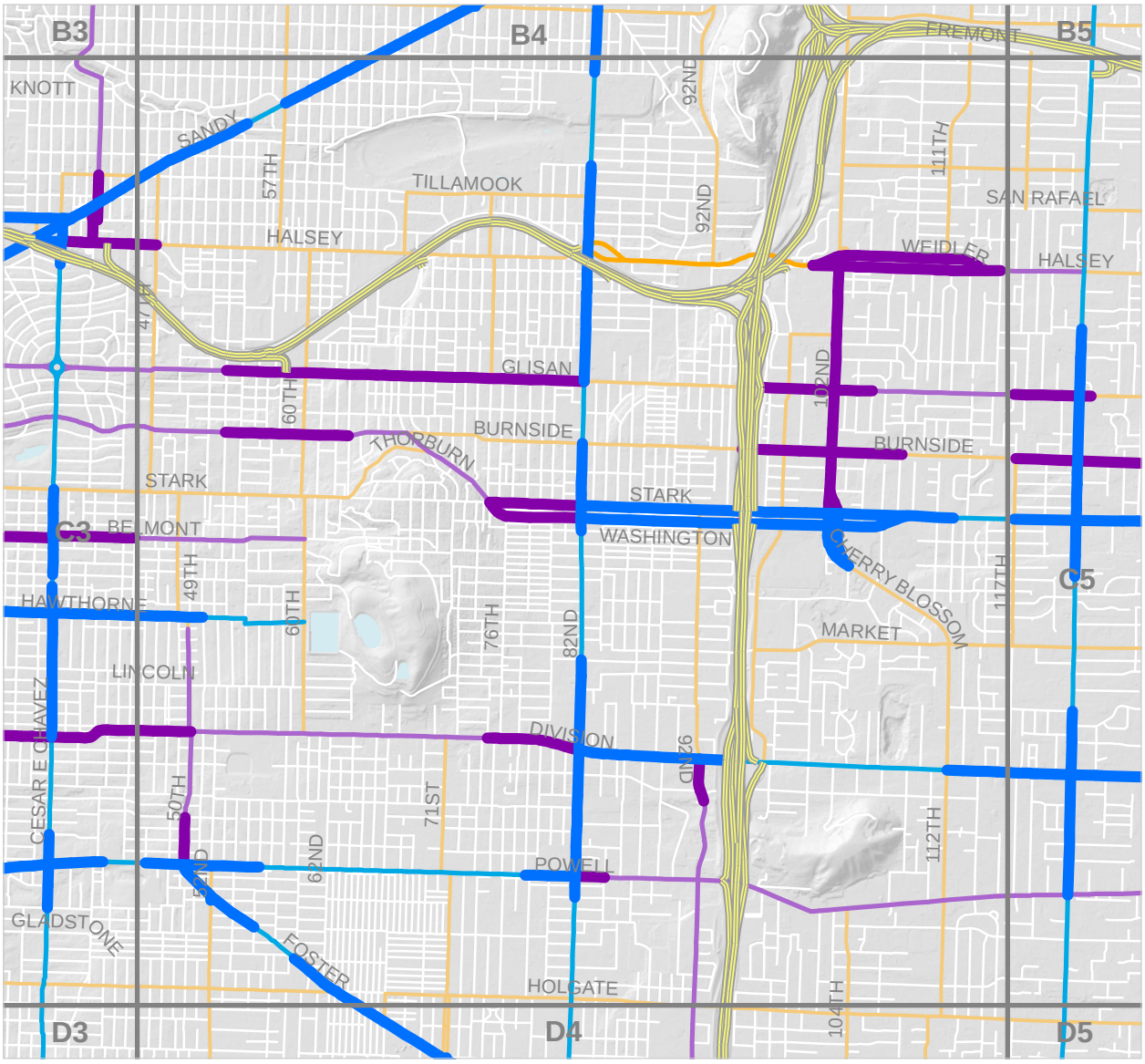

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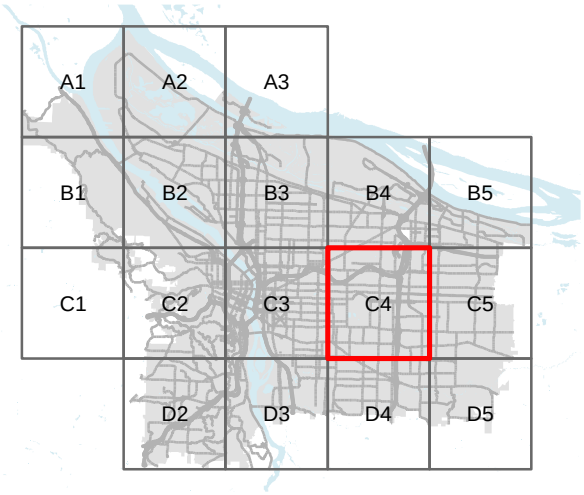

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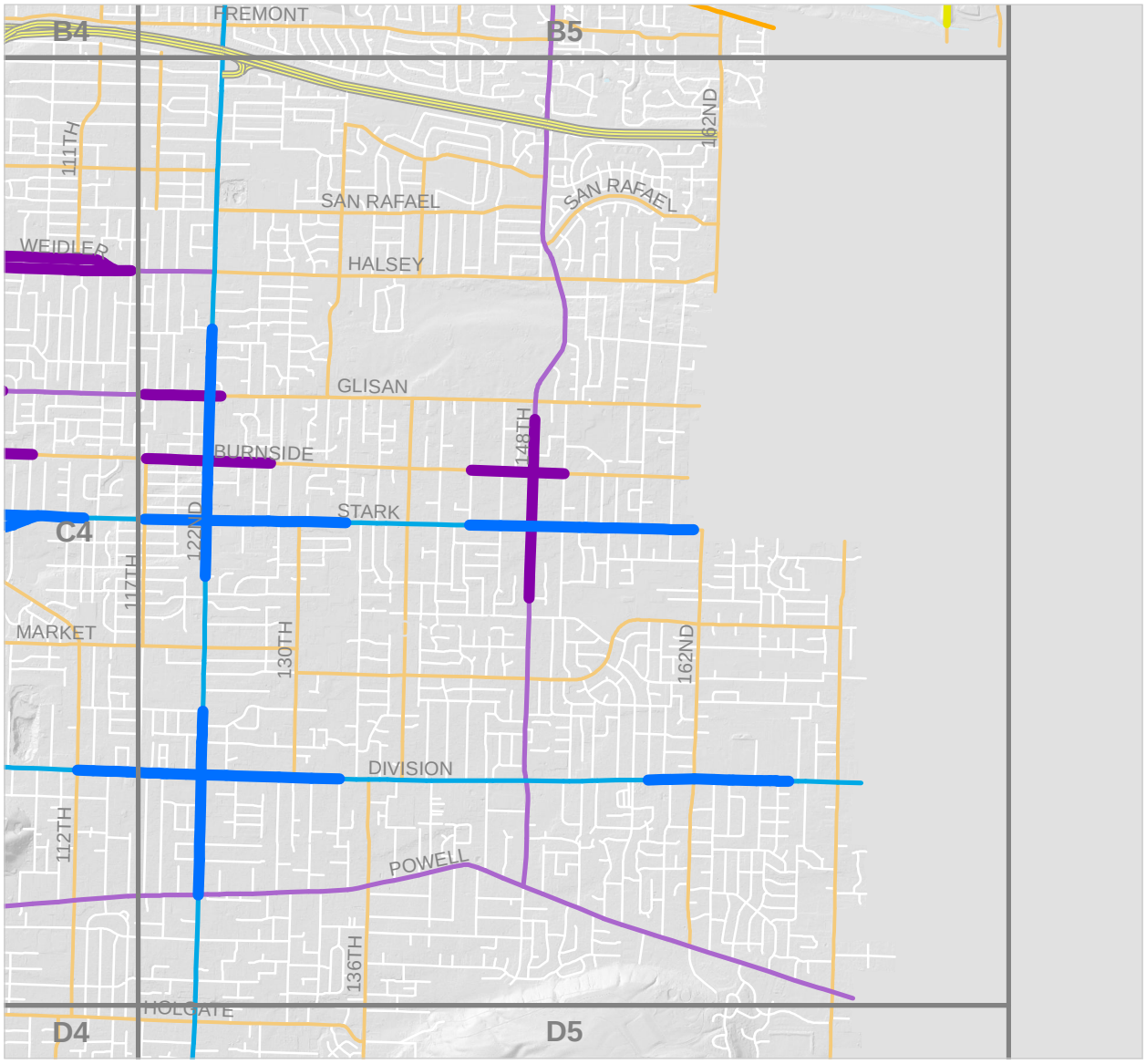

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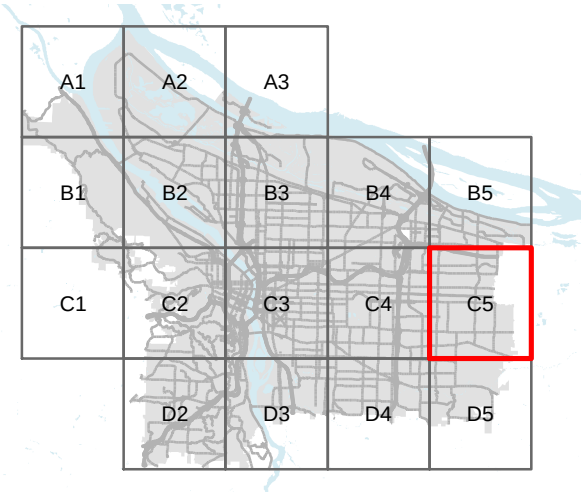

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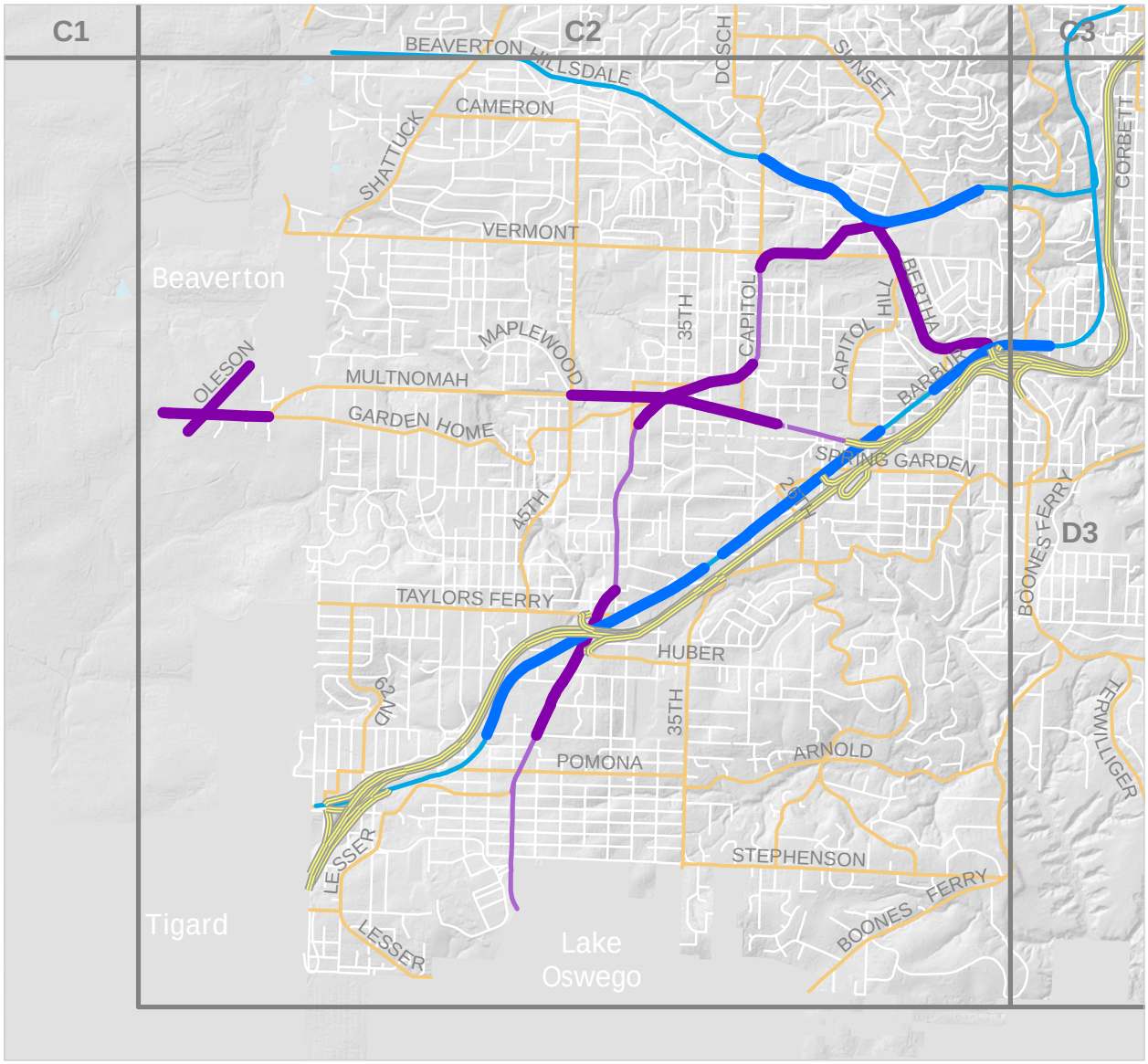

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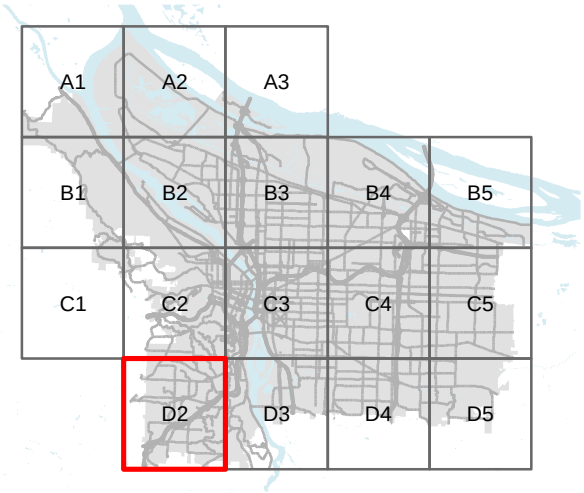
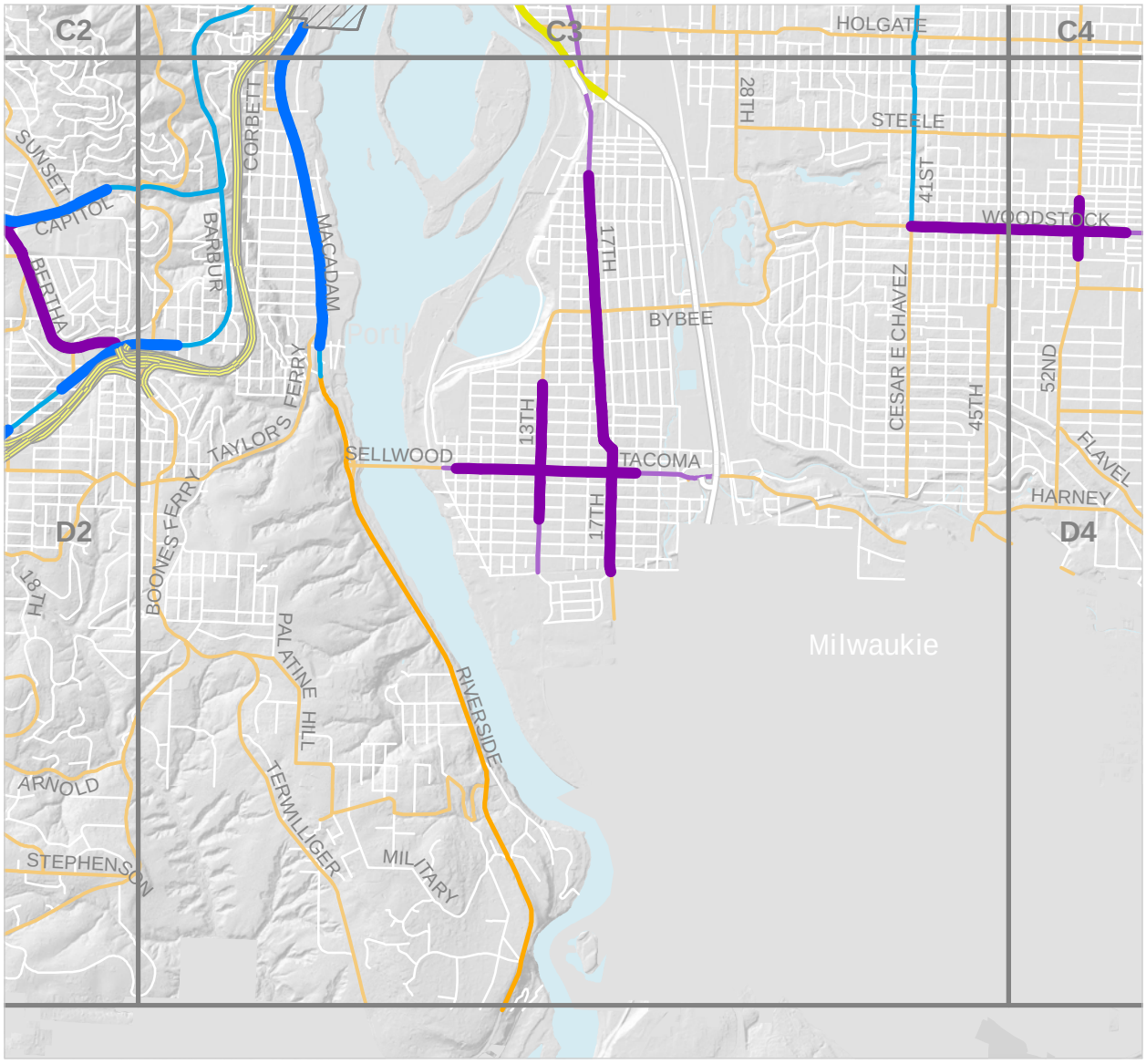


Ord. 188177, Vol. 2.5, page 14778



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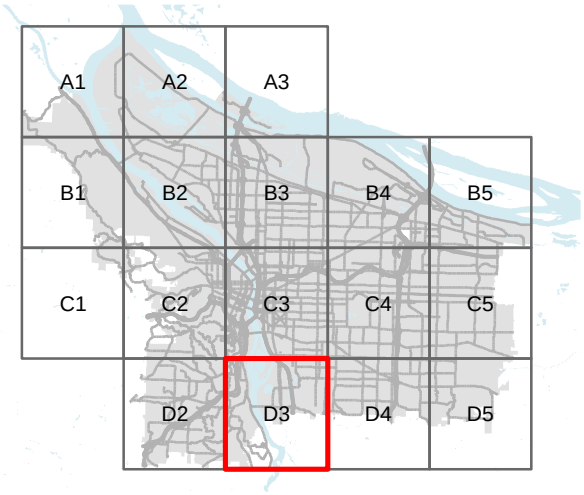
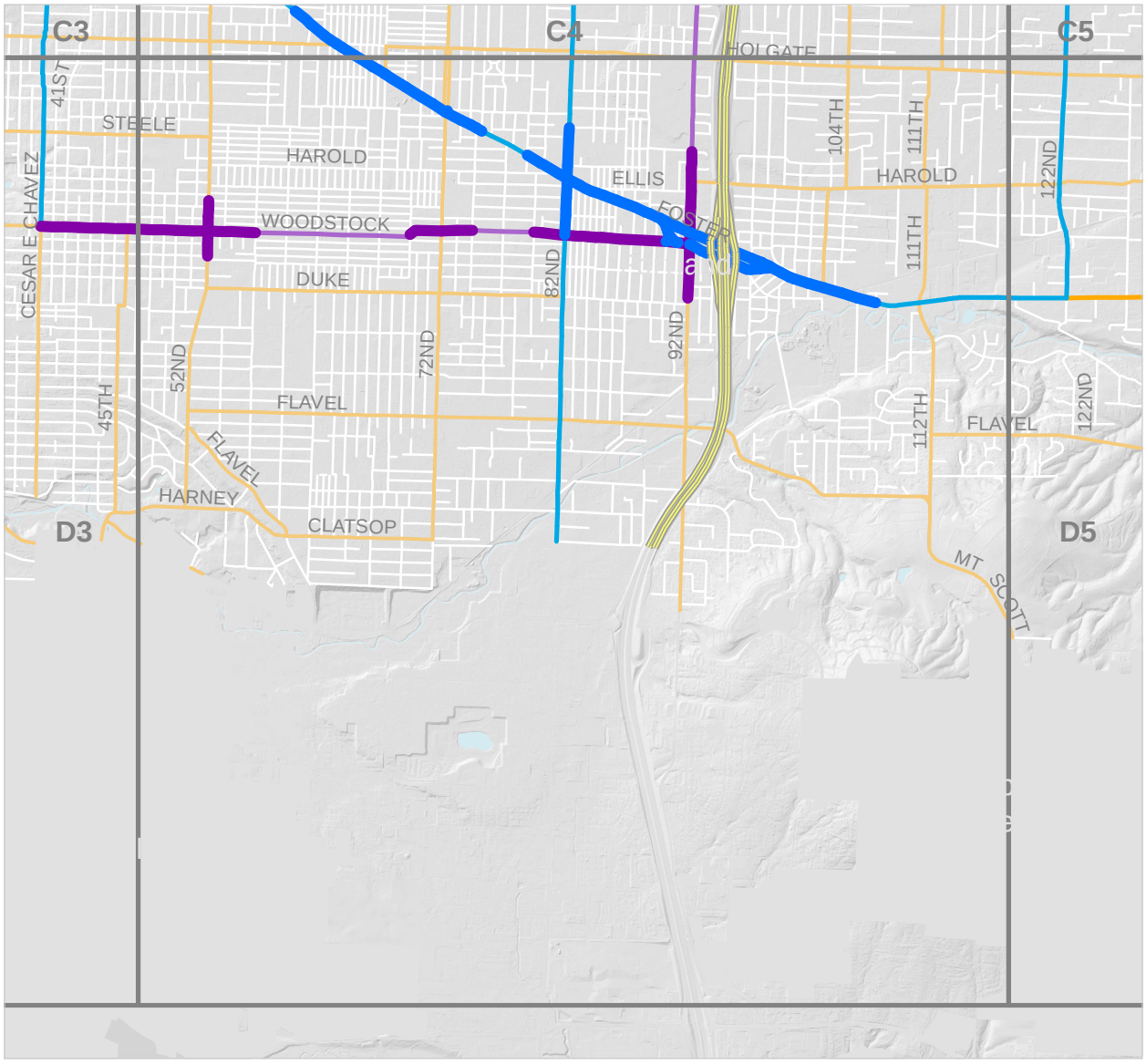


Ord. 188177, Vol. 2.5, page 14780



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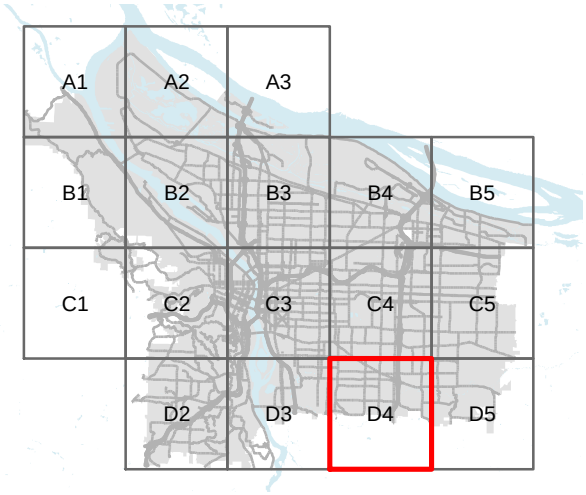
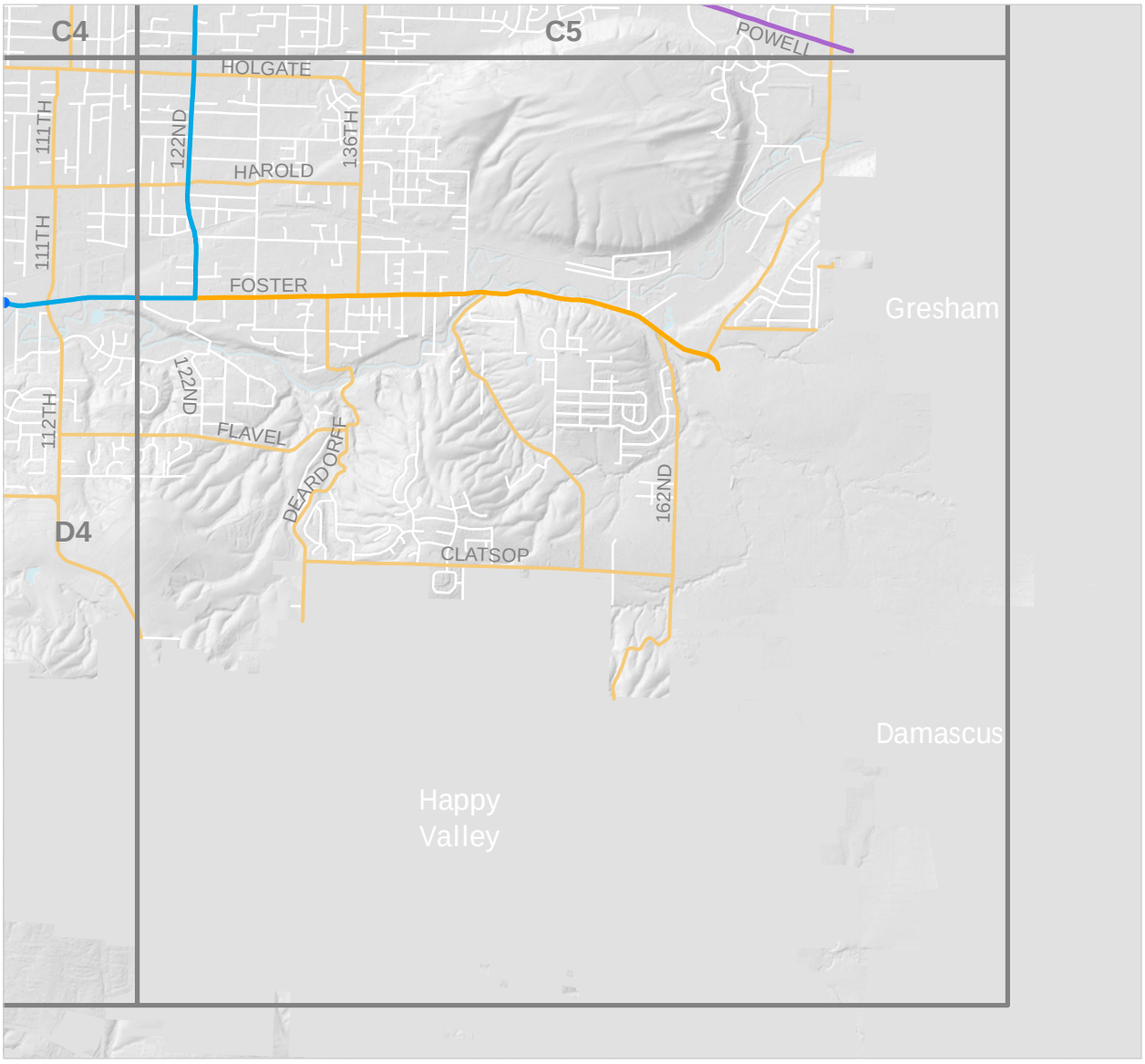


Ord. 188177, Vol. 2.5, page 14782



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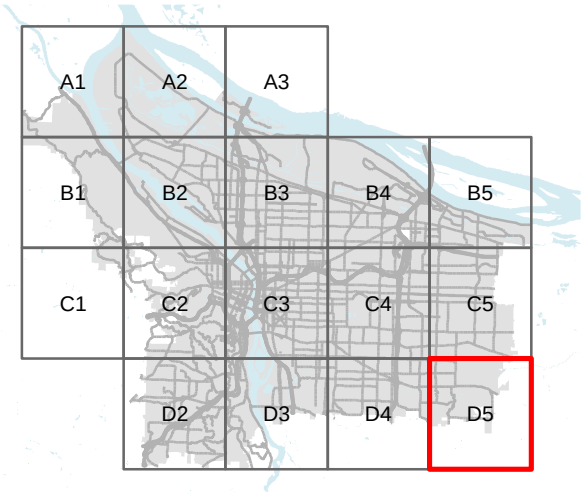

Ord. 188177, Vol. 2.5, page 14784

City of Portland
Transportation System Plan

Proposed Draft
December 18, 2015

Section 8: South Waterfront and Water Avenue Area Classification Maps

Commentary

The TSP Classification Maps are being updated to reflect the Ordinance number 185208, adopted in March 2012, which changed street classifications in the South Waterfront area as well as in the Water Ave and Clinton-to-the-River area in the Central Eastside. These changes have legally already taken effect, but we need to make the changes in the published TSP and online maps such as Portland Maps and PBOT's internal GIS. **This is not part of Task 5**, since it has already been approved by City Council by ordinance.

A new design standard for maps in the TSP is being developed. All maps will redesigned for continuity throughout the TSP, including the South Waterfront & Water Avenue Realignment Classification maps.

(Refer to map amendments in Exhibit A of Ordinance 185208 - Amend the Transportation System Plan, part of the Portland Comprehensive Plan, to include updated street segment classifications, project list descriptions and project alignments on transportation system improvement maps to implement the Land Use Final Order for the Portland-Milwaukie Light Rail Project, http://efiles.portlandoregon.gov/Record/4773969/File/Document)

City of Portland
Transportation System Plan

Proposed Draft
December 18, 2015

Section 9: Master Street Plans

Ord. 188177, Vol. 2.5, page 14790

Commentary

- This chapter was updated to reflect previously adopted Master Street Plans and previously adopted local street plans.

- South Waterfront, Gateway, Cully, Outer-Powell, Division-Midway and Tryon-Stephens were added or updated.

- Maps were updated and added to reflect the adopted changes and will be amended in the TSP.

- Gateway and South Waterfront were adopted by ordinance; therefore have been binding, but are now incorporated into the document.

- Cully, Outer-Powell, Division-Midway and Tryon-Stephens were adopted by resolution and will be adopted by ordinance at the end of the update process.

INTRODUCTION

Background

The purpose of the master street plans is to increase the efficiency of the transportation system through increased street connectivity and a finer mesh of pedestrian and bikeways. A dense grid of streets helps spread local vehicle trips more evenly over the local street network and reduces congestion on the arterial system. Studies show that improved local street connectivity improves arterial system capacity by as much as 25 percent.

Studies show that distance is one of the most important factors in mode choice. The lack of a dense grid of streets and pedestrian/bicycle connections results in out-of-direction travel that is particularly discouraging to potential pedestrians and bicyclists. The result is increased use of the automobile for trips to nearby ~~(as the crow flies)~~ destinations. Trips need to be relatively short and direct to encourage travel on foot or by bicycle.

Good street connectivity improves emergency response times. Police, fire, and ambulance services can reach their destinations more quickly because there is less out-of-direction travel. Multiple access routes can reduce travel times and provide access options if one route is blocked.

Good local street connections can reduce traffic volumes on other streets by spreading traffic over a denser network. With more intersections, traffic also moves more slowly because side street traffic and stop signs discourage drivers from speeding.

As properties are subdivided and developed, access needs are met primarily through new streets. The City's local street network has grown over time, as outlying areas became more urbanized or older areas are redeveloped. In the past, development was not always required to address connections to adjacent areas as well as internal circulation. The result has been large areas of the City with poor connectivity, particularly in newer areas where the counties previously regulated development.

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State Requirements

State Requirements

Street connectivity must be part of transportation system plans (TSPs) and adopting Ordinances. The Oregon Administrative Rule for State Land Use Goal 12, Transportation, Section 660-012-0020, Elements of Transportation Systems Plans, requires:

> A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections.... The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-045(3)(b).

The State Transportation Planning Rule (TPR) states that the intent of the requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets that are needed to provide reasonably direct routes for bicycle and pedestrian travel. -The rule referenced above goes on to state:

> On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.

The TPR also states that local jurisdictions should establish their own standards or criteria for providing streets and accessways consistent with the intent stated above. This may be accomplished through standards for spacing of streets or accessways, and standards for excessive out-of-direction travel. The TPR defines 'safe and convenient' access as being:

- Reasonably free from hazards
- Meeting the needs of cyclists and pedestrians, considering destination and length of trip

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Metro Requirements

Metro Requirements

~~The Metro Council adopted~~ a new ~~the Urban Growth Management Functional Plan (UGMFP) in 20101996. Functional plans are an important regional policy tool that may contain both recommendations and requirements for changes in local comprehensive plans. The UGMFP contains specific requirements for street connectivity in Title 6: Regional Accessibilit~~

~~This title has subsequently been superceded by the Regional Transportation Plan (RTP), which the Metro Council adopted on August 10, 2000.~~

The Regional Transportation Function Plan (RTFP), adopted in 2010 (Ordinance 10-1241B) and updated in 2012 ~~RTP~~ requires jurisdictions to implement two types of street plans:

1. Conceptual street plans that:

Map contiguous areas of vacant and redevelopable parcels of five or more acres planned or zoned for residential or mixed-use development
Identify appropriate connections to adjacent areas

- Demonstrate opportunities to extend and connect to existing streets, provide direct public right-of-way routes, and limit the potential of cul-de-sac and other closed-end street designs

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Metro Requirements Continued

2. A street map for new residential or mixed-use development that will require construction of a new street(s) that:

   - Responds to and expands on the conceptual street plan map
   - Provides for street connections no further apart than 530 feet, except where prevented by barriers such as topography, railroads, freeways, pre-existing development, or water features where regulations do not allow construction of or prescribe different standards for streets
   - Provides bicycle and/or pedestrian connections when full street connections are not possible, no further apart than 330 feet, except where prevented by barriers as noted above
   - Limits the use of cul-de-sac or closed street systems
   - Includes street cross-sections

~~Conceptual street plans must be adopted as part of local jurisdictions' comprehensive plans. Policy 11.11, Street Plans, in Goal 11B (Chapter 2 of the TSP) includes the objective and map for each master street plan.~~

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Areas Meeting Connectivity Requirements

Existing Master Street Plans

Southwest and Far Southeast

Areas Meeting Connectivity Requirements

Many areas of Portland meet the RTP connectivity standards or are not required to have master street plans. The district maps in Chapter 2 of the TSP (Maps 11.11.9-11.11.16) show these areas. Areas not required to meet connectivity standards include industrial sanctuaries, open space, and protected environmental areas. In Portland these are areas zoned IG1, IG2, IH, OS, and p.

Existing Master Street Plans

Southwest and Far Southeast

The City completed master street plans for the Southwest and Far Southeast transportation districts in June 2001. These two master street plans satisfy the State and regional requirements to identify the location and type of new local street connections. The methodology and criteria used to develop the plans are described briefly below. The SW and Far SE Master Street Plan – Final Report and Recommendations contains quarter-section level maps and tables that detail the recommended connections. The report identifies three objectives to be met:

- Reduce the uncertainty in the development review process regarding when and where new street connections will be an issue.
- Provide for better coordination of the local street system development.
- Comply with the mandates of the State Transportation Planning Rule and Regional Transportation Plan for street connectivity.

The Southwest and Far Southeast master street plans were developed through a number of steps, with mapping associated with each step:

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Southwest and Far Southeast Master Street plan steps

Step One

- Define blocks in the study area that meet the spacing standard.
- Define areas being excluded (areas where streets are complete or underway; parcels zoned as park, open space, or industrial; religious or educational institutions).

Step Two

- Define remaining areas that have development or redevelopment potential (land value greater than improvement value; different Comprehensive Plan and zoning designations; two-acre or larger parcels).
- Define development constraints (street spacing not met, but parcels don't meet development potential).

Step Three

- Define blocks with barriers to connectivity (environmentally constrained).

Step Four

- Group the remaining areas into focus areas.

Step Five

- Define locations of new connections.
- Determine specificity of connections – specific points or along a block face).
- Apply type of connection – street or pedestrian/bicycle.

The plan's recommendations include information about the location, level of alignment specificity, type of connection, barriers, presence of environmental zones, traffic impacts, field notes, and comments from the public or technical staff.

While the master street plans identify a number of future connections, the absence of a connection does not mean a connection is not needed or feasible. All areas within the study areas are still subject to relevant policy and spacing standards.

Ord. 188177, Vol. 2.5, page 14802

Commentary

Area-Specific Master Street Plans:

- Maps included on the following Proposed Amendment pages are new to the TSP. Previously adopted maps are within the existing TSP.

Areas Not Covered by Master Street Plans

Area-Specific Master Street Plans

Street plans have been completed, but not adopted into the Comprehensive Plan, for other areas of the City over the past several years. Although they are not specifically intended to meet the

State and regional requirements, they do function as master street plans. These plans cover the following areas:

- Gateway Regional Center
- Airport Way (Columbia Corridor)
- Bridgeton (Northeast district adjacent to Marine Drive)
- South Portland (west end of the Ross Island Bridge)
- South Waterfront ~~North Macadam~~ (Central City)
- River District (Central City)
- Cully Local Street Plan
- Division-Midway Neighborhood Street Plan
- Tryon-Stephens Headwaters Neighborhood Street Plan

Each plan or study is summarized below, along with maps derived from the original documents. ~~The street plans are included under Policy 11.11 as part of the City's Comprehensive Plan. The maps have been modified for inclusion in Chapter 2, Goal 11B, of the TSP.~~

Areas Not Covered by Master Street Plans

Master Street plans have not been completed for all or parts of the North, Northeast, Far Northeast, Southeast, Northwest, and Central City districts. Other areas were excluded from the Southwest and Far Southeast Master Street Plans: the east light rail corridor (102nd to the city limits, NE Glisan to SE Stark), the Hillsdale town center, and the West Portland town center. Master Street plans for these areas will be completed as refinement plans of the TSP. Until such plans are completed, the location and implementation of new street and pedestrian/bicycle connections will be governed by Title 17: Public Improvements, and Title 33: Planning and Zoning, requirements in City Code. Title 17 regulations govern developing or redeveloping sites that do not include a land division, and Title 33 regulations govern developing or redeveloping sites that do include a land division. The spacing standards in each title are 530 feet for full street connections and 330 feet for pedestrian/bicycle connections where full street connections are not feasible.
~~Policy 11.11, Street Plans, in Chapter 2 of the TSP contains maps of the areas where master street plans have not yet been completed. Master street plans are not required for any parts of these areas that meet the connectivity standards.~~

SOUTH WATERFRONT DISTRICT STREET PLAN, CRITERIA AND STANDARDS

South Waterfront plan and development plan updated and adopted in 2009.

SOUTH WATERFRONT DISTRICT STREET PLAN, CRITERIA AND STANDARDS

Background

In 1996, the Portland City Council accepted the City Engineer's Report titled North Macadam District Street Plan, which identified and classified a street system for the North Macadam District. On January 20, 2003, City Council adopted amendments to the Central City Plan and updated the District's special design guidelines and the zoning code. At the same time, City Council changed the North Macadam District name to South Waterfront District (the District). By authority of the City Engineer under Title 17 City Code, the South Waterfront Street Plan, Criteria and Standards was amended in 2007 providing updated design criteria and standard details for the District's public rights-of-way. The 2009 document update amends the North District (the area south of Sheridan St and north of Gibbs St) rights-of-way alignment and standards to accommodate future light rail and property development, as well as expanded streetcar service and bicycle and pedestrian infrastructure.

The South Waterfront District of the Central City of Portland lies along the Willamette River and south of downtown. The district boundaries are the River, Interstate 5, the Marquam Bridge and SW Hamilton Court. Adopted City policy envisions this as a mixed-use neighborhood with significant residential development along the River and commercial development focused along transit corridors. With just over one mile of River frontage the District contains approximately 140 acres. Some land is developed or being developed and some land is vacant land or has redevelopment potential.

The primary development constraint in the District is transportation access to and from regional highway and transit systems. The South Waterfront Plan of January 20, 2003 includes a vision, policies and an Urban Design Plan that promotes high density housing and commercial development with a full range of businesses that contribute to the region's job growth. The vision also includes frequent public connections to the river, limiting the size and amount of surface parking lots, and integrating development and services.

Ord. 188177, Vol. 2.5, page 14806

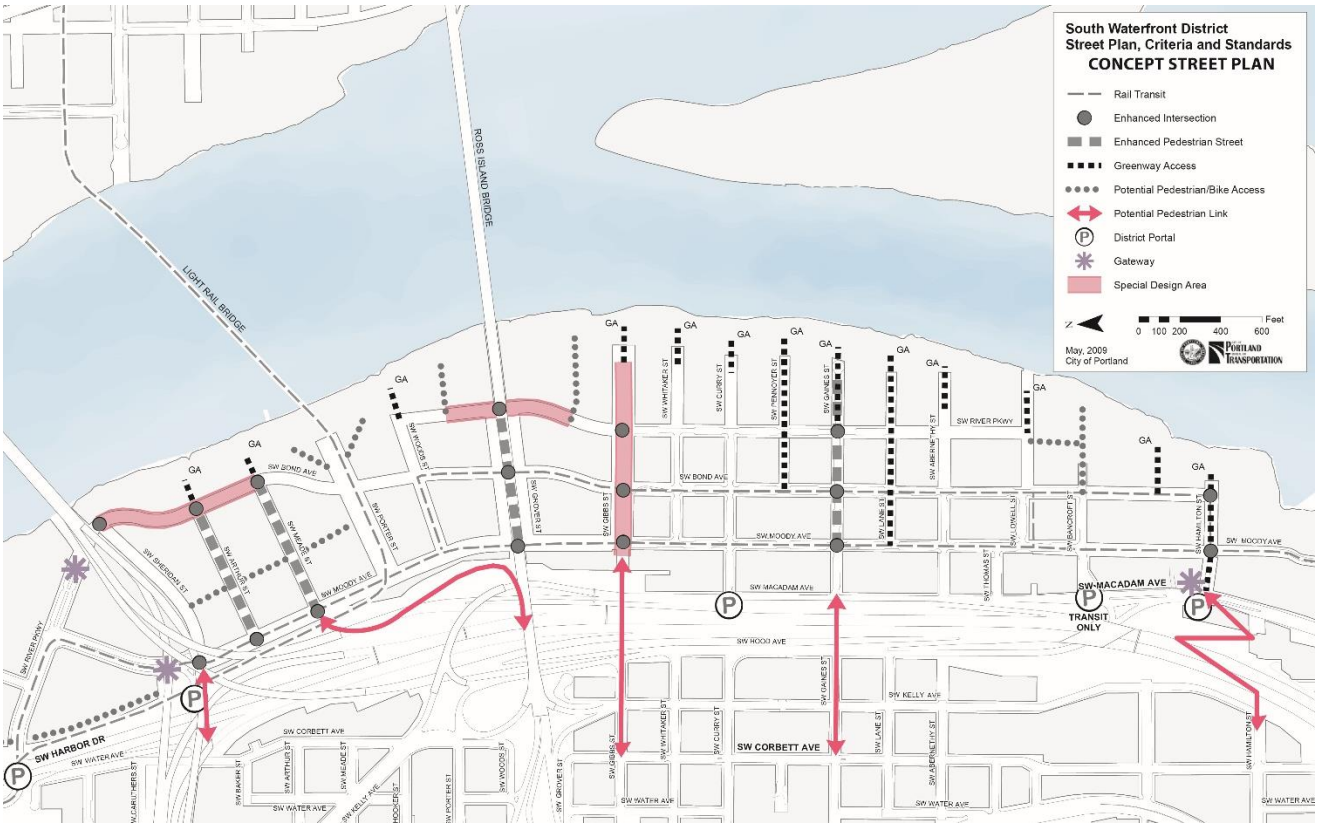
Commentary

SOUTH WATERFRONT DISTRICT STREET PLAN MAP

A new design standard for maps in the TSP is being developed. All maps will be redesigned for continuity throughout the TSP, including the Master Street Plan maps.

As of September 2015 PDC and PBOT are working together on refinements to the South Waterfront street plan, specifically around the location and deign of portions of SW Bond Avenue that has not been developed yet.

Since the adoption of the plan a number of infrastructure improvements such as parks and roads have been implemented that could alter the map. During this stage of the update the map as adopted in 2009 will stay in the document as is. Future updates will reflect current/updated street grid and infrastructure improvements.



Ord. 188177, Vol. 2.5, page 14808

SOUTH WATERFRONT DISTRICT STREET PLAN CONTINUED

In 1998 the North Macadam District Street Design Standards and Criteria Plan: Transportation Report considered and analyzed South Waterfront's limited access and adjacency to I-5 and Ross Island Bridge ramps. The analysis included the three district portal intersections: River Parkway and Harbor Drive (north), Curry and Macadam (center) and Bancroft and Macadam (south). The analysis was based on the District's 20-year goals for accommodating 10,000 jobs and 3,000 housing units and a 30 percent mode split. The housing goal has since been increased to 5,000 units.

Conclusions were:

- Bancroft and Macadam portal improvements would accommodate traffic growth and transit access at acceptable levels of service. South Waterfront (North Macadam District) became part of the Central City in 1988.

- Moving the central portal from Gibbs to Curry and improving the Curry and Macadam intersection would better accommodate traffic operation, growth and access from I-5 to the District.

- As the District's growth nears 10,000 jobs and 5,000 housing units, portal access will degrade and as a result function at a marginally acceptable level.

- River Parkway and Harbor Drive would operate at acceptable levels although backups on I-5 and Naito Parkway could interfere with operations on a more frequent basis in the future.

The 1998 transportation analysis demonstrated that while the District will experience increased congestion over time, the portal capacity with the identified portal improvements and increased transit service should continue to provide acceptable levels of service to the District and the regional transportation system.

Since the 1998 report, plans for portal improvements have been altered. Through the South Portal Study, conducted in 2006, the recommended south portal shifted south to Hamilton St and Macadam. In addition, the planned central portal improvements at Curry have been scaled back and north portal improvements at River Parkway and Harbor Drive have been added. In fact, in 2009 the Portland Bureau of Transportation updated the technical analysis through the North Macadam Transportation Development Strategy (resolution no. 36696 adopted April 8, 2009). The report identified multi-modal project priorities and a funding strategy to guide project implementation necessary to support continued development of the urban renewal area, including portal improvements.

Ord. 188177, Vol. 2.5, page 14810

SOUTH WATERFRONT DISTRICT STREET PLAN CONTINUED

The 2007 update of the South Waterfront District Street Plan, Criteria and Standards primarily responded to development in the Central District and completion of infrastructure projects, including the Portland Streetcar extension to Lowell St and the Portland Aerial Tram to Oregon Health Sciences University. Transportation studies, such as the 2004 South Waterfront District Transportation Improvements Evaluation and 2006 South Portal Study had also been completed. Major updates included changes to the street lighting design standards, certain street furniture standards, and the modification of the street plan based on the recommendations of the South Portal Study and the new Greenstreet Policy (resolution no. 36500 adopted in April of 2007). Other changes included modest refinements to various street dimensional standards developed through preliminary engineering and construction of these streets and to refinements of various performance criteria. Overview South Waterfront

2009 Update
Since the 2007 update, the City of Portland has endorsed the locally Preferred Alternative (LPA) for the Portland to Milwaukie Light Rail alignment. This alignment extended light rail south into the North District and include bus service and streetcar utilizing the same alignment. In addition, the OHSU Schnitzer Campus master plan and the North Macadam Transportation Development Strategy report, with a prioritized list of multi-modal projects and a funding strategy, have been completed. These activities generated the need to refine and update various elements of the Street Plan. Major updates include changes to the street alignments and designations in the Concept Street Plan Map, updates of some street widths in the Right-of-WayWidth Map changes to street descriptions in the Street Classification and Function Table, and adjustments to the Standard Street Sections.

Specific changes made to the Concept Street Plan map are as follows:

- Bond Ave extends north through the District.
- Bond Ave is one-way northbound through the District.
- Moody Ave is one-way southbound for vehicular traffic through the District; and one-way southbound for streetcar south of Woods St.
- Moody Ave remains two-way streetcar north of Woods St.
- Moody Ave includes a two-way bike path along the west-side to minimize bike/streetcar interactions.
- The grades of Moody Ave and Porter St are raised to a level consistent with the Willamette River Crossing Partnership findings necessary for light rail.
- Porter St carries light rail, streetcar and bus in two directions only; private vehicles are not accommodated on this street.
- River Pkwy (south of the Marquam Bridge) terminates at Woods St.
- Alignments are adjusted for local east-west streets north of Gibbs St.
- "Special Design Area" beneath the Ross Island Bridge has been relocated to reflect the location of the potential active-use park. Grover St is aligned on either side of the Ross Island Bridge.

Ord. 188177, Vol. 2.5, page 14812

SOUTH WATERFRONT DISTRICT STREET PLAN CONTINUED
North Macadam Street Plan deleted and replaced by South Waterfront District Street Plan

~~The North Macadam Street Plan was developed by the Portland Office of Transportation (PDOT) and accepted by City Council as part of the City Engineer's report on November 12, 1996 (see North Macadam District Planning, Chapter 12). Planning efforts continued to refine regulations and guidelines developed for North Macadam. On November 13, 2002, City Council passed Resolution 36111 and Ordinance 177082 adopted the South Waterfront (previously North Macadam) Plan, Zoning Code, and Design Guidelines.~~

~~As part of Council's adopting actions, the Office of Transportation was directed to~~

> ~~work with Environmental Service, Planning, Portland Development Commission and other relevant agencies to update the Street Plan for North Macadam, including updates to the Transportation Element of the Comprehensive Plan, the street plan maps, street standards and street plan principles, to be consistent with the policies and Transportation Concept of the North Macadam Plan, and return to City Council for review and acceptance no later than January 20, 2003.~~

~~On February 26, 2003, PDOT issued an "Interim South Waterfront Street Plan" to address the immediate need of an updated street plan with the acknowledgement that additional work was needed to address street standard details, allow for community review, and solicit advice from the Design Commission.~~

~~In response to the Portland-Milwaukee Light Rail Project, the re-aligment of Water Avenue, the Clinton the the River Project and the North Macadam Transportation Development Strategy, a revised South Waterfront District Street Plan was adopted in November 2009 by Resolution 36753. The new plan and revsioins to projects were adopted by Ordiance 185208 in 2011.~~

Ord. 188177, Vol. 2.5, page 14814

SOUTH WATERFRONT DISTRICT STREET PLAN CONTINUED
North Macadam Street Plan deleted and replaced by South Waterfront District Street Plan

~~Street Plan, Criteria and Standards~~

~~The South Waterfront District Street Plan, Criteria and Standards document was accepted by City Council on October 29, 2003. The document includes a Right-of-Way plan that focuses on the Willamette River, land use and open space network. It creates a balanced multimodal transportation system with east/west streets providing pedestrian circulation and service access while north/south streets provide transit, pedestrian, bike and vehicular mobility within the district. East/west streets are comprised of local and enhanced pedestrian streets that are regularly spaced and provide convenient access from north/south streets to businesses and residences.~~

~~Frequently spaced Enhanced Pedestrian Streets provide additional sidewalk widths and pedestrian-scale street lighting. East/west streets also extend to the river through green accessways to provide connectivity throughout the district.~~

~~The document also includes street plan principles, such as block sizes of no less than 200 feet and no greater than 500 feet, to promote a walkable and accessible pedestrian environment. The block system will also provide an opportunity to appropriately distribute traffic throughout the District consistent with new street classifications~~.

~~Street Classifications~~

~~The South Waterfront District Street Plan, Criteria and Standards document includes new street classifications for many of the existing and new streets in the District. All streets are classified based on the seven different street classifications in the Transportation Element of the Comprehensive Plan. Enhanced Pedestrian Streets and Green Accessways describe the look of certain streets rather than their function. The streets also have a classification within the Pedestrian classification system of the Transportation Element of the Comprehensive Plan.~~

Ord. 188177, Vol. 2.5, page 14816

Commentary

GATEWAY REGIONAL CENTER STREET PLAN

Working with PDC the Gateway Master Street Plan was updated in the Central area in 2009. It was adopted by Ordinance which made the changes binding. The TSP document has not been updated since 2007. The new language and the map reflect the adopted Central Gateway Street Plan.

Although the Gateway Master Street Plan was updated through a public process, it has been difficult to get new streets in the district. PDC is working with City bureaus on an Action Plan in Gateway to help address some of these issues.

GATEWAY REGIONAL CENTER STREET PLAN

Background

The 2040 Growth Concept identifies the Gateway regional center as the only regional center in Portland. Planning for Gateway began with the Outer Southeast Community Plan and continued with the Opportunity Gateway Concept Plan and Redevelopment Strategy. City Council accepted Opportunity Gateway in February 2000 (Resolution No. 35867). The Outer Southeast Community Plan resulted in a plan district and transit-supportive zoning

The Central Gateway portion of the Gateway District Master Street Plan was amended in 2009. This amendment was based on a recommendation in the Central Gateway Redevelopment Strategy, which was adopted by the Portland Development Commission in August 2007. The Central Gateway Redevelopment Strategy concluded that the street plan for Central Gateway should be updated, with the goal of increasing connectivity in Central Gateway, providing greater certainty to developers about street requirements and opening up parcels to redevelopment.

Street Connectivity

A discontinuous network of streets and sidewalks, high volumes of through-traffic, and underutilized property characterize Gateway regional center. Access to the transit stations in Gateway's northwest corner and at 102nd and Burnside is problematic. Discontinuous streets discourage walking and bicycling, resulting in significant out-of-direction travel for all modes.

Increasing street connectivity would disperse trips among many alternate routes, thereby reducing congestion, shortening trip lengths, and increasing the mode split for alternatives to the automobile.

Ord. 188177, Vol. 2.5, page 14818

GATEWAY REGIONAL CENTER STREET PLAN CONTINUED

Concept Plan Map

The Opportunity Gateway Concept Plan and Redevelopment Strategy is intended to serve as the 'appropriate vision' for the redevelopment of Gateway as a regional center. The concept plan map is a picture of the regional center's redevelopment potential and build-out in 2019. While the plan map affixes buildings and parks to specific locations, the reality is that new construction will appear somewhat differently. While new streets and connections are identified, they are also subject to change to respond to development opportunities. The Opportunity Gateway report states: "It is rigid enough to be a statement of what is and is not desirable in the Regional Center, and flexible enough to be useful even as redevelopment circumstances change." The map graphically depicts the vision described in the report.

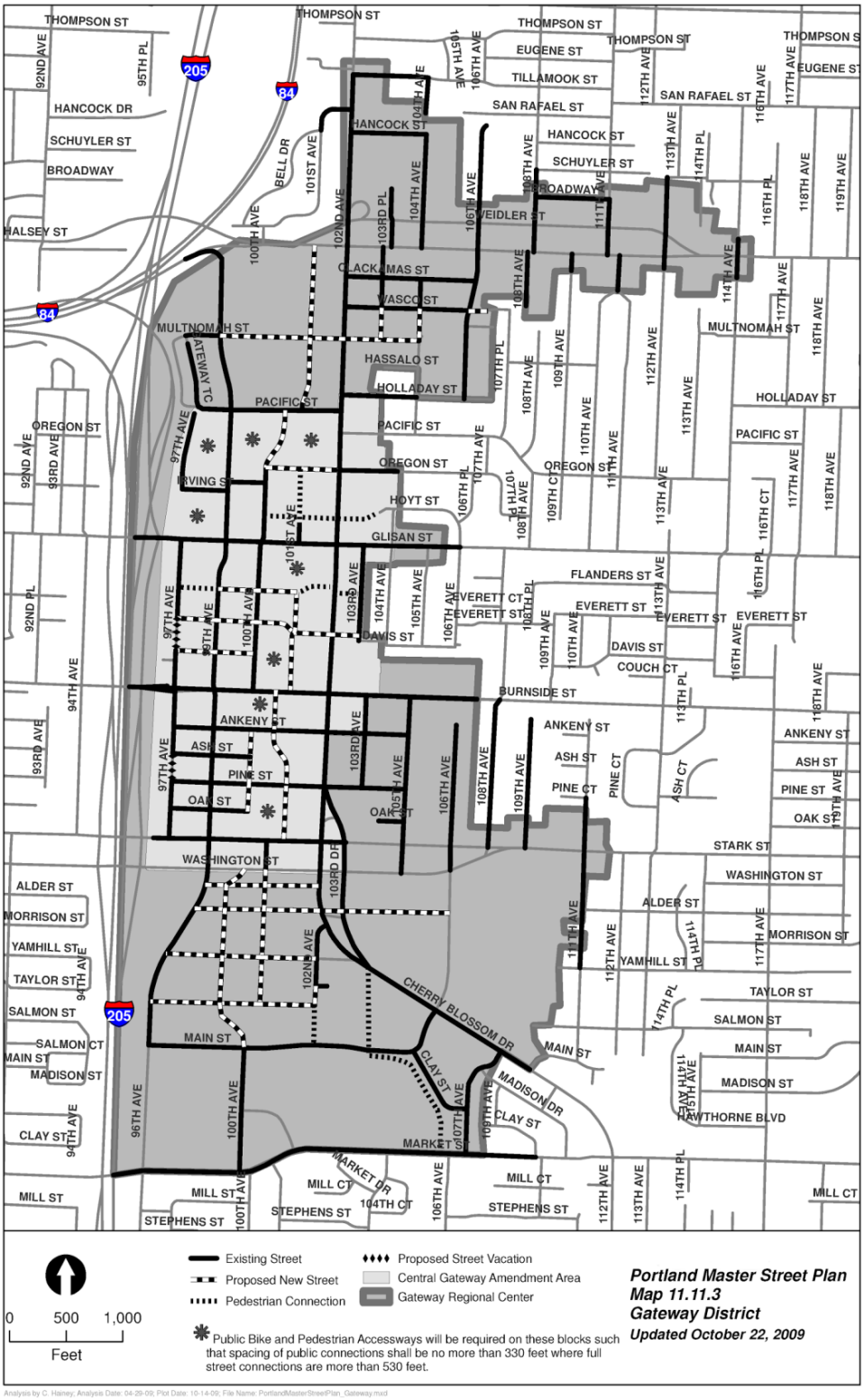
The concept plan map calls for a traditional block configuration, which will help unify the regional center's character. Some of the proposed new connections would greatly change existing circulation patterns. Northeast Multnomah between Fred Meyer's and Mervyn's at the Gateway Shopping Center is shown as a fully functional street, intended to help disperse traffic associated with the transit center. In the southern part of the regional center, several new public streets are shown in the Mall 205 and Plaza 205 properties, breaking up what are now large expanses of parking. Pedestrian pathways connect important routes and destinations where full streets are not possible or appropriate, such as between SE 105th and the Adventist Medical Center.

As the major north-south arterial, 102nd Avenue is the spine of the district and is targeted for improvements for all modes. Changes to 99th Avenue would allow it to act as an additional north-south carrier, improving access for development projects and creating a new local identity the length of the district. Major east-west streets (Stark/Washington, Halsey/Weidler, Burnside, and Glisan) will continue to carry significant volumes of through-traffic. Better local north-south street connections will link the two main large shopping areas together, and improved connectivity will be provided within each of these shopping areas.

Ord. 188177, Vol. 2.5, page 14820

GATEWAY REGIONAL CENTER STREET PLAN CONTINUED

A new design standard for maps in the TSP is being developed. All maps will redesigned for continuity throughout the TSP, including the Master Street Plan maps.



Ord. 188177, Vol. 2.5, page 14822

GATEWAY REGIONAL CENTER STREET PLAN CONTINUED

Central Gateway Street Plan 2009

The Central Gateway Master Street Plan revision was developed to provide flexibility for connections while maintaining larger parcels for redevelopment, recognizing existing parcel lines, provide connections on the local network without altering the district or neighborhood collectors and to foster redevelopment in the City's only regional Center. Criteria was established for consideration in the proposed plan. Other goals of the plan included aligning streets on parcel boundaries for shared investment in right-of-way improvements; consider common or multiple parcel ownership; minimize parcel impacts and maintain reminder parcels; preserve some large parcels or contiguous ownership parcels; discourage cut-through traffic while providing access; discourage off-set intersections; consider potential spacing of crosswalks or signals.

With these criteria and goals, a revised street plan for Central Gateway was developed. The revised street plan provided needed multi-modal connections within the Central Gateway area without changing the function of the major traffic streets and collectors surrounding the area, such as 102nd Ave., Glisan, Burnside, and Stark.

Characteristics of the revised street plan:
East-west connections between 97th Ave. and 102nd Ave. on Flanders St. and Davis St. North-south connection on 100th Ave. between Oak St. and Burnside and also between Oregon St. and Pacific St.

North–south connection on 101st Ave. between Stark St. and approximately Flanders St., improving multi-modal access to the light-rail station on 102nd and Burnside.
Internal connection on Oregon St. approximately Hoyt St., Coach St., and 101st Ave.

Vacating portions of 97th Ave. to allow developable parcels near I-205. This would continue to allow multi-modal access to the parcels.

Maintaining existing large parcels for development and redevelopment while also providing public bicycle and pedestrian access ways. Large parcels would have the option to have public bike and pedestrian access ways on the site rather than full streets, as was required in the prior master street plan. Public bike and pedestrian access ways will be required on certain blocks such that spacing of public connections shall be no more than 330 feet where full street connections are more than 530 feet. Additionally, pedestrian connections would be required throughout Central Gateway.

Because large parcels were maintained for development and redevelopment, the revised street plan does not include some of the proposed streets that were in the previous in the street plan for the Gateway District. These include:

Ord. 188177, Vol. 2.5, page 14824

GATEWAY REGIONAL CENTER STREET PLAN CONTINUED

Extension of Oregon St. between 97th Ave. and 98th Ave. However, the revised street plan proposes to keep the Irving St. alignment as existing between 97th Ave. and 100th Ave., whereas the prior plan showed this segment as vacated.

Full street connection of Hoyt St. between 97th Ave. and 104th Ave.

Full street connection of roughly the Davis St. alignment between 97th Ave. and 103rd Ave. The revised street plan proposes that some portions of the alignment would be full street while other portions would be pedestrian connection.

Extension of 101st Ave. between Washington St. and Pacific St. The revised street plan proposes a mix of full streets and pedestrian connections on some portions of the 101st Ave. alignment. Other portions of the alignment would not have connections. Unlike as in the prior plan, the revised street plan does not intend for 10st Ave. to become a neighborhood collector. Rather, 99th Ave. would be a through street, with 100th Ave. also providing significant connectivity.) Extension of 100th Ave. between Oak St. and Washington St. (The revised street plan does not include any connectivity at this location. Vehicles, pedestrians, and bicycles could access the area from connections at 97th Ave., and 101st.

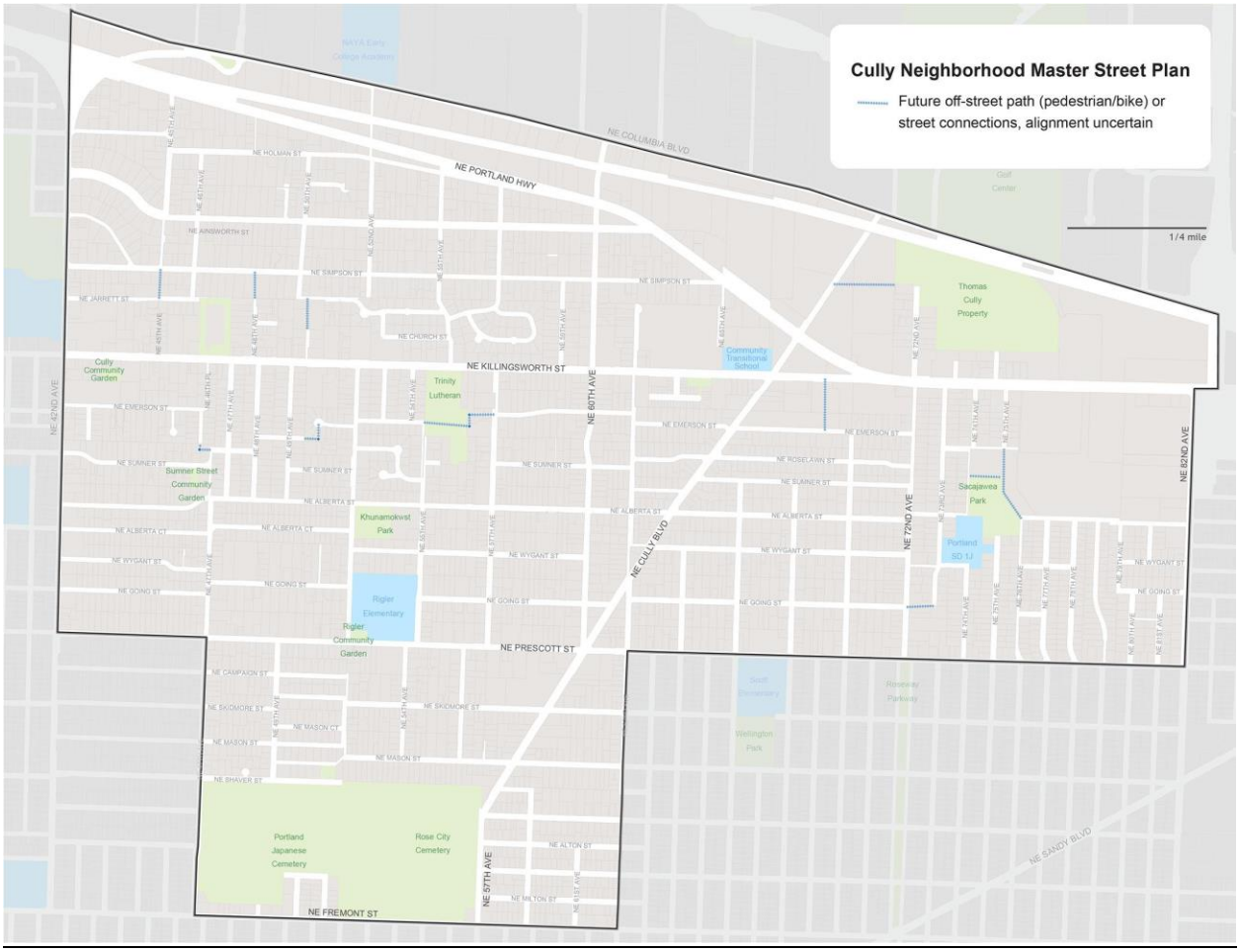
Ord. 188177, Vol. 2.5, page 14826

Commentary

Cully Neighborhood Local Street Plan (2012)
A new design standard for maps in the TSP is being developed. All maps will redesigned for continuity throughout the TSP, including the Master Street Plan maps.

Cully Neighborhood Local Street Plan (2012)

The Cully Commercial Corridor and Local Street Plan was adopted by Resolution 36952 in August 2012. Its development was funded by a Transportation Growth Management Grant from the Oregon Department of Transportation. Its recommendations were also influenced by the Portland Plan (April 2012) which had recommendations related to alternative right of way improvements, developing new options for unimproved rights-of-way and accelerating the creation of safe pedestrian connections. The Cully Neighborhood Local Street Plan identified new street or pedestrian/bicycle connections to improve street connectivity and address gaps in transportation networks.



FAR SOUTHEAST PORTLAND MASTER STREET PLAN

FAR SOUTHEAST PORTLAND MASTER STREET PLAN

Study Area

The Far Southeast Portland Master Street Plan includes nearly all of the Far Southeast Transportation District, from I-205 east to the City limit, and from Burnside south to the City limits. Some portions of this area are excluded from the plan: the Gateway regional center because a street plan already exists, and Burnside light rail station areas (102nd to 162nd, NE Glisan to SE Stark), where master street plans will be completed as part of TSP refinement plans.

Land Use

The Far Southeast is predominantly in residential use, with interspersed commercial/retail uses. Commercial/retail uses are located in strip commercial development along arterials such as 122nd and Division or in malls such as Mall 205 or the San Rafael Shopping Center. Institutions, such as colleges, hospitals, and schools, can create barriers, but offer limited opportunities for street connections. Cemeteries and parks also occupy significant tracts of land in the district. There are only a few pockets of industrial uses, principally near the Lents town center.

Zoning

The Far Southeast Master Street Plan Study area includes virtually all of the various City commercial zones, except some designed specifically for the Central City. The area includes nearly all the residential zones, excluding only the most dense zones. The employment and industrial zoning currently in place is confined primarily to the southern edge of the district. Significant tracts of open space zoning exist, with Powell Butte the largest. Environmental overlays are applied to areas with steep slopes and near streams and wetland areas, principally in the southeast portion of the district.

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FAR SOUTHEAST PORTLAND MASTER STREET PLAN CONTINUED

2040 Focus Areas - deleted

Area Character

Terrain and the density of development largely determine the area's character. Some less developed areas display a rural appearance, with open fields and large out-buildings. The majority of the district has a more suburban appearance, with large tracts of single-dwelling homes on medium to large lots. Some areas display a more urban character, with smaller lots and buildings closer to the street. Steep slopes with numerous streams and gullies are located in the southern portion of the area, along Johnson Creek and in Pleasant Valley.

Long-term county stewardship, along with recent population growth, has resulted in relatively few public streets in some areas, and large redevelopable parcels of land. Many of the area's local service streets and collectors are not fully improved. The lack of sidewalks results in a street system that is not particularly pedestrian friendly. The lack of public streets contributes significantly to out-of-direction travel patterns, and very wide major arterials carry many local trips as well as through-trips.

Issues and Constraints

Barriers (such as terrain, streams, and existing development) will continue to limit a connected street system, including bicycle/pedestrian accessways, in Far Southeast Portland. With expected increases in the number of households and dwelling units in the area, however, completion of the local street system will be needed even more to provide multimodal access to areas of new development and from those areas to neighborhood activity centers, transit, and arterials.

~~*2040 Focus Areas*~~

~~The regional 2040 Growth Concept identifies a number of design types in Far Southeast Portland: the Gateway regional center (including two light rail stations); the Lents town center; the light rail station communities at 122nd, 148th, and 162nd; and main street segments on Division and 122nd. The master street plan developed for Gateway through the Opportunity Gateway process is described later in this chapter. The vast majority of the area in the Lents town center east of I-205 meets connectivity standards or is in industrial zoning. A master street plan for the light rail corridor will be the subject of a refinement plan for the TSP. The main street areas are included in the Far Southeast District Master Street Plan.~~

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Outer Powell Blvd Conceptual Plan Design (2012)

Outer Powell Blvd Conceptual Plan Design (2012)

The City of Portland Bureau of Transportation, in coordination with the Oregon Department of Transportation (ODOT), developed a conceptual design plan for Outer SE Powell Blvd. from the I-205 to SE 174th Ave (city limits). This stretch of SE Powell Blvd is designated State Highway No. 26. Therefore, ODOT has jurisdiction along SE Powell Blvd.

The plan addressed the needs for Outer Powell Blvd in a 20-year time frame. The plan identified improvements and right-of-way width needs that will allow Outer SE Powell Blvd to serve vehicle traffic movement while also improving the safety, accessibility and the aesthetic environment for pedestrians, cyclists and transit riders. The Outer Powell Blvd Conceptual Plan Design was adopted by Resolution 36931 in February 2013.

A component of the plan was improving local connectivity around Powell Blvd. A Local Streets and Access-ways Report identified additional connections in the area.

Six types of connections were identified in the Local Streets and Accessways Report.

Separated In-Roadway Bicycle Facilities. Facilities that separate the bicycle travel lane from the motor vehicle lane with striping or a physical barrier. Examples are a standard bike lane, buffered bike lane, and cycle track.

Bicycle Boulevards/Advisory Bike Lanes. Facilities on low traffic volume streets where through movements of bicycles is given priority over motor vehicles Advisory bike lanes include dashed bike lane striping and single motor vehicle lane. Vehicles are allowed to enter bike lanes to pass each other.

Pedestrian and Bicycle Pathways. These facilities are outside of the roadway right-of way and fully separated from the roadway.

Street Connections. New local streets built to City standards. Sidewalks accommodate pedestrian travel and bike travel share the roadway with vehicles.

Pedestrian and Bicycle Crossings. Two types of crossings were identified. The first type is provided by the existing traffic signals. New signals were not recommended. The second crossing type is shown at generally desired locations between signalized intersections. Specific design treatments were not determined (e.g. pedestrian refuge island, HAWK signal, etc.)

Potential Street Realignment. Opportunities to realign existing streets through future redevelopment. The objective is to align intersections on opposite sides of Powell Boulevard to improve pedestrian crossings or access to transit stops.

Commentary

Division-Midway Neighborhood Street Plan

Tryon-Stephens Headwaters Neighborhood Street Plan

Division-Midway Neighborhood Street Plan

(Adopted by Resolution No. 37157 October 15, 2015)

The Portland Bureau of Transportation (PBOT), in partnership with the Portland Bureau of Planning and Sustainability and Oregon Department of Transportation (ODOT), developed the Division-Midway Neighborhood Street Plan. The Division-Midway Neighborhood Street Plan was developed to help improve local street and pathway connectivity in several East Portland neighborhoods. The project area is centered on SE Division Street, a designated "Main Street" in the Metro Region 2040 Growth Concept Plan and the study area was bounded by SE 112th Ave, SE 148th Ave, SE Stark and SE Holgate and includes portions of the Hazelwood, Mill Park, Centennial and Powellhurst Gilbert neighborhoods.

Goals and Objectives: The overall goal is to develop a Neighborhood Street Plan that can better increase street connectivity and multi-modal travel options within the project area. Objectives:

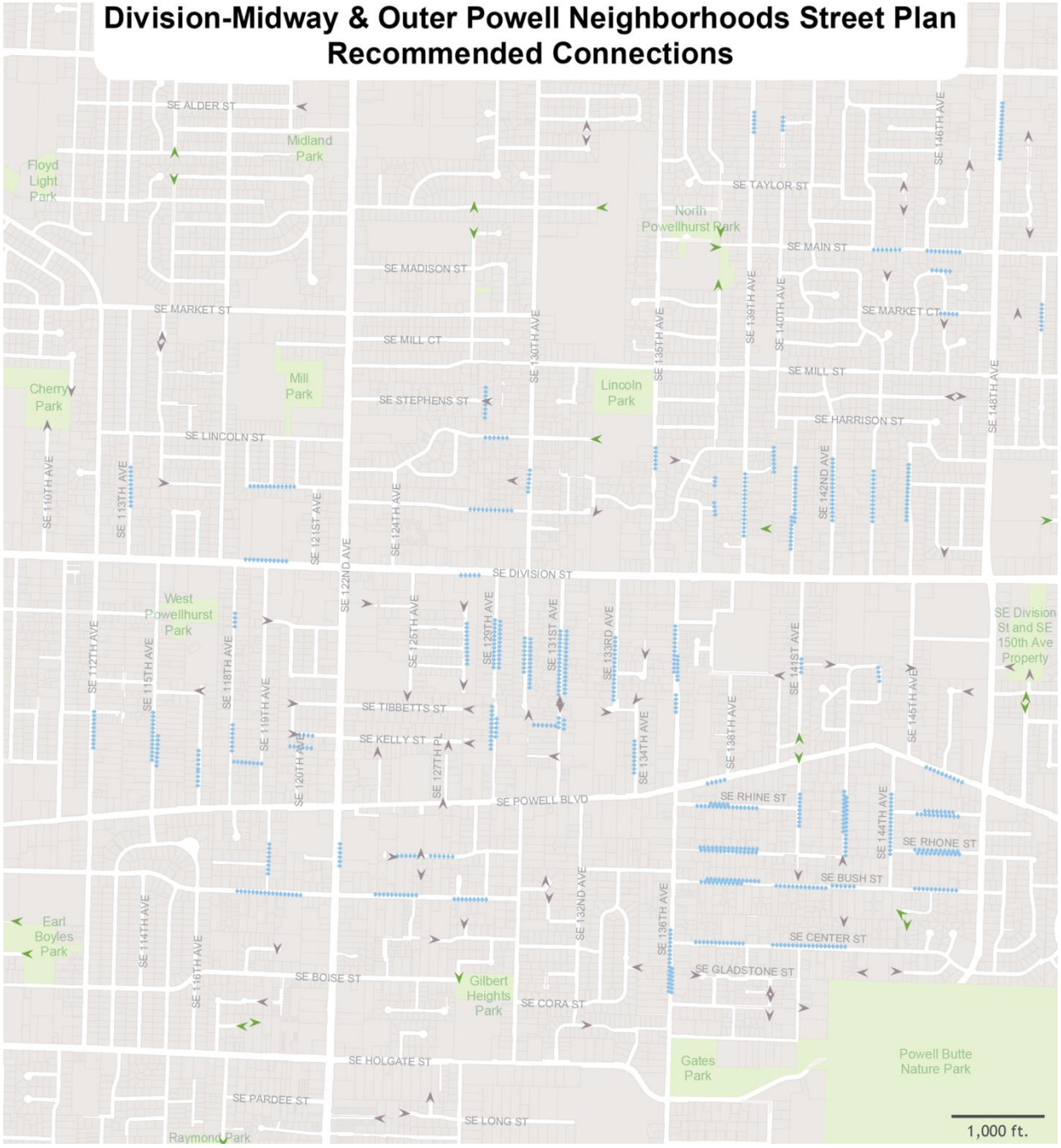
- Establish a more connected local street and path network
- Create safer walking and bicycling routes to neighborhood destinations, transit and the regionally designated SE Division Main Street
- Define the range of options for improving local streets, including use of Portland Street By Street design options.
- Inform future improvements to be built over-time by property owners, developers and the City.

The Street Plan identified implementation methods for introducing new street and pathway connections and options for improving deficient local streets. The plan recommended adding New Future Public Connections across Existing Private Property.

Ord. 188177, Vol. 2.5, page 14836

Commentary

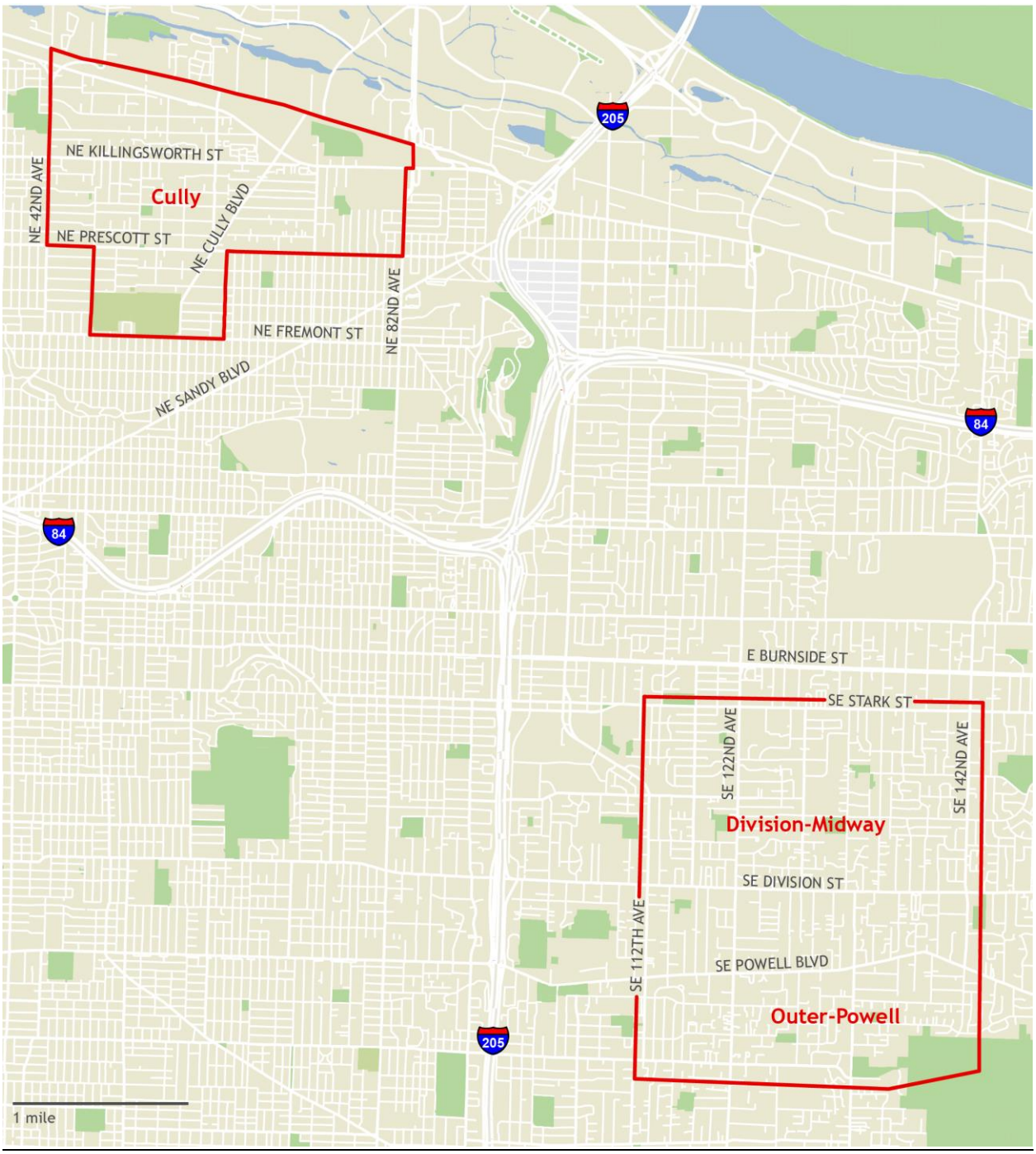
A new design standard for maps in the TSP is being developed and all maps will redesigned for continuity throughout the TSP, including the Master Street Plan maps.



Ord. 188177, Vol. 2.5, page 14838

Commentary

A new design standard for maps in the TSP is being developed and all maps will redesigned for continuity throughout the TSP, including the Master Street Plan maps.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NE 42ND AVE
Cully
NE PRESCOTT ST
NE CULLY BLVD
NE 82ND AVE
NE FREMONT ST
NE SANDY BLVD
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84
84
E BURNSIDE ST
SE STARK ST
SE 122ND AVE
SE 142ND AVE
Division-Midway
SE DIVISION ST
SE 112TH AVE
SE POWELL BLVD
Outer-Powell
205
1 mile

Tryon-Stephens Headwaters Neighborhood Street Plan (2015)

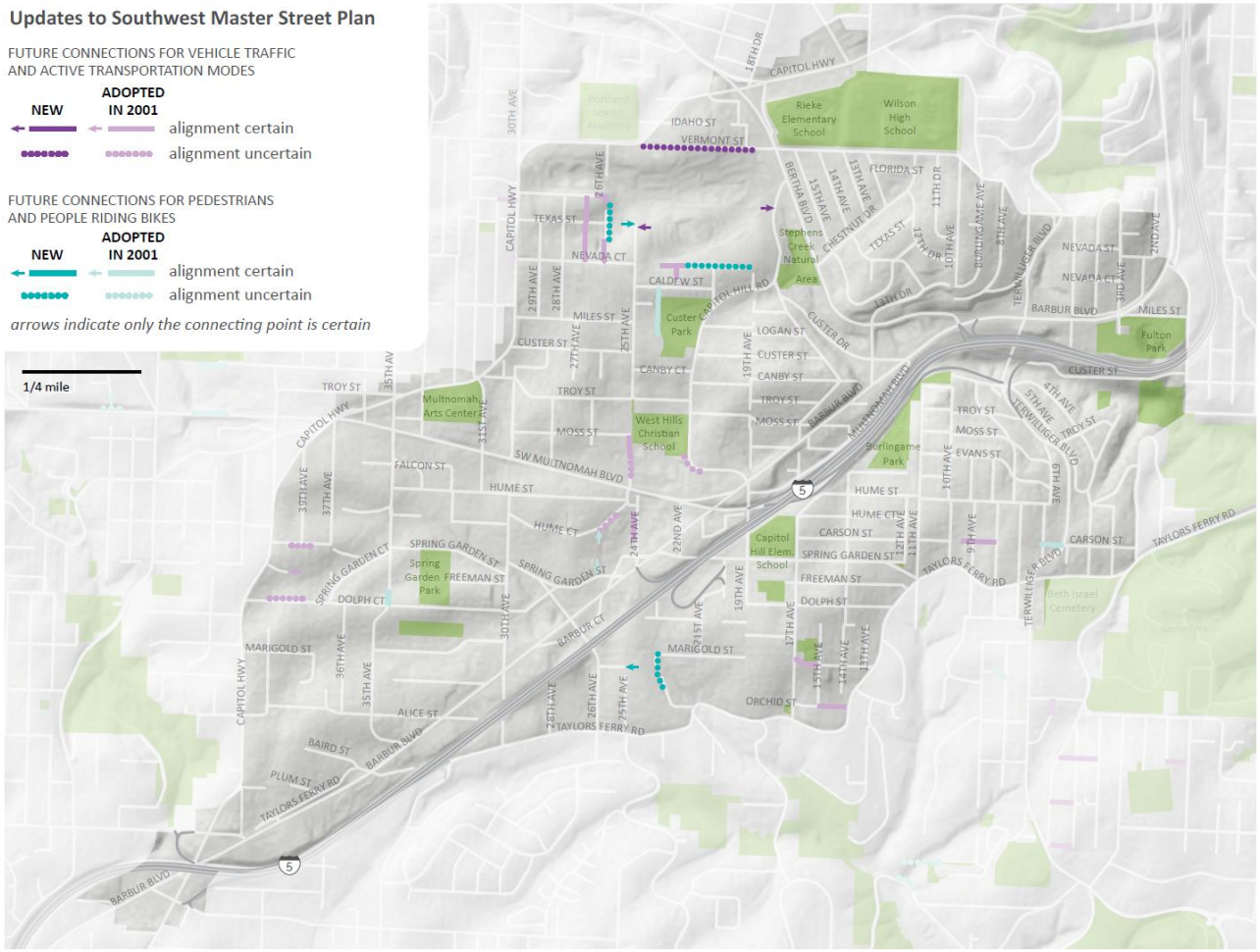
A new design standard for maps in the TSP is being developed. All maps will redesigned for continuity throughout the TSP, including the Master Street Plan maps.

Tryon-Stephens Headwaters Neighborhood Street Plan

(Adopted by Resolution No. 37162, November 2015)

The Portland Bureau of Transportation (PBOT) and the Portland Bureau of Environmental Services (BES) developed the Tryon-Stephens Headwaters Neighborhood Street Plan to create a strategy to complete the transportation network and stormwater system within the study area. The Tryon-Stephens plan provides a strategy for enhancing neighborhood access to local destinations by looking comprehensively at street and drainage issues. The Tryon-Stephens Street Plan sets a framework for tailoring improvements to individual streets based on the adjacent land use, street character, and natural setting.

The plan recommends modifying the City of Portland's Southwest Master Street Plan (2001) to add future local street/pathway connections in two locations within the study area, as shown on the following map (page 52 of the Tryon-Stevens plan). Recommended new connections are in the Hillsdale neighborhood linking SW Nevada Court to SW Vermont Street between SW 26th Avenue and Capitol Hill Road, and in the Markham Neighborhood linking SW Marigold Street between SW 23rd and SW 26th Avenues.



Commentary

This section (North Macadam District) is redundant and is replaced by the South Waterfront Street Plan earlier in this chapter.

~~North Macadam District Street Plan~~
~~Background~~

~~The North Macadam District boundaries are the Willamette River, I-5, the Marquam Bridge, and SW Hamilton Court. The district comprises approximately 128 acres, most of which is a largely undeveloped area that needs significant transportation improvements as it develops into a mixed-use neighborhood. As part of the Central City, the North Macadam District is included in the Central City Transportation Management Plan (CCTMP), adopted by City Council on December 6, 1996 (Ordinance No. 169535).~~

~~The North Macadam District was historically an industrial area, with large areas devoted to ship and barge building, warehousing, and manufacturing. Most of these uses are now gone. The North Macadam Urban Renewal Plan, adopted by City Council on August 11, 1999 (Ordinance No. 173651), furthers and encourages redevelopment of the area.~~

~~City Council accepted the North Macadam Street Plan on November 13, 1996 as part of the City Engineer's report and recommendations on streets in the district. The plan is intended to "assure an urban form emerges in the North Macadam District that supports high-density development and increases the access and mobility opportunities for pedestrians, transit patrons and bicyclists."~~

~~Street Connectivity~~

~~The existing street system is a remnant of an industrial road and access network that connected various uses and functions within large areas of industrial development, with no defined circulation system. Much of the area lacks streets; where streets do exist, the network is fragmented and incomplete. The development of the I-5 freeway in the early 1960s further isolated the area, and limited road access opportunities occurred only on the north and south ends of the district.~~

~~Additions to the existing street grid system will significantly improve connectivity and distribution for internal auto trips and auto trips either beginning or ending in North Macadam. New pedestrian facilities - including sidewalks, new pedestrian/bicycle accessways to the Willamette Greenway, and at least one new pedestrian and bicycle bridge across I-5 will greatly enhance local circulation and access. These pedestrian and bicycle improvements will also improve access to transit service and increase mode split for alternatives to the automobile.~~

Ord. 188177, Vol. 2.5, page 14844

Commentary

This section (North Macadam District) is redundant and is replaced by the South Waterfront Street Plan earlier in this chapter.

~~Concept Plan Map~~

~~The North Macadam District Street Plan map provides a balanced transportation system that uses three primary multimodal streets for north and south travel and extends the existing grid from the west, eastward to the Willamette River. Each street serves a specific function and provides choices for pedestrian, bike, and transit mobility and access throughout the district. The plan also provides opportunities for even traffic distribution within the district, using integrated traffic control techniques such as narrow travel lanes, curb extensions, traffic circles with public art, and rotaries to avoid shortcuts and through-traffic on local streets.~~

~~Southwest Bancroft, Gibbs, Sheridan, and Moody provide multimodal access into the district. Southwest Bond and Moody (realigned to meet Bond) provide the major north-south auto and transit access through and within the district. Southwest River Parkway provides pedestrian-oriented north-south access within the district, from SW Lowell to SW Moody, via SW Sheridan. In the southern half of the district, SW Moody continues to serve local north-south auto access, from SW Gibbs and back to SW Macadam, south of Bancroft.~~

~~East-west streets north of the Ross Island Bridge extend between SW Moody and SW River Parkway, providing local access. South of the Ross Island Bridge, SW Gibbs, Curry, and Gaines extend between SW Macadam and River Parkway, providing local access and access to SW Macadam for non-local trips. Southwest Abernethy also connects with SW Macadam. The east-west streets are extended east from SW River Parkway via pedestrian and bicycle accessways to the Willamette Greenway, providing additional local access and access to the Greenway Trail.~~

~~Planning for North Macadam continues, including a revised street concept map.~~

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Section 10: Performance Measures

Commentary

Purpose: Review key performance measures in the Transportation System Plan (TSP) and recommend revisions consistent with comprehensive plan policies and performance targets in other adopted plans. There are two stages to this task:

TSP Stage 2: Review the measures identified in the Periodic Review order signed with the State of Oregon. They include:

- "The City might also consider a system of modal preferences or desired mode splits as part of its street classification scheme."
- "…the City might adopt alternatives to the "Level of Service" standard for characterizing the adequacy of existing and proposed transportation facilities…"

As part of stage 2 we are also proposing performance targets for:

- Vehicle Miles Traveled (VMT) per person
- Climate Pollution, also known as Greenhouse gas emissions
- Car-Free and Low-Car New Multi-Family Households

TSP Stage 3: Evaluate other system performance measures for inclusion in the TSP including mode share pattern and central city subareas, safety, traffic, and person throughput or capacity.

We also anticipate evaluating alternative performance measures as part of an analysis of locations that PBOT and ODOT agree are projected to exceed the Interim Regional Mobility Policy by 2035. See the "Projected ODOT Hot Spot Locations" in the "Refinement Plans and Studies" Section 12 for more details.

The performance measure recommendations in this section are intended to implement, Policy 9.48 Performance Measures in the 2035 Comprehensive Plan Recommended Draft.

Add to the TSP performance targets from the Portland Plan, the 2015 Climate Action Plan, the Bicycle Plan for 2030, and the Comprehensive Plan Growth Scenarios Report, for Mode Share Targets Mode Share and Vehicle Miles Traveled Per Person Targets, Car-Free and Low-Car New Multifamily Households Target and Climate Pollution (Greenhouse Gas Emissions).[1]

Achieving the non-SOV mode share target is critical to achieving several citywide goals, including:

- Traffic: volumes, congestion, and delay would rise sharply on both City and ODOT facilities if trip growth is not primarily by transit, bicycling, and walking;
- Equity: low and moderate income residents and employees are the least able to afford expensive vehicle, fuel, insurance, and parking costs.
- Opportunity Access: lower and moderate income and disadvantaged residents benefit most from transit, bicycling, and walking improvements that provide safe and convenient access to jobs, schools, and other daily needs;
- Climate: achieving Climate Action Plan targets depend on achieving a 70% commute mode share by 2030;
- Health: increasing physical activity to decrease health problems depends on significantly more people walking and bicycling to meet daily needs.

[1] Comprehensive Plan Growth Scenarios Report, July 2015, page 62. The Portland Plan, April 2012, page 121. Comprehensive Plan Growth Scenarios Report, July 2015, page 65.

OBJECTIVES 11.13.G-I *(new)*

G. By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day on average and 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:
    - Transit 25%
    - Bicycle 25%
    - Walk 7.5%
    - Carpool 10%

H. By 2025, increase the percentage of new mixed use zone building households not owning an automobile from approximately 13% (2014) to 25%, and reduce the percentage of households owning two automobiles from approximately 24% to 10%.

I. By 2035, reduce Portland's transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons.

Commentary

We are conducting regional travel demand modeling and analysis to test which policies and/or investments may help us achieve commute and daily non-SOV mode share targets.

PBOT, BPS, and TriMet recently negotiated a letter of agreement to collaborate to improve pedestrian and bicycle access to transit, and transit service frequency and reliability in areas projected to experience high residential and job growth. We anticipate this collaboration improving performance.

Comments on TSP Amendment performance targets on page 3:

- The targets could be used as approval criteria for development review, e.g. Transportation Demand Management plans and parking management plans.
- Initial modeling results show the combination of comprehensive plan land use projections and Transportation System Plan investments and policies closer to achieving 2035 daily targets than commute targets. Additional analysis is being conducted to determine the actions needed to achieve commute mode share targets by 2035.
- Plan district and/or traffic district and Central City subarea targets will be evaluated in TSP stage 3 in 2016.
- We will consider whether to develop a "work at home" mode share target.
- To achieve the "Car-Free New Multi-family Households Target" we will likely need to require new development to provide Transportation Demand Management financial incentives and implement paid on-street parking in many centers and corridors.

Level of Service (TRN 10.27) Update

PBOT received multiple public comments supporting shifting from a vehicle-based level of service (LOS) standard to a multimodal standard.

PBOT Development Permitting and Transportation Planning are collaborating to update our basis of counting trips and travel mode associated with development types. New methodology will set a progressive foundation in acknowledging and appropriately assigning development impacts regarding pedestrian, bicycle, transit, and motor vehicle trips and relate them to Level of Service, system-based, and traffic impact analyses. The update, scheduled to occur in 2016, is projected to produce a multimodal traffic impact analysis and mitigation methodology for use in development review. It will occur in coordination with, though outside of, the Transportation System Plan update.

TSP Table 11.1/Interim Regional Mobility Policy

The region has an Interim Regional Mobility Policy in the 2014 RTP (Table opposite page). Portland will work with Metro, ODOT, and DLCD to determine whether or not to adopt the Interim Regional Mobility Policy as a replacement of TSP *Table 11.1 Performance Measures for Regionally Significant Streets Deficiency Thresholds and Operating Standards* for compliance with the Regional Transportation Functional Plan.

TSP Table 11.1 Performance Measures for Regionally Significant Streets Deficiency Thresholds and Operating Standards (replace with interim Regional Mobility Policy)

Interim Regional Mobility Policy
Deficiency Thresholds and Operating Standards

Location	Standard	Standard	
	Mid-Day One-Hour Peak [A]	PM 2-Hour Peak [A] 1st Hour	PM 2-Hour Peak [A] 2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	.99	1.1	.99
Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	.90	.99	.99
I-84 *(from I-5 to I-205)*	.99	1.1	.99
I-5 North *(from Marquam Bridge to Interstate Bridge)*	.99	1.1	.99
OR 99E *(from Lincoln Street to OR 224 interchange)*	.99	1.1	.99
US 26 *(from I-405 to Sylvan interchange)*	.99	1.1	.99
I-405 [B] *(I-5 South to I-5 North)*	.99	1.1	.99
Other Principal Arterial Routes I-205 [B] I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) [B] OR 217 US 26 (west of Sylvan) US 30 OR 8 (Murray Boulevard to Brookwood Avenue) [B] OR 212 OR 224 OR 47 OR 213	.90	.99	.99

A. The demand-to-capacity ratios in the table are for the highest two consecutive hours of weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period, either before or after the peak 60-minute period, whichever is highest.

B. A corridor refinement plan is required in Chapter 5 of the RTP, and will include a recommended mobility policy for each corridor.

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Commentary

Upcoming performance measures work (TSP stages 2 and 3)

Over the last year PBOT, BPS, and agency partners have been modeling system and intersection performance based on updated comprehensive plan land use designations and updated Transportation System Plan (TSP) projects and policies.

The model results include mode share, VMT, GHG, and traffic volumes. We are in the process of modeling the land use designations and transportation investments and policies recommended by the Planning & Sustainability Commission.

After receiving the new Regional Travel Demand Model results, we intend to conduct post processing to more fully reflect potential mode share changes from Transportation Demand Management changes and bicycle network investments.

Initial model results and post processing indicate that the PSC-recommended land use designations and transportation investments are moving us closer to the 70% citywide non-SOV commute mode share target in the Portland Plan and the Climate Action Plan. However, current model results indicate we will not achieve the target without additional actions.

PBOT is evaluating additional performance measures for system planning, corridor planning, and development review. The topics below may become TSP amendment proposals following additional work and public review.

- Safety: PBOT's Vision Zero work may produce a recommended safety performance measure, or safety evaluation criteria.

- Traffic: Current modeling work may produce one or more recommended traffic performance metrics to improve transit and freight travel times and reliability and to maintain system capacity.

- Person Capacity and/or Throughput: PBOT will explore person capacity and/or throughput as a system and/or corridor performance measures.

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Section 11: Glossary of Transportation Terms

Commentary

Glossary of Transportation Terms

- **Section was updated to reflect new terms and have alignment with the Comp Plan update and the 2014 RTP.**

GLOSSARY OF TRANSPORTATION TERMS

The Transportation System Plan uses clear, everyday language as much as possible. Words and terms in the Glossary have the specific meaning stated below when used in the Comprehensive Plan and TSP, unless the context clearly indicates another meaning. Words not included in this Glossary are defined by their dictionary meaning, or in some cases, by their meaning in state or federal law.

Access
The ability to approach or make use of transportation facilities, parks and open space, public infrastructure, or businesses and services that are open to the public. Good access means within close proximity (up to ½ mile) that is free from physical barriers for those with limited mobility.

Access Management
Measures regulating access to streets, roads, and highways from public roads and private driveways. Measures may include, but are not limited to, restrictions on the siting of interchanges, restrictions on the type and amount of access to roadways, and use of physical controls (such as signals and channelization, including raised medians) to reduce impacts of approach road traffic on the main facility.

Accessibility
The ability to move easily from one mode of transportation to another mode or to a destination. Accessibility increases when the number and quality of travel choices increases. Accessibility is affected by the mix of land uses and the travel alternatives available.

Accessway
A type of right-of-way, either public or private, that is primarily to provide pedestrian and bicycle linkages consistent with connectivity needs, but may be used for vehicle access to parking or for emergency vehicles. Accessways are typically short in length and are used where full street connections are not needed and/or are not physically feasible.

Active Transportation
Transportation that involves physical activity, including walking, biking and using transit.

Activity Center
A cluster of uses that collectively generates many trips (e.g., school and park, neighborhood commercial district). An activity center can be a single use that generates many trips (e.g., stadium, large commercial outlet, large institution).

Americans with Disabilities Act (ADA) of 1990
Civil rights legislation enacted by Congress that mandates the development of a plan to address discrimination and equal opportunity for disabled persons in employment, transportation, public accommodation, public services, and telecommunications.

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Area Permit Parking Program
A Portland Bureau of Transportation program to ensure that on-street parking associated with commercial, industrial, institutional development or large events will not spill over into adjacent residential neighborhoods. The program allows residents and firms a limited supply of permits for on-street parking and restricts on-street parking for other potential users.

Arterial
Any street that is not a Local Service Traffic Street according to the traffic classification maps in the Transportation Element of the Comprehensive Plan. Arterials include Regional Trafficways, Major City Traffic Streets, District Collectors, Neighborhood Collectors, and Traffic Access Streets.
Also: A class of street. Arterial streets interconnect and support the throughway system. Arterials are intended to provide general mobility for travel within the region. Correctly sized arterials at appropriate intervals allow through trips to remain on the arterial system thereby discouraging use of local streets for cut-through travel. Arterial streets link major commercial, residential, industrial and institutional areas. Major arterials serve longer distance through trips and serve more of a regional traffic function. Minor arterials serve shorter, more localized travel within a community. As a result, major arterials usually carry more traffic than minor arterials. Arterial streets are usually spaced about one mile apart and are designed to accommodate bicycle, pedestrian, truck and transit travel.

Attractor
A use that, by its nature, draws large numbers of people to it for special events or regular activities. Regional attractors include uses such as sports arenas and convention centers.

Auto-Oriented Development
Development that is either: 1) auto-related (such as gas stations and auto repair shops) or 2) auto-accommodating (by its design attracts primarily customers and employees arriving by automobile, such as drive-in restaurants).

Benchmark
A specific target or goal to be achieved in a specific timeframe. Benchmarks are used to determine the attainment of performance indicators and performance measures (defined below).

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Bicycle
A vehicle having two tandem wheels, a minimum of 14 inches in diameter, propelled by human power, upon which a person or persons may ride. A three-wheeled adult tricycle is considered a bicycle. In Oregon, a bicycle is legally defined as a vehicle. Bicyclists have the same right to the roadways and must obey the same traffic laws as the operators of other vehicles.

Bicycle Boulevard
A street with low traffic volumes where the through movement of bicycles is given priority over motor vehicle travel. *(Source: Portland Bicycle Master Plan)*(see City Greenway)

Bicyclist
Person riding a bicycle.

~~**Bike Central**~~
~~A public or private facility that provides a variety of bicycle services, such as bicycle parking, bicycle repair, sale of bicycles and equipment, showers, and changing rooms.~~

Bike Share
Bike ~~sharing~~ Share is an innovative transportation program that provides users access to bicycles on a short-term basis for one-way travel within a designated service area.

Carpool
A motor vehicle carrying two or three (depending on the context) or more people, usually commuting on a regular or semi-regular basis.

Car Sharing
An organization consisting of a group of individuals who share a fleet of cars. The purchase or lease of vehicles, fuel costs, maintenance and repair costs is borne by the organization.

Centers
Places with concentrations of commercial and community services, housing, gathering places, and transit connections. Centers provide services to surrounding neighborhoods and are intended to be enhanced as places because they are a focus of housing and job growth. There are four types of centers with varying functions, levels of activity, and scales and intensities of development:
· Central City: Corresponds to the Central City plan district, which serves as the region's premier center, anchoring an interconnected system of centers.
· Gateway Regional Center: Corresponds to the Gateway plan district, East Portland's largest center, which is intended to be enhanced as an employment and community service hub within the area and region.
· Town Centers: Large centers that serve a broad area of the city and have an important role in accommodating growth. They provide a full range of commercial and community services, high-density housing, mid-rise commercial and mid-rise mixed-use buildings (typically up to five to seven stories in height), are served by high-capacity transit connections, and have a substantial employment component. Town Centers provide housing opportunities for enough population to support a full-service business district.

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· Neighborhood Centers: Centers that primarily serve adjacent neighborhoods and provide opportunities for additional housing and low- to mid-rise commercial and mixed-use buildings (typically up to three to five stories in height). They provide a range of local commercial and community services and transit connections. Neighborhood Centers provide housing opportunities for about half the population needed to support a neighborhood business district.

~~**Central City**~~
~~A design type designated in Metro's 2040 Growth Concept. The 2040 Growth Concept designation and Portland's Central City boundaries are co-terminus. The Central City has the highest density development of all the design types, with the most diverse mix of land uses and the greatest concentration of commerce, offices, and cultural amenities.~~
~~*(Source: 2000 RTP)*~~

~~**Central City Bus Circulator**~~
~~Bus route(s) that operates as a shuttle to provide local access to destinations within a defined geographic area, such as the Central City.~~

~~**CCTMP**~~
~~The adopted transportation system plan for the Central City. The CCTMP is reviewed and updated separately from the Transportation System Plan.~~

City Greenway
A system of distinctive pedestrian- and bicycle-friendly green streets and trails, enhanced by lush tree canopy and landscaped stormwater facilities that support active living by expanding transportation and recreational opportunities and making it easier and more attractive to reach destinations across the city. City Greenways are a network that includes the following types of infrastructure:

1. Enhanced greenway corridors are distinctive green streets with extensive tree canopy and landscaped stormwater facilities that provide connections between major centers, schools, parks, natural areas, and the rivers.
2. Trails are often located along rivers or through natural areas, providing pedestrian and bicycle connections.
3. Heritage parkways are iconic streets or segments of streets with elements such as linear parkways, scenic views, and distinctive landscaping or street design.
4. Neighborhood greenways are an extensive network of streets with low volumes of motor vehicle traffic that are prioritized for bicycles and enhanced for pedestrians, working in conjunction with the rest of the City Greenways system to extend the system into all neighborhoods.

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Collector of Regional Significance
As designated in the 2000 Regional Transportation Plan, a route that connects the regional arterial system and the local system by collecting and distributing neighborhood traffic to arterial streets. Collectors of regional significance have three purposes: 1) They ensure adequate access to the primary and secondary land use components of the 2040 Growth Concept; 2) They allow dispersion of arterial traffic over a number of lesser facilities where an adequate local network exists; 3) They help define appropriate collector level movement between jurisdictions. *(Source: 2000 RTP)*

Collector street
A class of street. Collector streets provide both access and circulation between residential, commercial, industrial and agricultural community areas and the arterial system. As such, collectors tend to carry fewer motor vehicles than arterial streets, with reduced travel speeds. Collector streets are usually spaced at half-mile intervals, midway between arterial streets. Collectors may serve as bike, pedestrian and freight access routes, providing local connections to the arterial street network and transit system. While the focus for collectors has been on motor vehicle traffic, they are developed as multi-modal facilities that accommodate bicycles, pedestrians and transit.

Complete Streets
Complete streets provide accessibility to all users of the right-of-way regardless of age, ability, or mode of transportation. They are designed and operated to make better places and to enhance safe access for all modes, including people walking and bicycling, those using a mobility device, motorists, and transit users.

Congestion
A condition characterized by unstable traffic flows that prevents movement on a transportation facility at optimal legal speeds.

Corridor
Corridors (2040 design type) – A type of land use that is typically located along regional transit routes and arterial streets, providing a place for somewhat higher densities than is found in 2040 centers. These land uses should feature a high-quality pedestrian environment and convenient access to transit. Typical new developments would include rowhouses, duplexes and one to three-story office and retail buildings, and average about 25 persons per acre. While some corridors may be continuous, narrow bands of higher-intensity development along arterial streets, others may be more nodal, that is a series of smaller centers at major intersections or other locations along the arterial that have high quality pedestrian environments, good connection to adjacent neighborhoods and transit service.
~~A 2040 Growth Concept design type that emphasizes a high-quality bicycle and pedestrian environment and convenient access to public transportation, but will not be as intensively planned as station communities. *(Source: 2000 RTP)*~~

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Corridor as defined in the Comprehensive Plan is an area that may be a single major street, or a broad mobility corridor that provides connections for a range of transportation modes (transit, pedestrians, cyclists, freight, motor vehicles, and so forth), not necessarily on the same street. There are three types of corridor:

- Civic Corridor: These are a prioritized subset of the city's most prominent transit and transportation streets. They connect centers, provide regional connections, and include segments where commercial development and housing are focused. Civic Corridors are intended to continue their important transportation functions while providing livable environments for people, and evolving into distinctive places that are models of ecological design.
- Neighborhood Corridor: Main streets that connect neighborhoods with each other and to other parts of the city. They support neighborhood business districts and provide housing opportunities close to local services, amenities, and transit lines. They are streets that include a mix of commercial and higher-density housing development. They have less intense development and transportation function than Civic Corridors.
- Freight Corridor: Primary routes into and through the city that support Portland as an important West Coast hub and a gateway for international and domestic trade. These facilities are integral to the growth of traded sector businesses such as manufacturing, warehousing, and distribution industries.

Curb Zone
The area of public right-of-way adjacent to the curb that can be used for a wide variety of mobility and access functions, including but not limited to vehicle lanes, bike lanes, curb extensions, transit platforms, street trees, loading zones, on-street parking, bike corrals, and street seats.

~~**Cycle Track**~~
~~Bicycle lanes that are physically separated from motor vehicle and pedestrian travel A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk.~~

Early Bird Parking
Parking that is provided to encourage its use primarily by commuters. Typically, the pricing strategy is to offer a lower all-day rate if the parker arrives before a certain time in the morning.

Emergency Response Vehicles
Vehicles employed in responding to emergencies. Examples of emergency response vehicles include fire apparatus, ambulances, and police cars.

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Employee Commute Options (ECO) Rule
~~Part of House Bill 2214, which was adopted by the 1992 Oregon Legislature. The rule directs the Environmental Quality Commission to institute an employee trip reduction program. The rule is designed to reduce 10 to 20 percent of commuter trips for all businesses employing 50 or more persons.~~

ECO
DEQ ECO program required employers with more than 100 employees to provide commute options to employees designed to reduce the number of cars driven to work in Portland and surrounding areas.

Environmental Impact Statement
An environmental assessment required by the National Environmental Protection Act for "any major Federal action that may significantly affect the environment."

~~**Exceptional Habitat Quality**~~
~~For transportation planning purposes,~~
~~1) Riparian-associated wetlands protected with environmental zones;~~
~~2) Locally or regionally rare or sensitive plant communities;~~
~~3) Important forest stands contributing multiple functions and values to the adjacent water feature habitats of sensitive, threatened or endangered wildlife species; or~~
~~Habitats that provide unusually important wildlife functions, such as (but not limited to) a major wildlife crossing/runway or a key migratory pathway.~~

Freight
Raw and bulk materials and products that require value-adding or warehousing.

Freight Intermodal Facility
An intercity facility where freight is transferred between two or more modes (e.g., truck to rail, rail to ship, truck to air, etc.).

Frequent Service (Trimet)
Bus or MAX Light Rail transit service that runs every 15 minutes or better most of the day, every day.

Functional Plan
A limited-purpose, multijurisdictional plan for an area or activity having significant districtwide impact on the orderly and responsible development of the metropolitan area. A Functional Plan serves as a guideline for local comprehensive plans consistent, with ORS 268.390.

Goals
The broadest expressions of a community's desires. Goals give direction and are concerned with the long term; they often describe ideal situations.

Goods
Finished products, commodities, and wares ready for the final consumer.

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Green Infrastructure
Public or private assets — either natural resources or engineered green facilities — that protect, support, or mimic natural systems to provide stormwater management, water quality, public health and safety, open space, and other complementary ecosystem services. Examples include trees, ecoroofs, green street facilities, wetlands, and natural waterways.

Green Street
A green street is a street with a landscaped street-side planter or bioswale that captures stormwater runoff from the street and allows it to soak into the ground as soil and vegetation filter out pollutants. A green street is not the same as a City Greenway, though a City Greenway may include green street elements.

~~**Green Street**~~
~~A street that:~~
- ~~Handles stormwater on site through use of vegetated facilities;~~
- ~~Creates attractive streetscapes that enhance neighborhood livability by helping to calm traffic by introducing park-like elements into neighborhoods; and~~
- ~~Serves as an urban greenway segment that connects neighborhoods, parks, recreation facilities, schools, and main streets.~~

High-capacity Transit
High-capacity transit is public transit that has an exclusive right of way, a non-exclusive right of way, or a combination of both. Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus.

High-Occupancy Vehicle (HOV)
Any vehicle carrying two or more persons, including the driver. An HOV could be a transit bus, vanpool, carpool, or any other vehicle that meets the minimum occupancy requirements. Consistent with federal regulations, motorcycles (with or without passengers) are considered HOVs.

Home-Based Work Trip Attractions
The trips made by commuters from their homes to their places of work.

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Infrastructure
Necessary municipal or public services, provided by the government or by private companies and defined as long-lived capital assets that normally are stationary and can be preserved for a significant number of years. Examples are streets, bridges, tunnels, drainage systems, water and sewer lines, parks, pump stations and treatment plants, dams, and lighting systems. Beyond transportation and utility networks, Portland includes buildings, green infrastructure, communications, and information technology as necessary infrastructure investments that serve the community. See also Public facility.

Intelligent Transportation Systems (ITS)
The application of a broad range of commutations-based information, control and electronics technologies to improve the efficiency and safety of the transportation systems.

Local Improvement District (LID)
A method that allows a group of property owners to share the cost and benefits of public improvements.

Locally Preferred Alternative
The option selected by local jurisdiction(s) following completion of a Draft Environmental Impact Statement (DEIS).

Main Street
Neighborhood shopping areas along an arterial street or at an intersection that have a unique character that draws people from outside the adjacent neighborhood. ~~A 2040 Growth Concept design type that usually features mixed-use storefront-type development. Two or more main streets in a relatively small area serve the same urban function as town centers, but are located in a linear pattern along a limited number of bus or light rail transit corridors. Main streets feature street designs that emphasize pedestrian, public transportation, and bicycle travel.~~ ~~*(Source: 2000 RTP)*~~

Metro
The regional government and designated metropolitan planning organization (MPO) of the Portland region. It is governed by a seven-member elected Metro Council and is responsible for regional transportation planning activities, such as the preparation of the ~~2000~~ Regional Transportation Plan and the planning of regional transportation projects, including light rail.

~~**Minimize**~~
~~Usually defined to mean reduce to the least possible amount; the word is used in the Central City Transportation Management Plan (CCTMP) to mean manage or control, taking into consideration any other concerns.~~

Mixed-Use Areas
Compact areas of development that include a mix of uses, either within buildings or among buildings, and include residential development as one of the potential components.

Multimodal Mixed-Use Area (MMA)
The Multimodal Mixed-Use Area (MMA) is an ODOT designation applied by local governments to downtowns, town centers, main streets or other areas inside Urban Growth Boundaries where the local government determines there is: high quality connectivity to and within the area by modes of transportation other than the automobile; a denser level of development of a variety of commercial and residential uses than the surrounding areas; a desire to encourage these characteristics through development standards and an understanding that increased automobile congestion within and around the MMA is accepted as a potential trade-off.

Mobility
The ability to move people and goods from place to place, or the potential for movement. Mobility improves when the transportation network is refined or expanded to improve capacity of one or more modes, allowing people and goods to move more quickly toward a destination.

Mode Split
The percentage of trips taken by each of the possible modes of travel (motor vehicle, transit, bicycle, walk). Mode split does not refer to the number of trips. For example, the number of trips by a particular mode may increase, but the percentage of trips by that mode may stay the same or be reduced if there is also growth in the overall number of trips for other modes.

Motor Vehicle Level-of-Service (LOS)
A qualitative measure describing operational conditions within a traffic stream. A level-of-service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. LOS ratings of 'A' through 'F' describe the traffic flow characteristics on streets and highways and at intersections, as shown on the following table:

LOS	Traffic Flow Characteristics
A	Virtually free flow; completely unimpeded
B	Stable flow with slight delays; reasonably unimpeded
C	Stable flow with delays; less freedom to maneuver
D	High density, but stable flow
E	Operating conditions at or near capacity; unstable flow
F	Forced flow; breakdown conditions
Greater than F	Demand exceeds roadway capacity, limiting volume that can be carried and forcing excess demand onto parallel routes and extending the peak period

(Sources: 1985 Highway Capacity Manual [A through F]; Metro [greater than F])

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Multimodal
Having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, multimodal means providing for many modes within a single transportation corridor.

National Ambient Air Quality Standards (NAAQs)
Air quality standards for a variety of pollutants.

Neighborhood
For the TSP classification system, a neighborhood is an area bounded by Major City Traffic Streets, District Collectors, and/or Neighborhood Collectors.

Neighborhood Greenway
Neighborhood greenways are an extensive network of streets with low volumes of motor vehicle traffic that are prioritized for bicycles and enhanced for pedestrians, working in conjunction with the rest of the City Greenways system to extend the system into all neighborhoods.

Neighborhood Corridor
Main streets that connect neighborhoods with each other and to other parts of the city. They support neighborhood business districts and provide housing opportunities close to local services, amenities, and transit lines. They are streets that include a mix of commercial and higher-density housing development. They have less intense development and transportation function than Civic Corridors.

Objectives
These are specific statements that carry out a plan in the short term. Objectives help assess incremental progress toward achieving the broader purposes expressed in goals and policies.

Obstruction
Something that hinders from passage, action, or operation.

~~**Offset Rule**~~
~~Rule adopted by the Oregon Department of Environmental Quality and approved by the federal Environmental Protection Agency in 1990. The rule allows the parking lid of 43,914 spaces to be increased by up to 1,370 spaces, provided that emission offset measures are implemented and an approved contingency plan is in place. Offsets may include alternative work hours, carpooling, and transit subsidies.~~

~~**Opticom**~~
~~A signal preemption system for emergency response vehicles or transit vehicles.~~

Oregon Department of Transportation (ODOT)
State agency that oversees and maintains the State highway system, under the guidance of the Oregon Transportation Commission.

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Oregon's Statewide Planning Goals
The 19 goals that provide a foundation for the State's land use planning program. The 19 goals can be grouped into four broad categories: land use, resource management, economic development, and citizen involvement. Locally adopted comprehensive plans and regional transportation plans must be consistent with the statewide planning goals.

~~**Owl Service**~~
~~Transit service provided during the late evening and early morning hours (12:30 a.m. to 5 a.m.).~~

Paratransit
On-demand non-fixed route service that serves special transit markets, including disabled populations unable to use regular transit service. Other examples include demand-responsive (e.g., dial-a-ride) and contracted fixed-route service.

Park-and-Ride Facility
A parking lot or structure in association with a light rail station, transit stop, or transit transfer point. Generally, park-and-rides should provide access to regional route service for areas not directly served by transit. Bicycle and pedestrian access, as well as parking and storage for bicycles, should be considered in locating new park-and-ride facilities.

Pattern Areas
Five primary geographies in Portland that have differing physical characteristics, needs, and assets. Each of these areas has unique topographies and natural features, patterns and types of development, street and other infrastructure characteristics, and histories that have shaped their urban form. The five primary Pattern Areas are:
· Central City: This area corresponds to the Central City plan district and is also a major center.
· Inner Neighborhoods: This area includes inner portions of the city that originally developed during the streetcar era, prior to World War II. It includes a large part of the city east of the Willamette River, extending roughly to 82nd Avenue, and also the inner westside "flats," located between the river and the West Hills.
· Western Neighborhoods: This area includes the West Hills (Tualatin Mountains) and areas to the west.
· Eastern Neighborhoods: This area includes eastern portions of the city, mostly located east of 82nd Avenue and largely annexed to Portland in the 1980s and 1990s.
· River: This area includes the land along the Willamette and Columbia Rivers and the Columbia Slough

Peak Period~~-Hour~~
The period of the day during which the maximum amount of travel occurs. Peak periods in Portland metro area are generally defined as 7-9 AM and 4-6 PM. ~~Either of the two weekday rush-hour time periods: 7 a.m. to 9 a.m. and 3:30 p.m. to 5:30 p.m.~~

Ord. 188177, Vol. 2.5, page 14878

Peak Period Pricing
A transportation management tool that applies market pricing principles to roadway use. Peak-period pricing imposes user surcharges or tolls on congested facilities during peak traffic periods and may allow a reduced price for high-occupancy vehicle (HOV) use.

Pedestrian
A person on foot, in a wheelchair, or in another health-related mobility device.

Performance Indicator
A term that describes a characteristic of the transportation system in order to measure progress towards a specific goal.

Performance Measure
A method used to assign a value to a performance indicator. Performance indicators measure change over time, and the performance measure is a specific activity or physical change that can be measured.

Policies
The choices made to carry out goals in the foreseeable futures. Policies should be specific enough to help determine whether or not a proposed project, program, or course of action will advance community values expressed in goals.

Port of Portland
A public agency that owns and maintains five marine terminals, four airports, and seven business parks in the three-county area. The Port is governed by a nine-member commission appointed by the governor.

Protected Bike Lane
Bicycle lanes that are physically separated from motor vehicle and pedestrian travel. A protected bike lane is an exclusive bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A protected bike lane is physically separated from motor traffic and distinct from the sidewalk, using vertical elements such as physical curbs or flexible delineators.

Public Facility
Any facility, including buildings, property, and capital assets, that is owned, leased, or otherwise operated, or funded by a governmental body or public entity. Examples of public facilities include sewage treatment and collection facilities, stormwater and flood management facilities, water supply and distribution facilities, streets, and other transportation assets, parks, and public buildings. See also Infrastructure.

Refinement Plans
Amendments to the Transportation System Plan. Refinement Plans resolve, at a systems level, determinations on function, mode, or general location that were deferred during the transportation system planning process because the detailed information needed to make those determinations was not available during that process. *(Source: TPR)*

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Regional Center (Metro)
Compact, specifically defined areas where high density growth and a mix of intensive residential and commercial land uses exists or is planned. regional centers are to be supported by an efficient transit-oriented, multi-modal transportation system. ~~A design type designated in Metro's 2040 Growth Concept. After the Central City, regional centers have the region's highest development densities, the most diverse mix of land uses, and the greatest concentration of commerce, offices, and cultural amenities. They are very accessible by both automobile and public transportation, and have streets that are oriented to pedestrians. Gateway is the only regional center in Portland.~~ ~~*(Source: 2000 RTP)*~~

Regional Transportation Functional Plan (RTFP)
A regional functional plan regulating transportation in the Metro region, as mandated by Metro's Regional Framework Plan. The plan directs local plan implementation of the Regional Transportation Plan.

Regional Transportation Plan (RTP)
The 20-year transportation plan developed by Metro to guide transportation in the region. The RTP is the region's transportation system plan that is required by the Transportation Planning Rule.

Rideshare
A motor vehicle carrying two or more people for any trip purpose, including work, shopping, etc., but not on a regular schedule.

Right-of-Way (ROW)
A public ~~or private~~ area that allows for the passage of people or goods. Right-of-way includes passageways such as freeways, streets, bicycle and pedestrian off-street paths, and alleys. A public right-of-way is one that is dedicated or deeded to the public for public use and is under the control of a public agency.

Shared Residential Street
Shared residential street is a low-traffic street where all modes of travel mix within the paved roadway.

Shared roadway bikeway
Shared roadway bikeway is a facility type identified in the Portland Bicycle Plan for 2030, used on lower volume roadways where bicycles mix with motor vehicles

State Implementation Plan (SIP)
State plan for achieving air quality goals to ensure compliance with the requirements of the federal Clean Air Act.

Ord. 188177, Vol. 2.5, page 14882

Station Community
Areas generally within a ¼ to ½ mile radius of a light rail station or other high capacity transit stops that are planned as multi-modal, mixed use communities with substantial pedestrian and transit supportive design characteristics and improvements. ~~A 2040 Growth Concept design type located along light rail corridors and featuring a high-quality pedestrian and bicycle environment. Station communities are designed around the transportation system to best benefit from the public infrastructure. They include some local services and employment, but are primarily residential developments oriented toward the Central City, regional centers, and other areas that can be accessed by rail for most services and employment. *(Source: 2000 RTP)*~~

Streetcar
Fixed guide-way transit service mixed in traffic for locally oriented trips within or between higher density mixed-use centers.

Street Tree
A tree growing within the public right-of-way between the travel lanes and the property line.

Sustainable
Methods, systems, or materials that will not deplete nonrenewable resources or harm natural cycles.

Town Center
Areas of mixed residential and commercial land uses that serve tens of thousands of people. ~~A 2040 Growth Concept design type that functions as a local activity area and provides close access to a full range of local retail and services within a few miles of most residents. Town centers do not compete with regional centers in scale or economic diversity, but they will offer some specialty attractions of regional interest. Town centers have excellent multimodal access and connections to regional centers and other major destinations. *(Source: 2000 RTP)*~~

Ord. 188177, Vol. 2.5, page 14884

Traffic Calming
Roadway design strategies to reduce vehicle speeds and volumes, prevent inappropriate through traffic and reduce motor vehicle travel speeds while also ~~aimed at~~ improving traffic safety and neighborhood livability. Traffic calming strategies provide speed bumps, curb extensions, planted median strips or round and narrowed travel lanes~~. measures include, but are not limited to, traffic-slowing devices. Examples of other traffic calming measures are traffic diverters, curb extensions, and medians.~~

~~**Traffic-Slowing Devices**~~
~~Devices that slow emergency response vehicles as well as general traffic. Speed bumps and traffic circles are the only traffic-slowing devices currently used.~~

Trails
Designated routes on land or water that provide public access for recreation or transportation purposes, like walking and bicycling. Trails are often located along rivers, through natural areas, or along rail or highway rights-of-way, with connections to and through neighborhoods.

Transit Center
A location where a number of bus and/or high-capacity transit vehicles stop. Generally, transit centers contain waiting areas, transit information, and timed transfer opportunities.

Ord. 188177, Vol. 2.5, page 14886

Transit-Oriented Development
A mix of residential, retail, office, and other uses and a supporting network of streets, bikeways, and pedestrianways oriented to a light rail station or transit service and the pedestrian network. Transit-oriented development should include high-density residential development near transit service to support the neighborhood commercial uses and have a lower demand for parking than auto-oriented land uses.

Transit station areas:
Areas within a half-mile of light rail and other high-capacity transit stations. Some transit station areas are located within centers or civic corridors and are subject to policies for those types of places.

Transportation Demand Management (TDM)
Actions taken to change travel behavior in order to improve the performance of transportation facilities, reduce the need for additional road capacity, and reduce impacts on residential neighborhoods. Examples include encouraging the use of alternatives to single-occupant vehicles (SOVs), ridesharing and vanpools, parking management, and trip-reduction ordinances.

Transportation Disadvantaged
Individuals who have difficulty obtaining transportation because of their age, income, disability, or who are transit dependent for other reasons.

Transportation District
For TSP purposes, one of the eight Transportation Districts identified: Central City, North, Northeast, Far Northeast, Southeast, Far Southeast, Northwest, and Southwest.

Transportation Facilities
Any physical facility that moves or assists in the movement of people or goods, but excluding electricity, sewage, and water systems. *(Source: TPR)*

Transportation Management Association (TMA)
Groups of businesses or institutions that develop TDM measures in order to reduce the need for commuter and visitor parking. Measures may include carpool-matching services, transit subsidies, shuttle vans, or encouraging alternatives to the automobile.

Transportation Planning Rule (TPR)
The implementing rule of Statewide Planning Goal 12 dealing with transportation, as adopted by the State Land Conservation and Development Commission (LCDC). Among its provisions, the TPR requires reducing vehicle miles traveled (VMT) per capita by 15 percent in the next 30 years, reducing parking spaces per capita by 10 percent in the next 20 years, and improving opportunities for alternatives to the automobile.

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Transportation System Management (TSM)
Strategies and techniques for increasing the efficiency, safety, or level-of-service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices (including installing medians, channelization, access management, and ramp metering), incident response, targeted traffic enforcement, preferential transit measures, and restriping for high-occupancy vehicle lanes.

Transportation System Plan (TSP)
A plan for one or more transportation facilities that are planned, developed, operated, and maintained in a coordinated manner to supply continuity of movement between modes and within and between geographical and jurisdictional areas.

TriMet
Tri-County Metropolitan Transportation District, the transit agency for most of Clackamas, Multnomah, and Washington Counties.

Trip
A journey made by any mode between an origin and a destination. Trips can be categorized as follows:

- Regional trip – A trip that has neither trip origin nor destination within the Portland metro area.
- Interregional trip – A trip that has one trip end within the Portland region and the other trip end outside the Portland region.
- Interdistrict trip – A trip that starts in one Transportation District and ends in another Transportation District.
- Intradistrict trip – A trip that starts and ends within the same Transportation District.
- Non-local trip –A trip that extends beyond the length of the functional purpose described in a street's classification description.

Trip End
The origin or destination point of a journey.

2040 Growth Concept
A concept for the long-term growth management of our region, developed by Metro. It describes the preferred form of regional growth, including where growth should be clustered, what the appropriate densities are for various land use design types, and which areas should be protected as open space. The 2040 Growth Concept was adopted as part of the Regional Urban Growth Goals and Objectives (RUGGOs) in 1995. *(Source: 2000 RTP)*

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~~**Regional Transportation Functional Plan (RTFP)**~~
~~A regional functional plan regulating transportation in the Metro region, as mandated by Metro's Regional Framework Plan. The plan directs local plan implementation of the Regional Transportation Plan.~~

~~**2014 Regional Transportation Plan (RTP)**~~
~~The 20-year transportation plan developed by Metro to guide transportation in the region. The RTP is the region's transportation system plan that is required by the Transportation Planning Rule.~~

Urban Growth Management Functional Plan (UGMFP)
A regional functional plan with requirements binding on cities and counties in the Metro region, as mandated by Metro's Regional Framework Plan. The plan addresses accommodation of projected regional population and job growth, regional parking management, water quality conservation, and limits on retail uses in employment and industrial areas.

Volume-to-capacity (v/c) Ratio
A measure of potential roadway capacity. A ratio expressing the relationship between the existing or anticipated volume of traffic on a roadway and the designed capacity of the facility.

Vehicle Miles Traveled (VMT) per Capita
Miles driven in automobiles per person on average. The Transportation Planning Rule requires a 10 percent reduction of VMT per capita within 20 years of adoption of a Transportation System Plan, and an additional 5 percent reduction within 30 years of adoption of the TSP. The VMT per capita reductions mean that individuals will, on average, travel less by automobile than previously but, because the population will continue to grow, it does not mean an overall reduction in the amount of miles driven.

~~**Woonerf**~~
~~A type of street design where multiple modes of travel mix in a shared space. Typically, the street carries relatively low volumes of auto traffic and travel speeds are very low. In concentrated shopping areas, woonerf design would focus on pedestrian movement.~~

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City of Portland
Transportation System Plan

Proposed Draft
December 18, 2015

Section 12: Refinement Plans and Studies

Commentary

A list of refinement plans in this section was added at the beginning of the section for ease of review.

Dates of studies will be updated in the next draft.

A table with deleted, current and future studies with dates and funding will be provided as an appendix in the next draft.

Willamette Cove Shoreline Trail (deleted, now listed on the Major Projects List)

Lake Oswego to Portland Transit and Trail Study (deleted, trail project listed on TSP Project list)

RTP PLANS AND STUDIES

Minor Refinement Plans

~~Banfield Freeway~~

Northeast Portland Highway (modified)

~~Macadam/Highway 43 9~~

Major Refinement Plans

Highway 99E (McLoughlin Boulevard)/224 Corridor (this encompasses RTP Mobility Corridor 10: Portland Central City to Milwaukie) (renamed)

Interstate 205 (also RTP Mobility Corridors 7 - Tualatin to Oregon City, 8 -Oregon City to Gateway, and 9 - Gateway to Clark County) (renamed)

~~I-5 North from I-84 to Clark County~~

Hayden Island Access

North Willamette River Crossing (modified)

Powell Boulevard/Foster Road (modified)

Portland Central City to Tigard (RTP Mobility Corridor #2 – Southwest Corridor) (renamed and modified)

RTP Studies

~~Columbia Slough Greenway Trail Study~~

Interstate 205 Ramp Study

West Portland/I-5 Access and Crossings Study

Barbur Boulevard Crossings

~~Willamette Cove Shoreline Trail~~

Central City Pedestrian Enhancements Study (modified)

~~Tualatin/Portland Commuter Rail Extension Study~~

~~Portland to Milwaukie Light Rail Transit Study~~

~~Lake Oswego to Portland Transit and Trail Study~~

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RTP Preferred System Studies

~~I-84/Banfield Trail~~

~~I-84/I-205/Tillamook Multi Use Connector Study~~

Third Track Connector Study

~~Union Station Multi Modal Center Study~~

~~Central Eastside Truck Access Study~~

~~Lower Sandy Boulevard Circulation Study~~

PORTLAND PLANS AND STUDIES

Refinement Plans

Central City Transportation Management Plan (CCTMP) Update (modified)

MAX Light Rail Corridor Master Street Plan

Citywide Master Street Plans (modified)

Studies

ODOT District Highways Evaluation

~~Brooklyn Rail Yard Access Study~~

~~East Burnside Pedestrian Access Improvements~~

Portland Central City Loop (RTP Mobility Corridor#4) (new name)

Brooklyn Neighborhood River Access

~~Inner Powell/Ross Island Bridgehead Access and Circulation Study~~

Inter-jurisdictional Arterial Improvements Coordination

NE Glisan Street Transportation and Streetscape Study (modified)

~~Marquam Hill/Terwilliger Parkway Traffic Calming and Neighborhood Access Study~~

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NEW CITY OF PORTLAND STUDIES

Columbia Corridor Access Study

Other Agency Common Priority Projects in Portland

Growing Transit Communities Investment Plan

Enhanced Transit Corridors

Pleasant Valley Area Need and Feasibility Analysis

Industrial Lands Access Study

Pedestrian Master Plan

Southwest In Motion

Portland Central City Truck Loading and Parking Plan

Citywide All-Modes Needs Analysis

Projected ODOT "Hot Spot" Locations

Hayden Island

Cordon Pricing

Broadway Weidler Corridor Plan Update

Lombard Corridor Transportation and Streetscape Plan

Northwest District Street Decoupling Feasibility Study

Ord. 188177, Vol. 2.5, page 14900

Commentary

- Refinement Plans are defined in the Transportation Planning Rule (TPR) and the Regional Transportation Plan (RTP).
- This chapter was updated to reflect plans and projects that have been completed, are no longer needed or required. Others have been modified to reflect new data and information.
- New plans and studies were added reflecting the update to the TSP Project and City Wide Programs list and the Comprehensive Plan.

Ord. 188177, Vol. 2.5, page 14901

INTRODUCTION

The State Transportation Planning Rule (TPR) defines a refinement plan as an amendment to a transportation system plan (TSP) that resolves, at the system level, the function, mode, or general location of a transportation project that was deferred during development of the TSP. A refinement plan is necessary when the detailed information required to address a transportation need could not be determined during the TSP process.

In the context of Portland's TSP, studies are similar to refinement plans; however, they may not necessarily address a transportation capacity need or their feasibility may not yet be determined. Studies are intended to address issues that have a transportation component identified by the community or other entities.

Metro's 2010 and 2014 ~~2000~~ Regional Transportation System Plan (RTP) identified Mobility Corridors and describes a number of ~~refinement~~ plans and includes a number of studies for Portland to conduct to assist with the implementation of the Mobility Corridors. ~~on its preferred list of projects~~. The City has also identified refinement plans and studies through the Comprehensive Plan update and TSP process. This chapter lists (not in order of priority) the refinement plans and studies that either Metro or the City will undertake over the life of the TSP. In some cases, the Oregon Department of Transportation (ODOT) will be the lead agency.

~~Plans and studies completed since the last TSP update in 2002 during over the life of the TSP will be listed at the end of this chapter and will be on the City's website and available as hard copies.~~ The previous TSP contained Chapter 12: Area Plans which was a summary of plans competed. This chapter was deleted as part of the 2035 TSP update. All plans are available on the City's website. ~~will be listed at the end of this chapter.~~

Commentary

Mobility Corridor No. 5 in RTP is not listed in Table 5.1 Mobility Corridors Recommended for Further Refinement Plans) of the RTP—consider removing

RTP PLANS AND STUDIES

Relating to the Regional Transportation Plan

The 2014 update to the Regional Transportation Plan highlighted seven "Mobility Corridors" throughout the region in which further refinement studies were needed. Of these seven corridors, parts of four corridors were within Portland City limits (RTP Mobility Corridors 2, 4, 8, and 9). The refinement plans in this section address the need for further study as identified in the Regional Transportation Plan.

Minor Refinement Plans

The purpose statement for each regional refinement plan and study is taken from the RTP

~~Banfield Freeway~~

~~***Purpose:*** *Develop transportation strategies to alleviate congestion in the Banfield corridor.*~~

~~Significant investments in transit and highway capacity were made in the Banfield corridor in the 1980s. Further improvements are needed to provide an adequate level of access to the Central City from eastside Portland and east Multnomah County. Additional highway capacity would result in unacceptable physical, environmental and social impacts. The plan should consider the following transportation approaches in this corridor:~~

- ~~Use a coordinated system of traffic management measures to mitigate infiltration on to adjacent parallel corridors.~~
- ~~Improve light rail headways to keep pace with travel demand in the corridor.~~
- ~~Improve bus service along adjacent corridors to keep pace with travel demand, including the possible use of express and non-peak service.~~
- ~~Consider additional feeder bus service and park-and-ride capacity along the eastern portion of the light rail corridor to address demand originating in east Multnomah and north Clackamas Counties.~~
- ~~Develop transportation system management (TSM) strategies for the Gateway regional center to mitigate spillover effects on the regional center.~~

Ord. 188177, Vol. 2.5, page 14904

Commentary

The 2006 Freight Master Plan includes a list of improvements directly addressing issues raised here. Many of the bulleted items have been funded, accomplished or are in the process of being accomplished. Two big projects completed: East End Connector complete, St Johns Truck Strategy. Mobility Corridor No. 16/17 in RTP is not listed in Table 5.1 Mobility Corridors Recommended for Further Refinement Plans) of the RTP--consider removing

Northeast Portland Highway

Purpose: *Refine long-term improvements to consider additional TSM and access management.*

Freight movement in the future will rely more heavily on NE Portland Highway (US Highway 30 bypass). This route links the Rivergate marine terminals and Portland Airport terminals to industrial destinations throughout the region. It includes Killingsworth and Lombard Streets from I-205 to Martin Luther King (MLK), Jr. Boulevard, and Columbia Boulevard from MLK Jr. Boulevard to N Burgard.

Although NE Portland Highway appears to have adequate capacity to serve expected 2020 demand, a number of refinements are needed in the corridor. The plan should consider the following transportation approaches:

- Improve NE Portland Highway as a strategy to address Banfield corridor and east Marine Drive congestion.
- Develop a long-term strategy to serve freight movement between Highway 30 and Rivergate.
- Implement access management measures along NE Portland Highway.
- Implement and refine identified Columbia corridor changes to address corridor needs of NE Portland Highway from Rivergate to I-205.
- Consider grade separation at major intersections.
- Streamline the NE Portland Highway connection from the Lombard/Killingsworth section to Columbia Boulevard, with an improvement transition point at MLK, Jr. Boulevard.
- Improve the Columbia Boulevard interchange at I-5 to provide full access to NE Portland Highway.
- Construct capacity and intersection improvements between 82nd Avenue and I-205.

The additional work done through the refinement plan will be based on the Columbia Corridor Study, the St. Johns Truck Strategy, and the environmental assessment for the 'East End Connector' transportation project.

Since 2007, two major improvements to the corridor have been completed: the East End Connector and the St. Johns Truck Strategy.

Ord. 188177, Vol. 2.5, page 14906

Commentary

Lake Oswego to Portland Transit Project Refinement Phase completed in 2012—not a corridor identified in RTP, delete.

~~***Macadam/Highway 43***~~

~~***Purpose:*** *Develop a long-term strategy for high-capacity transit, including phasing of future trolley commuter service between Lake Oswego and Portland, frequent bus service, and bicycle safety improvements.*~~

~~Although there is heavy travel demand along Macadam/Highway 43 between the Central City and Lake Oswego, physical and environmental constraints preclude major roadway expansion. A long-term strategy for high-capacity transit is needed to link the Central City to southwest neighborhoods and the Lake Oswego town center. As high-capacity transit is evaluated in the corridor, the following approaches should be considered:~~

- ~~Interim repairs to maintain the Willamette Shore Trolley excursion service~~
- ~~Frequent bus service from the Central City to Lake Oswego~~
- ~~Streetcar commuter service or commuter or light rail to provide a high-capacity travel option during congested commute periods~~
- ~~Transportation demand management~~
- ~~Bicycle safety improvements south of the Sellwood Bridge~~

Ord. 188177, Vol. 2.5, page 14908

Commentary

Mobility Corridor No. 10 in RTP is not listed in Table 5.1 Mobility Corridors Recommended for Further Refinement Plans of the RTP.

Major Refinement Plans

Major refinement plans are necessary when a transportation need exists, but the mode, function, and general location of a transportation improvement have not been determined, and a range of actions must be considered before identifying a specific project or projects.

Highway 99E (McLoughlin Boulevard)/224 Corridor (encompasses RTP Mobility Corridor 10: Portland Central City to Milwaukie)

Purpose: *Develop a traffic management plan for SE McLoughlin Boulevard from the Ross Island Bridge to I-205.*

Long-term improvements are needed in this corridor to preserve access between the Central City and Clackamas County, provide access to the Clackamas regional center, and support downtown development in the Milwaukie town center. The recently completed South/North light rail study demonstrated a need for high-capacity transit service in this corridor. Both highway and high-capacity transit service are needed over the 20-year plan period to keep pace with expected growth in this part of the region. This refinement plan should include rapid bus transit service, or its equivalent, in the short term and light rail in the long term. Transportation improvements should address the following approaches:

- Implement access management measures throughout the corridor, including grade separations at intersections along Highway 224 between Harrison Street and I-205.
- Discourage spillover traffic from McLoughlin and Highway 224 onto Tacoma Street, 17th Avenue, Johnson Creek Boulevard, 34th Avenue, and Lake Road.
- Monitor and mitigate spillover traffic from McLoughlin and Highway 224 onto other local collectors.
- Consider a reversible high-occupant vehicle (HOV) lane or peak-period priced lane between Ross Island Bridge and the intersection with Harold Street.
- Expand highway capacity to a total of three general-purpose lanes from Harold Street to
  I-205, and consider reversible HOV or peak-period pricing for new capacity.
- Provide a more direct transition from McLoughlin to Highway 224 at Milwaukie in order to orient long trips and through-traffic onto Highway 224 and northbound McLoughlin.
- Provide improved transit access to the Milwaukie and Clackamas regional centers.
- Provide improved pedestrian and bicycle access. Include active transportation component to the plan.

Ord. 188177, Vol. 2.5, page 14910

Commentary

Mobility Corridors Nos. 7, 8 & 9 in RTP is listed in Table 5.1 Mobility Corridors Recommended for Further Refinement Plans of the RTP.

Interstate 205 (also RTP Mobility Corridors 7 - Tualatin to Oregon City, 8 - Oregon City to Gateway, and 9 - Gateway to Clark County)

Purpose: *Develop a traffic management plan from I-5 to Clark County.*

Improvements are needed in the I-205 corridor to address existing deficiencies and expected growth in travel demand in Clark, Multnomah, and Clackamas Counties. The refinement plan should address the following needs and opportunities:

- Provide for some peak-period mobility for longer trips.
- Preserve freight mobility from I-5 to Clark County, with an emphasis on connections to Highway 213, Highway 224, and the Sunrise corridor.
- Maintain an acceptable level of access to the Oregon City, Clackamas, and Gateway regional centers and the Sunrise industrial area.
- Maintain acceptable levels of access to Portland Airport, including air cargo access.
- Use the physical configuration of highway improvements to shape urban form in the City or urban reserve area.
- Provide improved pedestrian and bicycle access. Include active transportation component to the plan.

The plan should consider the following potential transportation changes:

- Auxiliary lanes from Airport Way to I-84 east
- Express lanes, peak-period pricing, or HOV lanes as strategies for expanding capacity
- Relative value of specific ramp, overcrossing, and parallel route improvements
- An eastbound HOV lane from I-5 to the Oregon City Bridge
- A truck climbing lane south of Oregon City
- Rapid bus service from Oregon City to Gateway
- Extension of rapid bus service north from Gateway into Clark County
- Light rail
- Refinements to 2040 land use assumptions for this area to expand potential employment in the area and improve the jobs/housing imbalance
- Reevaluation of the suitability of Beavercreek as an urban reserve area, based on the ability to provide a transportation infrastructure that can adequately serve that area

Metro is dividing the I-205 refinement plan into two segments. The first segment stretches from Highway 224 north to Vancouver and includes the current work being done through the South Transit Corridor Study and the transit part of the I-5 Trade Corridor Study. The second segment is south from Highway 224 and is completely outside Portland's boundaries.

Ord. 188177, Vol. 2.5, page 14912

Commentary

Completed. The NE Quadrant plan addressed many of these things. Additionally, the CRC study was relevant to fulfilling this need.

~~***I-5 North from I-84 to Clark County***~~

~~***Purpose:*** *Develop improvements to address freight mobility and access needs.*~~

~~The I-5 corridor is a heavily traveled route that will experience additional traffic growth. Improvements are needed to facilitate freight movement and growing travel demand from Clark County. The RTP contains capacity projects that will have significant impacts on adjacent neighborhoods. As improvements are evaluated for this refinement plan, the following elements should be addressed:~~

- ~~HOV lanes and peak-period pricing~~
- ~~Transit alternatives from Vancouver to the Central City~~
- ~~Maintaining acceptable level of access to the Central City from Portland neighborhoods and Clark County~~
- ~~Maintaining off-peak freight mobility, especially to marine, rail, and truck terminals in the area~~
- ~~Maintaining an acceptable level of access to freight intermodal facilities and to the NE Portland Highway~~
- ~~Interchange improvements at Columbia Boulevard to provide freight access to NE Portland Highway~~
- ~~Additional Interstate Bridge capacity~~
- ~~Actions to reduce through-traffic on Martin Luther King, Jr. Boulevard and Interstate to facilitate main street redevelopment~~

~~The Portland/Vancouver I-5 Transportation and Trade Partnership completed its Strategic Plan in 2004. The details of that effort are summarized in Volume 2 under Chapter 12 Amendments. The next phase of the study will further refine recommendations identified in the Strategic Plan.~~

Hayden Island Access

In coordination with regional, state and federal partners, develop and evaluate access options to Hayden Island from Marine Drive. Access would include Pedestrian, Bike, Transit, Auto and Freight to support the Hayden Island plan.

Ord. 188177, Vol. 2.5, page 14914

Commentary

Not completed. Modeling was done to see what the impact of a North Willamette Crossing would be, however a crossing north of the St. Johns bridge failed to prove its worth; very few trucks were diverted to the new bridge instead of continuing through the heart of the St. Johns neighborhood and across the St. Johns bridge.

North Willamette River Crossing

Purpose: *Study the need for a new bridge from US Highway 30 to Rivergate.*

Analysis for the RTP showed a strong demand for travel between NE Portland Highway from the Rivergate industrial area and Highway 30/St Helens Road on the west side of the Willamette River. The St. Johns Bridge currently carries this traffic, but has limitations and will not be adequate in the long term to carry freight and other traffic. The St. Johns Truck Strategy recommends a number of changes to balance freight mobility needs with the vitality of the St. Johns town center. The Truck Strategy provides an interim solution to demand in the corridor and does not attempt to address long-term access needs to Rivergate and Highway 30. The refinement plan should incorporate the following:

- Building on the St Johns Truck Strategy, recommendations to provide adequate freight and general access to Rivergate, while considering potentially negative impacts on the future development of the St. Johns town center
- The potential for a "streamlined" northeast Portland connection from I-205 to Rivergate
- A long-term management plan for the St. Johns Bridge if the plan recommends a new crossing

Since 2007, preliminary traffic modeling has been done to show how a new Willamette River crossing north of St Johns would impact truck volumes through the neighborhood. As a part of the St Johns Truck Strategy, access improvements have been made within the St. Johns neighborhood to facilitate freight access.

Additional analysis should look at a new pedestrian/bicycle bridge across the Willamette from Kelley Point to Sauvie Island, a new pedestrian/bicycle path to the North Portland Railroad Bridge, and additional analysis related to the need for a motor vehicle bridge.

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Powell Boulevard/Foster Road

Purpose: *Resolve outstanding transportation issues in the Pleasant Valley, Damascus and south Gresham areas.*

The Powell Boulevard/Foster Road Corridor represents both a key transportation challenge and an opportunity to meet 2040 regional land use goals. The Powell/Foster Corridor is a top priority among corridors requiring refinement plans. Despite policy changes to level-of-service standards that permit greater levels of congestion, significant multimodal improvements will be needed in order to continue to serve transportation needs of the communities and industrial areas in southeast Portland and Gresham. The corridor is also critical to providing access to the planned growth areas in Pleasant Valley, along with Damascus and Springwater that have recently been added to the Urban Growth Boundary. In addition, the corridor is constrained by significant topographical and environmental features.

As a result of the findings from Phase 1 of the Powell Boulevard/Foster Road Corridor Plan, which was completed in 2003, specific multimodal projects have been identified that address transportation needs on Powell Boulevard between inner SE Portland and Gresham, and on Foster Road west of Barbara Welch Road. System level decisions for transit service were also made for the corridor.

Several outstanding transportation problems in the Pleasant Valley, Damascus and south Gresham areas, require additional planning work before specific multimodal projects can be developed and implemented. The Phase 2 plan should be closely coordinated with concept plans for Damascus and the Springwater area, in order to incorporate the updated land use and transportation assumptions. It should examine the following transportation solutions and strategies:

- Determine the appropriate cross-section on Foster Road between Barbara Welch Road and Jenne Road and the project timing, to meet roadway, transit, pedestrian and bike needs.

- Explore the possibilities for potential new street connection improvements in the Mount Scott area that reduce local travel demand on Foster Road and improve access to the Pleasant Valley area.

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- Develop conceptual designs and determine right-of-way for an improvement and extension of SE 174th Avenue between Powell Boulevard and Giese Road, or another new north-south roadway in the area, to accommodate travel demand and improve access to Pleasant Valley. The alignment should consider engineering feasibility, land use and environmental effects, safety, and overall costs.

- Further define the three-lane Highland Drive and Pleasant View Drive option that was recommended as part of Phase 1. This option needs to address design, operational, and safety-related issues.

- Work with local jurisdictions to provide for access management on arterials serving Pleasant Valley and Damascus.

- Address other regional north-south transportation needs identified by the Damascus Concept Plan and Springwater concept planning effort. Further evaluate alignment issues, engineering cost estimates, and right-of-way impacts of future roadway projects north of Damascus that are identified as part of the concept planning effort.

Since 2007, Gresham and Multnomah County submitted an application for a TGM grant to study the issues identified above; if the grant is approved, the City of Portland has agreed to contribute to complete its portion of the study. Additionally, the Metro East Metro Connection plan explored some of the Powell/Foster concerns.

Ord. 188177, Vol. 2.5, page 14920

Commentary

Mobility Corridor No. 2 in RTP is not listed in Table 5.1 Mobility Corridors Recommended for Further Refinement Plans of the RTP—reference RTP for how this refinement plans description can be updated.

Portland Central City to Tigard (RTP Mobility Corridor #2 – Southwest Corridor)~~*Barbur/Interstate 5*~~

Purpose: *Identify needed improvements for motor vehicles, trucks, bicycles, pedestrians, and high-capacity transit travel in the Barbur/I-5 corridor from I-405 to the north Tigard interchange.*

This corridor provides access to the Central City and to neighborhoods and commercial areas in the inner southwest quadrant of the region. Barbur Boulevard is designated in the RTP as a multimodal facility with potential light rail or rapid bus service, and also serves a regional role for motor vehicle, bicycle, and pedestrian systems. I-5 in this corridor is designated as a Main Roadway route for freight and a Principle Arterial for motor vehicles, extending southward beyond the region.

Even with priority system improvements, segments of both Barbur Boulevard and I-5 in this corridor experience significant congestion and poor service levels, especially from the Terwilliger interchange northward. However, ~~rapid bus service~~ high-capacity transit along Barbur and other expanded bus services are expected to experience promising ridership levels. Significant localized congestion occurs along the intersecting street segments of Bertha, Terwilliger, and Capitol Highway/Taylors Ferry. Broad street cross-sections, angled intersections, and limited signalized crossing opportunities along Barbur create traffic safety hazards and inhibit walking to local destinations and access to transit services.

The I-5 right-of-way presents a substantial barrier to local street system connectivity, contributing to congestion at the limited number of crossing points. The relatively steep freeway grade presents a safety hazard and contributes to significant roadway noise impacts on adjacent neighborhoods. The corridor is also located in the vicinity of several significant natural resource areas, including the Stephens Creek, Fanno Creek and Tryon Creek watersheds.

Several recent planning studies and actions will provide guidance for future transportation analyses and refinement planning. The South Portland Circulation Study report provides a circulation concept for the Ross Island bridgehead area and Naito Parkway. The Barbur Boulevard Streetscape Plan provides guidance for pedestrian and streetscape improvements. The Barbur Concept Plan also provides guidance. ~~The Barbur Boulevard Streamline Project recommends near-term improvements for transit operations and bus stop amenities.~~ The West Portland Town Center Study recommends various transportation improvements for this area. The City did not adopt or act upon this study, but some portions may be useful for future considerations.

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The adoption of the Southwest Community Plan and Comprehensive Plan (SWCP) and Zoning Map resolved many land use issues in the broader area surrounding the corridor. However, a 'Barbur envelope' has been delineated for a future land use and transportation planning process. This area includes a relatively narrow band of properties along Barbur between Miles Street and the City boundary and in the general area of the West Portland town center. Until the plan for this area is completed, the SWCP identifies the town center designation as conceptual only; the exact designation for the area could change as a result of further study.

Transportation solutions in the corridor should consider the following approaches:

- Combined land use and transportation alternatives within the 'Barbur envelope' area, and resulting transportation and livability benefits and impacts
- Regional and local transit services and facilities, and the appropriate transit vehicle type to serve the Barbur corridor within the RTP planning horizon
- Possible new locations or relocations for I-5 on-ramps and off-ramps and street connections across the freeway right-of-way
- Opportunities for new or improved local street connections to Barbur, including locations for possible signalized intersections and reconfiguration of angled intersections for safe, multimodal access
- Facilities to improve bicycle and pedestrian safety along Barbur and access to transit services and local destinations
- Traffic management and intelligent transportation system improvements along the corridor
- Potential mainline freeway improvements, including possible southbound truck climbing lanes and traffic and truck noise mitigation
- Special attention to the Barbur/Capitol/Taylors Ferry intersection and local street connectivity improvements in the West Portland area
- Coordination with previous planning studies and recommendations from the South Portland Circulation Study, Barbur Boulevard Streetscape Plan, and Barbur Boulevard Streamline Project

Ord. 188177, Vol. 2.5, page 14924

Commentary

Columbia Slough Greenway Plan has been developed (delete)

RTP Studies

~~***Columbia Slough Greenway Trail Study***~~

~~***Purpose:*** *Determine the feasibility of constructing a multi use path of regional significance from Kelly Point Park to Blue Lake Park (2000-2005).*~~

~~In 2002, Limited segments of the Columbia Slough Trail have been completed, including some recently developed by the Bureau of Environmental Services (BES). Significant links are missing. This study would look at potential alignments, consider environmental and physical constraints, and determine where grade separation may be needed when the trail crosses rights-of-way.~~

Ord. 188177, Vol. 2.5, page 14926

Interstate 205 Ramp Study

Purpose: *Evaluate and recommend improvements to I-205 ramps at SE Powell and SE Division to eliminate confusing intersections that direct drivers to frontage roads ~~(2000-2005).~~*

Based on adopted policy, the City designed the freeway ramp and collector-distributor road system on either side of the I-205 freeway to operate so Powell Boulevard on the west side of I-205 and Division on the east side of I-205 provide a continuous route from Portland to Gresham. This design was intended to take automobile and truck traffic off the more transit-oriented Division Street west of I-205 and use Division east of I-205, in combination with the more auto-oriented Powell Boulevard west of I-205, for the bulk of trips between the two centers.

The current design of the ramp termini reflects this policy intent. There has been recent interest, however, in revisiting the turn restrictions and physical restrictions imposed by the policy and design. ODOT and the City have agreed to analyze the type of improvements that might be necessary to remove the turn restrictions at SE 92nd and Powell Boulevard and allow for more balanced turn movements throughout the interchange area.

Ord. 188177, Vol. 2.5, page 14928

West Portland/I-5 Access and Crossings Study

Purpose: *Identify possible new connections over I-5 to serve motor vehicles, pedestrians, and bicycle travel ~~(2000-2005).~~*

Because of the barrier effect of I-5 and SW Barbur, the existing street pattern in the vicinity of the West Portland town center/Barbur transit center is incomplete, particularly in the north-south direction. This 'wall' limits connections between cultural, institutional, recreational, and commercial facilities such as Woods Memorial Park, Multnomah Village, the Multnomah Center, Gabriel Park, Jackson Middle School, Capital Hill Library, Holly Farm Park, PCC-Sylvania, and Markham Elementary School. Topography presents a challenge to making additional connections in the vicinity of the transit center.

I-5 Crossing
The existing pedestrian/bicycle connection across I-5 ramps down from the transit center, crosses I-5 on a pedestrian bridge, then ramps down to SW Willard at 40th. The West Portland Town Center Study (December 1997) recommended enhancing the existing pedestrian bridge crossing by reconfiguring the park-and-ride lot, providing a new local street crossing in the vicinity of the transit center, and potentially capping a portion of I-5. In addition, sidewalk improvements are needed on local streets south of I5 to improve connections to the existing pedestrian bridge.

Local Street Connectivity
Southwest Barbur and I-5 create barriers at the north and south ends of the West Portland town center. Only Capitol Highway and the pedestrian bridge at the transit center cross I-5 in the vicinity of the town center, resulting in a local street network with missing links. Potential locations for local street crossings of I-5 are:

- Replacing the existing pedestrian/bicycle bridge over I-5 with a pedestrian-oriented, local street connection on the 39th/40th alignment, connecting to 40th at Wilbard Street and
  to SW 35th
- Constructing a new local street that extends SW 48th Avenue south on a new bridge structure to SW Huber Street and then connects to an extension of SW Alfred Street
- Constructing a bicycle/pedestrian bridge between the Ash Creek and Crestwood neighborhood and the West Portland Park neighborhood in the vicinity of the Dickinson Street corridor, south of Markham School

Land Use

- Relocating ramps in this area will create developable land and new land use potential.

This study may be incorporated into the Barbur/I-5 refinement plan (described earlier in this chapter), which identifies many of the issues described here.

Ord. 188177, Vol. 2.5, page 14930

Commentary

Markham School Pedestrian/Bicycle Overpass is identified in the TSP.

Barbur Boulevard Crossings

Existing commercial areas along the west side of Barbur and south of I-5 are relatively inaccessible by pedestrians. Barbur presents a barrier to pedestrian access because of wide paved areas, limited crossing opportunities, and relatively high traffic volumes and speeds. Safer and more convenient pedestrian circulation is needed to support commercial uses, access transit service, and support a future town center.

Additional study is needed to determine the need and feasibility of new connections, within the context of the additional land use and transportation analysis being conducted as part of the Barbur and I-5 corridor refinement plan.

Ord. 188177, Vol. 2.5, page 14932

Commentary

The Willamette Cove Shoreline Trail is part of what is now the North Portland Greenway Trail, which has a concept plan. There are five segments of North Portland Greenway Trail in TSP list. Delete.

The CCTMP planning work and Central City Multimodal Safety project will identify pedestrian improvements. MMA work also identified some improvements.

Willamette Cove Shoreline Trail

~~***Purpose:*** *Evaluate the feasibility of a multi use trail from Cathedral Park to Swan Island and from Swan Island to the Steel Bridge (2000-2005).*~~

~~Willamette Cove is on the North Portland peninsula near St. Johns. With nearly one-half mile of riverfront, it is one of the last remaining semi natural shorelines in the Portland Harbor. The property is at the southern anchor of the Peninsula Crossing Trail, a 3.5mile pedestrian trail that connects the Willamette and Columbia Rivers. The City of Portland recently completed a master plan for the redevelopment of the 27-acre Willamette Cove site as a natural area park.~~

Central City Pedestrian Enhancements Study

Purpose: *Identify needed pedestrian improvements to address locations lacking pedestrian crossings, difficult bridge crossings, and access over freeways in the Central City* ~~*(2000-2005).*~~

The Central City Transportation Management Plan's (CCTMP) pedestrian policies and text note that the degree of pedestrian access is increased when the pedestrian network is "comprehensive in coverage, easily accessible, and without significant barriers and obstacles that would prevent its use." The pedestrian enhancements study should:

- Identify gaps and deficiencies in the pedestrian network
- Examine 'no pedestrian crossing' locations and identify appropriate measures to improve access
- Examine the need for underpasses and the potential for alternative pedestrian crossing opportunities
- Identify pedestrian access improvements to and across Willamette River bridges
- Identify pedestrian access improvements across I-5, I-84, and I-405
- Identify connections to and from surrounding neighborhoods
- Identify locations where pedestrian crossings need improvements and/or signal modifications
- Identify reconfigurations of ramp intersections to provide continuous sidewalks on both sides of SE Grand and SE Martin Luther King, Jr.

<u>With the pending completion of the Central City Multimodal Safety project, many pedestrian access improvements in the Central City will be identified.</u>

Ord. 188177, Vol. 2.5, page 14934

Commentary

This concept was examined in the Oregon Passenger Rail project. The improvements described in the refinement plan were rejected by the Oregon Passenger Rail project. Delete.

~~*Tualatin/Portland Commuter Rail Extension Study*~~

~~***Purpose:*** *Evaluate the extension of commuter rail service from Tualatin to Union Station via Lake Oswego and Milwaukie (2011-2020).*~~

~~This project would use existing railroad tracks: the Tillamook branch from Tualatin and the Southern Pacific tracks in Portland. The line would extend from Tualatin, through Lake Oswego and Milwaukie, and through eastside Portland before crossing the Willamette and ending at Union Station.~~

~~*Portland to Milwaukie Light Rail Transit Study*~~

~~***Purpose:*** *Identify possible light rail route alignment from the Portland Transit Mall. (2005-2010)*~~

~~Further study has been identified in the 2004 South/North Land Use Final Order (LUFO) Amendment adopted by Metro Council (Resolution No. 03-3372) for two areas within Portland. The LUFO identifies a study area for a possible light rail route alignment from the downtown Portland Transit Mall at SW Lincoln Street and SW 5th Avenue eastward along SW Lincoln Street and an extension of SW Lincoln to I-5. This area is immediately adjacent to the extension of the Portland Transit Mall to just south of SW Harrison.~~

~~Further study has also been identified for a section of land south of SE Tacoma Street and generally north of Highway 224, between McLoughlin Boulevard, east to the Tillamook Branch railroad line. The purpose of this study is to address issues of concern identified by the City of Milwaukie (Resolution 02-2003).~~

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Commentary

A Draft EIS was completed in 2010, before the project was abandoned. A shorter segment down to Johns Landing is in TSP. http://www.oregonmetro.gov/lake-oswego-portland-transit-project. Trail is listed on the TSP Major Projects List.

~~***Lake Oswego to Portland Transit and Trail Study***~~

~~***Purpose:*** *Develop and evaluate transit and trail alternatives in the Lake Oswego to Portland corridor and select one or two preferred alternatives to advance into the federal environmental analysis process.*~~

~~In the Lake Oswego to Portland corridor, Highway 43 serves as the primary north/south route for cars, buses and trucks between Lake Oswego and Portland. Existing traffic volumes on Highway 43 create substantial congestion in the peak hours. Substantial roadway improvements and tolling for Highway 43 have been ruled out in earlier studies. Multiple studies have recommended consideration of transit along the existing Willamette Shoreline right-of-way. Given the public ownership of the railroad right-of-way within the corridor, transit alternatives, including, but not limited to streetcar service, are being studied.~~

~~The purpose is to develop a community-supported transit project that meets future travel demand in the Lake Oswego to Portland corridor and supports local and regional land use plans. The project will accomplish several objectives:~~

- ~~Provide improved transportation access to and connectivity among significant destinations and activity centers.~~
- ~~Minimize traffic and parking related impacts to neighborhoods.~~
- ~~Support and enhance existing neighborhood character in an environmentally sensitive manner.~~
- ~~Leverage investment in the existing transit system to cost-effectively increase riders in the corridor and across the system.~~
- ~~Support transit-oriented economic development in Portland and Lake Oswego.~~
- ~~Support community goals related to transportation, land use and development.~~
- ~~Increase mobility.~~
- ~~Provide additional transportation choices in the corridor.~~
- ~~Provide access for persons with disabilities.~~
- ~~Be part of an integrated multimodal transportation system.~~
- ~~Anticipate future needs and impacts and not preclude future expansion opportunities.~~

Ord. 188177, Vol. 2.5, page 14938

Commentary

I-84/Banfield Trail was fulfilled by the completion and adoption of the Sullivan's Gulch Trail Concept Plan in July 2012

I-84/I-205/Tillamook Multi Use Connector Study, this is Phase II of the Sullivan Gulch Trail Concept Plan (I-205 to 122nd). Delete.

~~The purpose of the pedestrian and bicycle trail is to provide a connection between the Willamette River Greenway trail at the north end and the Lake Oswego town center at the south which will:~~

- ~~Significantly improve the access, safety and quality of experience for cyclists, pedestrians and persons with disabilities.~~
- ~~Create a connected, high-quality facility that is compatible with the transit alternative and which makes bicycling and walking a viable transportation and recreation choice.~~
- ~~Enhance the value of the existing transportation system by successfully integrating the bicycle and pedestrian trail.~~
- ~~Be compatible with and serve the needs of surrounding neighborhoods.~~
- ~~Connect and improve access to important pedestrian and bicycle destinations in the corridor.~~

RTP Preferred System Studies

The RTP project list includes the following studies only in the 2020 Preferred System. There is no timeframe associated with these studies.

I-84/Banfield Trail

~~***Purpose:*** *Study the feasibility of a multi use path from the Eastbank Esplanade to I205 bike lanes.*~~

~~A feasibility study is needed to determine whether a bicycle path could be constructed along I-84 between the Eastbank Esplanade and the I-205 bike lanes. The study would need to determine the path's location (adjacent to the heavy rail line, above the gulch, or a combination of the two) and access points to the path. Since the path will likely involve private (railroad) property, a public involvement component will be needed.~~

~~*I-84/I-205/Tillamook Multi Use Connector Study*~~

~~***Purpose:*** *Study the feasibility of a connection from I-84/122nd Avenue to I-205.*~~

~~This study would consider the feasibility of a bicycle path connection between the existing path on I-84 (that has its western terminus at 122nd) and I-205. The terminus with I-205 would link to a future path identified in the I-84/Banfield Trail study discussed above. Topography and heavy rail lines would limit alignment alternatives. Topography and a limited number of east-west streets would also limit access points.~~

Ord. 188177, Vol. 2.5, page 14940

Commentary

I-5 Train Capacity Corridor Study listed many improvements (largely for freight rail), many of which have been implemented. Oregon Passenger Rail project is underway and is looking at improvements to passenger rail north of Union Station. Expected completion: winter 2015/16.

Portland Union Station Multimodal Conceptual Engineering Study complete: www.portlandoregon.gov/transportation/article/262556

Third Track Connector Study

Purpose: *Study additional rail capacity to address growth in high-speed rail and commuter rail from North Portland to Vancouver, Washington.*

The 1999 Commuter Rail Feasibility Study evaluated the feasibility of regional commuter rail service operating on the existing freight rail lines. ODOT and the Washington Department of Transportation will jointly conduct a new Rail Capacity Analysis as part of the ongoing I-5 Transportation and Trade partnership. This study will examine possible commuter rail service between Portland and Vancouver/Woodland, and Portland and Camas/Washougal. It will consider the feasibility of commuter rail service on entirely new, separate, passenger-only rail lines for intercity passenger trains (including high-speed rail) and commuter rail trains. Potential ridership and infrastructure costs will also be examined. The study will likely find that a third rail line would be inadequate and two parallel passenger rail lines would be more feasible.

~~*Union Station Multi Modal Center Study*~~

~~***Purpose:*** *Identify improvements to meet additional transportation needs to Union Station.*~~

~~Union Station is a highly accessible intermodal facility, with passenger connections between public and private bus systems and passenger rail. Motorists, pedestrians, transit riders, and bicyclists can also access the station. Light rail and bus service will be expanded in the future, and NW Sixth will be extended north to NW Northrup. Improvements for Union Station area would focus on:~~

- ~~Preserving access to and from Union Station for all modes of travel, including bus, light rail, passenger rail, motor vehicles, walking, and bicycles~~
- ~~Further developing Union Station as an intermodal passenger terminal~~

Ord. 188177, Vol. 2.5, page 14942

Commentary

Done. Central Eastside Street Plan (done in 2010). SE Quadrant Plan (draft plan is going to city council).

BES recently completed a project in this area that built large bioswales in the big triangular spaces left over from the street grid intersecting with Sandy. A median with ped/bike crossing where Sandy, Pine, and 9th come together. Delete.

~~*Central Eastside Truck Access Study*~~

~~***Purpose:*** *Evaluate circulation to improve connections in the Central Eastside to the regional traffic network and reduce conflicts with non-industrial land uses.*~~

~~The Central Eastside is an important industrial job base for the Central City, particularly for warehousing, distribution, and incubator industrial activities. Commercial vehicle access and circulation to and within the district must be maintained and enhanced. Areas of concern include access to and from I-5, SE Powell Boulevard, the Ross Island Bridge, and 'southern triangle' area. Circulation in the Central Eastside needs to be managed to minimize conflicts between trucks, automobiles, bicycles, pedestrians, and transit and to minimize conflicts between industrial, retail, and residential activities.~~

~~*Lower Sandy Boulevard Circulation Study*~~

~~***Purpose:*** *Realign blocks to improve circulation in the Stark to Burnside area.*~~

~~The CCTMP identified a strategy to "consider modifying Sandy Boulevard from E Burnside to SE Stark to eliminate excess street area, realign city blocks, and improve routes and street design for pedestrians and bicyclists."~~

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PORTLAND PLANS AND STUDIES

Refinement Plans

Central City Transportation Management Plan (CCTMP) Update

Purpose: *Update the CCTMP, including subarea access and circulation studies as needed (~~2000-2005~~).*

City staff must review and update the CCTMP's policies, objectives, district strategies, and street classifications every five years. The review is limited to City Council directives, street reclassifications, new programs, policy amendments, land use changes, and legal issues, and must include a citizen involvement component. The CCTMP street classifications were updated as part of the TSP process to make them consistent with RTP classifications.

MAX Light Rail Corridor Master Street Plan

Purpose: *Complete the master street plan for areas between NE Glisan and SE Stark, east of the Gateway regional center ~~(2000-2005).~~*

The RTP requires local jurisdictions to develop "conceptual new street plan maps" for "contiguous areas of vacant and redevelopable parcels of five or more acres planned or zoned for residential or mixed-use development." The maps are intended to provide guidance to property owners and developers, as well as more certainty to nearby residents. The street plans should identify street connections to adjacent areas in a manner that promotes a convenient and well-connected street system. The street plans should show extensions to existing streets, new street connections to provide adequate connectivity, and a reliance on through-streets rather than closed street designs.

Because the MAX light rail corridor has unique connectivity needs, it was not included in the Far Southeast Street Master Plan study. A higher level of street connectivity is desirable in dense, mixed-use areas to access multiple destinations and disperse vehicle traffic throughout the area. High levels of pedestrian activity also warrant a more densely spaced street grid to facilitate movement and attain high mode split targets for alternatives to single-occupant vehicles.

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Citywide Master Street Plans

Purpose: *Complete master street plans for the following districts: Southeast, Far Northeast, North, Northeast, and Northwest ~~(2000-2005)~~*

The ~~2000~~ 2014 RTP requires local jurisdictions to develop "conceptual new streets plan maps" for "contiguous areas of vacant and redevelopable parcels of five or more acres planned or zoned for residential or mixed-use development. The maps are intended to provide guidance to property owners and developers as well as more certainty to nearby residents. The street plans must identify street connections to adjacent areas in a manner that promotes a convenient and well-connected street system. The street plans must show extensions to existing streets, new street connections to provide adequate connectivity, and reliance on through streets rather than closed street designs.

Areas of the City without adopted street plans must be analyzed to determine where adequate connectivity does not exist. Some areas, such as inner Southeast, have high levels of street connectivity that exceed regional standards. Other districts, such as Northwest, exhibit high street connectivity near the Central City, but poor connectivity in outlying areas where topography and industrial zoning may preclude connectivity. At a district level, the Far Northeast exhibits the lowest levels of connectivity for areas not covered by an adopted street plan.

Ord. 188177, Vol. 2.5, page 14948

Commentary

A new bike-ped bridge has been constructed in place of the old one as a part of the PMLR project. Additional access improvements identified in Bicycle Master Plan.

Studies

ODOT District Highways Evaluation

Purpose: *Assess the long-term design and functional needs of state highways inside the City.*

The City and ODOT are both interested in transitioning district highways within the City limits to Portland's jurisdiction and management. These may include Sandy Boulevard, NE/SE 82nd Avenue, N/NE Lombard, NE/SE Martin Luther King, Jr. Boulevard, and NE/SE Grand Avenue. Many of these highways have changed roles over time, as parallel state routes and limited-access highways were constructed. These district highways formerly served as through-routes, but now provide more local circulation and commercial access functions.

The City's interest in assuming jurisdiction is based on land use (implementing 2040 main street development); development review (giving one agency permit authority for buildings, driveways, etc.); street design (incorporating multimodal features, more calmed traffic), and operations (implementing signalization, parking control, etc.).

The City must evaluate the significant cost implications of assuming jurisdiction for these district highways. Many of the highways need reconstruction or are not built to the level of urban standards the City desires. Jurisdiction also includes a long-term responsibility for maintenance and operations.

~~*Brooklyn Rail Yard Access Study*~~

~~***Purpose:*** *Identify pedestrian and bicycle improvements.*~~

~~This idea was generated in the TSP workshop for the Southeast Transportation District and is also identified in the Brooklyn Neighborhood Plan (1991) concept plan. The Brooklyn yards contain numerous rail lines and associated activities that create a substantial barrier to pedestrian and bicycle access across the Brooklyn neighborhood. An existing pedestrian bridge over the tracks is in disrepair. The Brooklyn Neighborhood Plan envisions a new bicycle and pedestrian bridge over the rail lines for access to the park and high school from the east side of the neighborhood at approximately SE Lafayette.~~

Ord. 188177, Vol. 2.5, page 14950

Commentary

East Burnside Pedestrian Access Improvements:
The High Crash Corridor program has done extensive planning and implementation work in this corridor and has made it more pedestrian-friendly. Delete.

Portland Central City Loop:
This refinement plan pertains to a mobility corridor in table 5.1 Mobility Corridors Recommended for Future Corridor Refinement Plans of the Regional Transportation Plan. The refinement plan name was changed to be consistent with the Metro RTP.

~~***East Burnside Pedestrian Access Improvements***~~

~~***Purpose:*** *Analyze East Burnside between 12th and 39th for improvement of transitpedestrian access to commercial and residential areas.*~~

~~The Pedestrian Master Plan identifies the need for a plan for East Burnside between 12th and 39th to identify transportation improvements that will increase walking opportunities and provide streetscape improvements to enhance the main street character of this corridor.~~

Portland Central City Loop (RTP Mobility Corridor#4) ~~***Interstate 5/Interstate 405 Inner Freeway Loop Study***~~

Purpose: *Evaluate the current and future operations, design, and proposed improvements of the I-5/I-405 freeway loop in the Central City, and consider alternative design concepts.*

The purpose of this study is to develop alternative design concepts for the inner freeway loop, addressing issues such as regional mobility; freight movements; access needs of Central City districts; minimization of physical barriers and impacts on the river; potential local street network improvements; and the role of alternative modes. The analysis should also evaluate changes to the transit system and the possible implications for land use in the district.

Numerous studies have evaluated the service capabilities of various existing segments of the inner freeway loop (such as the Greeley-Banfield segment and the Eastbank segment) and have recommended potential improvements. The freeway loop has not been evaluated as a whole system, however. Several recent planning activities indicate the need to evaluate the function and design of the entire inner freeway loop, given emerging land use and transportation objectives. These planning activities include the I-5 Transportation and Trade Partnership, the South Portland Circulation Study, the Rose Quarter Urban Design Plan and Development Strategy, the Lloyd District Development Strategy, and the Central Eastside Development Opportunity Strategy.

Ord. 188177, Vol. 2.5, page 14952

Commentary

Inner Powell Streetscape Plan was adopted in 2008. Multiple studies such as Central Eastside Street Plan and SE Quadrant Plan have looked at changes to east end of Ross Island Bridge and none have recommended pursuing any changes.

Brooklyn Neighborhood River Access

Purpose: *Study pedestrian and bike access from the Brooklyn neighborhood to the Willamette River.*

The 1991 Brooklyn Neighborhood Plan identifies improved access to the riverfront as a longstanding neighborhood priority. Objective 6A1 of the plan states: "Re-establish Brooklyn's access and historic link to the Willamette River."

McLoughlin Boulevard creates a barrier that separates the neighborhood from the river. Existing access from the neighborhood to the river is via the lower-level ramps at the Ross Island Bridge, where steep terrain limits easy access, or via Holgate Boulevard, where pedestrians can cross at a stoplight, but can reach the river only by descending a bramble-covered bank. Haig Park is undeveloped parkland between the river and McLoughlin Boulevard, south of the SE Franklin Street alignment and north of the SE Haig Street alignment.

The neighborhood concept plan identifies a pedestrian overpass bridging McLoughlin as a way to provide river access. A recent study investigated alternative crossing locations of McLoughlin Boulevard and access routes to the Springwater Trail, and provided rough cost estimates. That study may be detailed enough to identify a preferred alternative for an improvement project. The next step would be to determinate if the project responds to a transportation need rather than a recreational need to qualify it for inclusion in the TSP. Because the preferred alternative may impact private property and existing business operations, a City Council hearing on the report's acceptance is also recommended.

~~*Inner Powell/Ross Island Bridgehead Access and Circulation Study*~~

~~***Purpose:*** *Study access and circulation alternatives to the east ramps of the Ross Island Bridge, including local circulation and pedestrian and bicycle access, and create a streetscape plan between the bridge and SE 50th Avenue.*~~

~~This study has many elements that could be conducted as part of other recommended TSP studies (such as the I-5/I-405 Inner Freeway Loop Study or the Brooklyn Neighborhood River Access) or could be undertaken independently. It involves two basic issues that should be evaluated together: improving the access route to the Ross Island Bridge from the Central Eastside Industrial District (CEID) and reducing the pedestrian barrier effect created by the current design of the inner segment of Powell to SE 21st Avenue.~~

~~The Central Eastside Transportation Study (1990) presented several concepts for improving the current traffic and truck access route from the CEID to/from the Ross Island Bridge. Further investigation may identify other alternatives. During its most recent review of I-5 southbound access alternatives from the Central Eastside, City Council indicated a preference to improve~~

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~~access to I-5 southbound via the Ross Island Bridge rather than support construction of the Water Avenue ramp.~~

~~The inner segment of Powell Boulevard is a significant barrier for pedestrians, and its highway design may not be compatible as an edge to the neighborhood to the south. There are no protected at-grade crossings of Powell between the bridge and Milwaukie and between Milwaukie and SE 26th Avenue. The streetscape portion of the study should address the aesthetic environment and pedestrian crossing improvements at Powell Park and Cleveland High School, Creston Park and Creston Schol and SE Milwaukie, SE 17th, and SE 39th Avenues.~~

Interjurisdictional Arterial Improvements Coordination

Purpose: *Develop a coordinated street improvement plan for arterial streets that transcend jurisdictional boundaries.*

This study would look at streets that cross jurisdictional lines, to identify changes in traffic volumes and traffic origins/destinations and to monitor how the streets' classifications conform with their function and levels of regional traffic. Significant traffic growth is expected on streets that connect to other jurisdictions with planned population and/or employment growth. Evaluate pedestrian and bicycle access, mobility and improvements, especially where meeting jurisdictional boundaries.

Metro designates collector-level streets as part of the regional street system when a network of higher-classified streets is not present or lacks adequate capacity to carry regional traffic. Designated in the RTP as 'collectors of regional significance', these streets connect the regional arterial system and the local collector system and distribute neighborhood traffic to arterials. They have three purposes: 1) ensure adequate access to the primary and secondary land use components of the 2040 Growth Concept, 2) allow dispersion of arterial traffic over a number of lesser facilities where an adequate local network exists, and 3) define appropriate collector-level movement between jurisdictions.

The RTP designates some district and neighborhood collectors in Portland as collectors of regional significance. Examples of Portland streets that have this designation and extend beyond Portland boundaries are SW Taylors Ferry, SW Terwilliger, SE 52nd, SE 112th, SE Johnson Creek, and NW Cornell.

The TSP includes a project to add bike lanes, but implementation would be difficult without further study.

NE Glisan Street Transportation and Streetscape Study

***Purpose**: Identify transportation and streetscape improvements that address commercial, pedestrian, bicycle, safety and neighborhood livability needs.*

Northeast Glisan been NE 67th and 82nd Avenues has been designated a main street in the Region 2040 Growth Concept. The TSP designated this segment of Glisan as a Community Main Street for street design purposes. The TSP contains one project, bike lanes, for NE Glisan.

Currently, this segment of Glisan stretches between two light rail stations at 60th and 82nd. The land use and zoning pattern is storefront commercial, consistent with its main street designation. NE Glisan has the potential to be a thriving commercial district with multimodal connections. Barriers that prevent Glisan from realizing its potential include heavy automobile use as an alternative to I-84 during peak travel times; difficult pedestrian crossings and inadequate sidewalks and large curb cuts, missing bike lanes, intermittent on-street parking, and a lack of street trees.

Glisan St was given a road diet between 62nd and 81st avenues, improving pedestrian crossing conditions. However, nothing has yet been done on this stretch specifically for bicycle safety.

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Commentary

The study was completed as part of the Marquam Hill Traffic Calming Plan Project #1 (2007) and Project #2 (2012).

~~***Marquam Hill/Terwilliger Parkway Traffic Calming and Neighborhood Access Study***~~

~~***Purpose**: Evaluate traffic calming and traffic mitigation aimed at reducing institutional traffic.*~~

~~The Portland Aerial Tram Final Recommendations and Report identified a study to be included in "Tier 1" implementing actions. The study description states,~~

> ~~Initiate a community outreach and design process for evaluating traffic calming and traffic mitigation solutions aimed at reducing institutional traffic along routes accessing Marquam Hill facilities, including those identified in the Marquam Hill Plan. Emphasis should be placed on maintaining neighborhood access within the Homestead neighborhood.~~

~~Within the Marquam Hill and Terwilliger Parkway project list identified as mitigation for the aerial tram a number of traffic calming and traffic mitigation projects were identified. These projects all have a common theme, which is to mitigate impacts associated with Marquam Hill institution traffic on local neighborhood streets, and to encourage this institutional traffic to use appropriate routes travelling to and from Marquam Hill destinations. Given the number of projects that are related to this issue, it is important to plan these projects in an integrated manner, working with affected residents and property owners.~~

~~The following potential projects were identified as part of the Portland Aerial Tram project:~~

- ~~MH-1 Homestead Drive/6th Avenue/Gaines Street Connection~~
- ~~MH-2 Marquam Hill Traffic Calming – Condor Avenue, Hamilton Street, Homestead Drive, Bancroft Street~~
- ~~MH-6 US Veterans Drive/Sam Jackson Park Road Intersection Improvements~~
- ~~TP-4 Terwilliger Parkway Intersection Improvements – Campus Drive, Condor Lane, Homestead Drive~~

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Commentary

Completed Projects since 2007 TSP Update

New City of Portland Studies

New City of Portland studies were identified as part of the Comprehensive Plan process.

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~~Kenton Line Access Study~~
Columbia Corridor Access Study

This study would identify priority connectivity needs for all modes along and across the Kenton rail line in Northeast Portland. North south access points across the railroad are currently limited to few locations, are substandard for all modes, and include several deficient bridges. If Union Pacific double-tracks the Kenton railroad line, north south access could be significantly impacted for freight, transit, bicyclists, pedestrians, and drivers. Traffic analysis has also indicated significant and growing freight delay along Columbia Blvd, improved pedestrian and bicycle access to transit is also needed to support a proposed bus line along Columbia Blvd. The study would identify key connectivity needs for all modes, and develop a proposal to work with Union Pacific, other public sector agencies, and private sector organizations to ensure ongoing connectivity needs are met.

Other Agency Common Priority Projects in Portland
This project is needed in order to collaborate with ODOT, the Port, Portland Parks and Recreation, and TriMet to identify common priority projects for the 2018 RTP. The 2018 RTP is proposed as a "major update." The City did not evaluate other agency proposed projects within Portland for the 2014 RTP, or the 2035 TSP update. This collaborative study, or three separate studies, would identify projects that the City and one or more of the other agencies agree should be advanced as priority projects in the 2018 RTP. The study will refine project evaluation criteria based on RTP and TSP adopted outcomes.

Growing Transit Communities Investment Plan

This project will identify corridors within the City of Portland where the development of compact, transit oriented communities would be stimulated by targeted investments that support a high level of access to fast, reliable, and frequent transit service. It will then identify and prioritize the specific infrastructure, program and policy investments that are most needed in those corridors to produce the level and type of growth and mode shift targeted by the City and the region. The study will then develop funding and implementation strategies for the improvements. The project will result in an investment plan that will be a model for other jurisdictions in the region. It will be incorporated into future updates of the Transportation System Plan and the Regional Transportation Plan. This project is funded.

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Enhanced Transit Corridors
This study will identify corridors needing higher transit capacity to accommodate projected growth and to support TSP outcomes including prosperity, equity, safety, and climate. The study will identify the general types of improvements needed in each corridor. The result will be projects for the next RTP and/or TSP.

This study will focus on frequent transit corridors within the City of Portland where projected population and employment growth and associated transit demand is expected to overwhelm the ability of conventional transit service to meet the demand. On the highest priority corridors, the project will determine the additional transit capacity needed to meet future demand, and will identify strategies and investments needed to improve transit operations enough to support that higher capacity. The study will consider "enhanced transit" strategies such as span of service, vehicle technology, longer span of service, higher capacity vehicles, proof-of-payment fare systems, headway-based operations, and enhanced transit signal priority. This study will build and expand on the Growing Transit Communities investment plan.

The study will evaluate multiple corridors, and will result in at least two enhanced transit projects (one in East Portland and one in “Inner Ring” neighborhoods).

The studies will:

- Involve PBOT, BPS, Trimet, Metro.
- Evaluate and select the viable transit corridor for even more frequent or higher levels of service, preferably consistent with FTA Small Starts criteria.
- Be mode neutral and will evaluate a small number of corridors based on projected ridership, development potential, relationship to existing transit, sustainability of operational costs, new funding mechanisms (including new value capture mechanisms), and linkage to affordable housing and other Portland Plan equity objectives.
- Build from and relate to sidewalk and bike projects identified in the TSP, with an effort to use those projects as a local match.
- The result will be to recommend inclusion of at least one East Portland and at least one Inner Ring project for inclusion in the 2018 RTP. Prioritize East Portland project funding and timing.

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Project-Specific Objectives:

- East Portland Project
  - Create enhanced next generation north-south transit service in East Portland, above and beyond the frequent service improvements currently contemplated with the 2015 Trimet Service Improvement Plans. Evaluate opportunities in Gateway, and on 82nd, 122nd, 148th and 162nd.
  - The project will examine the employment location and commute patterns of east Portland residents, and evaluate ways to improve transit access to jobs in the Columbia/Airport Way corridors and elsewhere in the region from east Portland.
  - Project timing: 5-10 years

- Inner Ring Project
  - Portland Streetcar will be a partner.
  - Create enhanced next generation higher capacity transit service in Inner Ring corridors projected to experience high levels of residential and/or job growth sufficient to exceed projected transit capacity, frequency, and reliability.
  - The project will build from analysis completed with the 2009 Streetcar System Concept Plan, and subsequent economic impact studies. Gather projected ridership and traffic data for corridors such as Grand/MLK, Division, Macadam, Sandy, Burnside/Stark, Broadway, 18th/19th, Belmont/Hawthorne, and Vancouver/Williams. Identify 2-3 corridors for further evaluation.
  - The project will examine transit demand, traffic and travel patterns in the highest demand corridors, and evaluate ways to improve transit frequency and reliability, from origins to destinations.
  - Project timing: 11-20 years.

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Pleasant Valley Area Need and Feasibility Analysis
This study will conduct a high-level needs and feasibility analysis for several projects from the 2007 TSP and the 2014 RTP in the Pleasant Valley area. These projects include retrofits of Jenne Road, 174th Avenue, Barbra Welch Road, and Foster Road, as well as the extension of 174th Ave as proposed by the City of Gresham. The study will use updated transportation modeling from Metro and current population and employment growth projections to re access the need for these project as well as the identified solutions. The study will also access the feasibility of projects that call for new or widened roadways with full pedestrian and bicycle facilities along environmentally constrained corridors.

Industrial Lands Access Study
This study will identify, evaluate and prioritize potential industrial lands transportation access investments and revenue sources following adoption of the 2035 Comprehensive Plan and 2035 TSP.

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Citywide All-Modes Needs Analysis
Study needs to be defined.

Pedestrian Master Plan
The Pedestrian Master Plan established a 20- year framework for improvements that will enhance the pedestrian environment and increase opportunities to choose walking as a mode of transportation. The Pedestrian Master Plan Update includes a review of the City's pedestrian policies, pedestrian street classifications, pedestrian design guidelines, a list of capital projects and a set or recommended funding strategies.

Southwest In Motion
Develop a 5- year active transportation strategy for all of Southwest Portland. It will incorporate projects from the updated TSP project list, the Portland Bicycle Plan for 2030, the Barbur Concept Plan, the Southwest Corridor Plan, the SW Urban Trails Plan, the Barbur Concept Plan, and community-led Platinum Bicycle Facility Strategy in Southwest Portland. This project is funded.

Portland Central City Truck Loading and Parking Plan
This project will develop a comprehensive truck loading and parking strategy for the Central City to increase efficiency of the on-street loading system, increase compliance with City loading regulations, and balance commercial loading and parking needs with other uses in the public right-of-way. This project will recommend strategies and street design options applicable to the Central City. This project is funded.

Citywide All-Modes Needs Analysis

Projected ODOT "Hot Spot" Locations
This analysis would identify plan-level solutions for locations with safety and/or projected capacity problems on or near State Highways. The study will also evaluate alternative performance measures.

Through modeling and analysis, PBOT and ODOT have identified multiple locations with potential safety and/or projected capacity problems. The agencies have agreed that PBOT will analyze potential alternative performance measures. After analyzing the locations based on the results of the alternative performance measure work, PBOT will recommend whether and what types of solutions are appropriate for each location.

Hayden Island
In coordination with regional, state and federal partners, develop and evaluate access options to Hayden Island from Marine Drive. Access would include Pedestrian, Bike, Transit, Auto and freight to support the Hayden Island Plan.

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Commentary

NEW FOR PROPOSED DRAFT 12/18/15

Cordon Pricing

Study the implementation of a cordon pricing system within Central Portland. While the scope of the study would include the effectiveness of drawing various different boundaries, one boundary studied should include from I-205 to Skyline Blvd, Columbia River south to the southern City limits. Due to federal regulations, the interstates themselves would not be tolled, but vehicles would be tolled upon exiting the interstates to enter the cordon area. The study scope would include:

- Boundaries
- Pricing level
- Payment collection strategies
- Projected impacts on VMT, GHG, congestion, transit loads, mode share, etc.
- Possible use of funds, including mitigating impacts

Broadway Weidler Corridor Plan Update

Update the 1996 Broadway Weidler Corridor Plan and extend the study area so it includes the corridor from the Willamette River to Hollywood Town Center. This will be a comprehensive corridor study assessing the full range of transportation needs and prioritizing solutions. Areas of focus include pedestrian and bicycle safety and access, transit speed and reliability, traffic management, business district vitality, streetscape environment, freight access, traffic signals and crossings, access management, and parking management. This study will be coordinated with the ODOT Rose Quarter Interchange Project currently under development.

Lombard Corridor Transportation and Streetscape Plan

This collaborative study with ODOT will develop a transportation and streetscape plan for N/NE Lombard St from N Woolsey Ave to NE Martin Luther King, Jr Blvd. Areas of focus include pedestrian and bicycle safety and access, transit speed and reliability, traffic management, business district vitality, streetscape environment, freight access, traffic signals and crossings, access management, and parking management. The plan will also include a concept plan and feasibility assessment for reconfiguration of the Lombard/I-5 interchange to improve safety and circulation for all modes.

Northwest District Street Decoupling Feasibility Study

This study will assess the feasibility of decoupling the Everett/Glisan St and 18th/19th Ave couplets within the NW District. These streets are classified as Local Service Traffic Streets in the Transportation System Plan, and community members have questioned whether the streets are appropriate as one-way couplets. This study will examine the costs, benefits, and overall feasibility of decoupling, taking into account the needs of all modes of transportation.

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City of Portland
Transportation System Plan

Proposed Draft
December 18, 2015

Section 13: Area Studies

Commentary

- **This chapter is being deleted from the TSP.**
- This chapter is a list and summary of past planning projects. Last updated in 2007. With plans on the internet and in PBOT library, this chapter is redundant. It is not required and takes up too much space.
- Recommend deleting the chapter and lists and have a discussion in the introduction of the TSP about other planning projects that inform the TSP, transportation planning and project development.
- Confirm that all plans and projects are on the website and in the library. Indicate that information on the web.
- Make sure all plans since 2007 (or event before) are on website and library – SW Trails Plan for example is not on the web.

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~~This chapter summarizes the approach and findings of the following area studies:~~

- ~~Burnside Transportation and Urban Design Plan~~
- ~~Central Eastside Development Opportunity Strategy~~
- ~~Columbia Transportation Corridor Study~~
- ~~Division Green Street/Main Street~~
- ~~Eastside Streetcar Alignment Study~~
- ~~Eastside Transit Alternative Analysis~~
- ~~Foster Road Transportation and Streetscape Plan~~
- ~~Freight Master Plan~~
- ~~Hollywood and Sandy Plan~~
- ~~I-5 Transportation and Trade Partnership~~
- ~~Killingsworth Improvements Planning Project~~
- ~~Lents Town Center Business District Transportation Plan~~
- ~~North Macadam District Planning~~
- ~~Northwest District Plan~~
- ~~Opportunity Gateway Concept Plan~~
- ~~Pleasant Valley Plan District~~
- ~~Portland Aerial Tram Study~~
- ~~Powell/Foster Corridor Transportation Plan~~
- ~~Red Electric Trail Planning Study~~
- ~~Russell Street Improvements Planning Project~~
- ~~St. Johns/Lombard Plan~~
- ~~St. Johns Truck Strategy~~
- ~~South Portland Circulation Study~~
- ~~Swan Island Trails Action Plan~~
- ~~Tacoma Main Street Plan~~
- ~~Transportation System Plan for the Urban Pockets of Unincorporated Multnomah County~~
- ~~West Portland Town Center Transportation Plan~~
- ~~2004 South/North Land Use Final Order Amendment~~
- ~~2040 Centers Transportation Strategies and Mode Split Targets Project~~

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City of Portland
Transportation System Plan

Proposed Draft
December 18, 2015

Section 14: Transportation & Parking Demand Management

Commentary

Transportation and Parking Demand Management, also known as TDM, encompasses a variety of strategies to encourage more efficient use of the existing transportation system by reducing reliance on the personal automobile. This is achieved by encouraging people through education, outreach, financial incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand. TDM strategies help reduce traffic congestion, reduce the amount of money that must be spent to expand transportation system capacity, improve air quality, and ensure road capacity is available for those who need it most.

For example, employers can provide a reduced cost transit pass to employees, increasing transit use, reducing traffic congestion, and saving employees the cost of driving and parking. Apartment building property managers can provide tenants transit or bikeshare incentives, increasing the number of car-free households and reducing neighborhood parking and traffic impacts.

Transportation demand management and parking demand management are complementary, synergistic strategies. Doing a good job with one helps the other succeed; doing a good job with both can significantly improve the economic and environmental benefits for both residents and businesses. See page 16 for an update on the link between the Centers and Corridors Parking Project and TDM.

According to recent modeling work by the City, a strong and effective TDM program is one of the most important current strategies to moving toward meeting our traffic, access, and climate goals.

The focus of Portland's current TDM upgrade is to **improve the effectiveness of transportation and parking demand management requirements for mid-to-large scale development.**

In collaboration with the Bureau of Planning and Sustainability's comprehensive plan implementation projects, this TDM upgrade will:

1) Clarify and standardize performance-based requirements to reduce traffic and automobile parking demand at campuses and institutions, primarily those sites owned and managed by organizations with properties in the proposed **Campus Institutional Zones** and other large institutions;
2) Clarify and standardize performance-based requirements to reduce traffic and auto parking demand from development covered by **conditional use permits and master plans**;
3) Establish new standards to reduce traffic and auto parking demand from mixed-use development over certain thresholds, specifically those covered by the proposed **Mixed Use Zones** project;
4) Establish new standards to reduce traffic and auto parking demand from development in **Central City Plan District mixed use and employment zones** over certain thresholds.

This proposal **distinguishes between discretionary and by-right permits**, allowing by-right applicants to choose a pre-approved TDM plan or to develop a custom plan. Discretionary permits tend to cover larger or more sensitive sites, and are thus more likely to result in a custom TDM plan.

PBOT is proposing to establish a new section in Title 17, 17.106, "Transportation and Parking Demand Management," to standardize Transportation and Parking Demand Management Plan requirements (see next page). The zoning code, Title 33, will establish TDM plan thresholds and reference 17.106. Administrative details would be included in a new administrative rule developed and adopted in 2016.

17.106 Transportation and Parking Demand Management

17.106.010 Purpose.
Providing residents, employees, and visitors information and incentives to walk, bicycle, ride transit, carpool, and otherwise reduce the need to own and use automobiles can be a relatively quick, inexpensive, and effective strategy to achieve city goals and prevent traffic and parking impacts. Requiring transportation and parking demand management (TDM) is intended to prevent, reduce, and mitigate the impacts of development on the transportation system, neighborhood livability, safety, and the environment while reducing transportation system costs.

17.106.020 Required Elements of a Transportation and Parking Demand Management Plan.
A TDM Plan shall include, at a minimum, the following elements:

A. Site and proposed development descriptions; baseline information and analysis, including proposed auto and bicycle parking;
B. Performance Targets;
C. TDM Strategies likely to achieve the performance targets;
D. Automobile parking demand reduction strategies;
E. Performance Monitoring plan;
F. Ongoing participation and Adaptive Management plan;

17.106.030 Approval Required.
The TDM Plan, approved in writing by the Portland Bureau of Transportation, is required prior to development approval.

17.106.040 Ongoing Participation.
The development shall be required to commit to ongoing participation in the TDM Plan in its deeds, Codes, Covenants, and Restrictions.

17.106.050 Enforcement and Penalties.
It shall be a violation of this Chapter for any entity or person to fail to comply with the requirements of this section or to misrepresent any material fact in a document required to be prepared or disclosed by this Chapter. Any building owner, employer, tenant, property manager, or person who fails, omits, neglects, or refuses to comply with the provisions of this Chapter shall be subject to a civil penalty of up to $1,000 for every 7 day period during which the violation continues.

17.106.060 Administrative Rule Authority.
City Council authorizes the Director of the Bureau of Transportation to adopt administrative rules for Transportation and Parking Demand Management consistent with City codes Title 33 and Title 17.

17.106.070 Fees.
The City may charge fees for Transportation and Parking Demand Management goods and services provided, including but not limited to application review, incentives and education, performance monitoring, adaptive management, and compliance and enforcement.

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Commentary

In general, TDM plans will be required for development:

- In Campus Institutional Zones (discretionary TDM plans);
- In Mixed Use Zones (pre-approved TDM plans);
- In Central City Plan District office employment zones (pre-approved TDM plans);
- Requiring approval(s) that currently specify a transportation or parking management plan.

For proposed Title 33 code amendments, please see the Campus Institutional Zoning Update Project draft proposal (https://www.portlandoregon.gov/bps/63692), the Mixed Use Zones Project draft proposal (https://www.portlandoregon.gov/bps/63621), and the Central City 2035 project (https://www.portlandoregon.gov/bps/article/304042).

In addition, BPS and PBOT will develop amendments updating other sections in Title 33 which currently reference transportation or parking demand management to ensure consistency of TDM plan requirements.

Below is a general TDM update timeline.

2015-16	2016	Future
Proposed Draft (this document) **Code Changes** (Title 33 and Title 17 changes) • Campus & Institution • Mixed Use Zones • Central City residential and employment sites • Standardize language in Title 33 sections that have transportation and parking demand management references • Add TDM section to Title 17 **Thresholds** (Title 33 changes) • Number of units or parking spaces • Square footage **Administrative Rule** • Council authorization	**Planning & Sustainability Commission on Proposed Draft and City Council hearings on Recommended Draft** **Administrative Rule** • Develop detailed language **Implementation Preparation** • Clarify staff roles & responsibilities, including who is eligible to provide TDM services • Develop and publicly review fee proposal • Enhance tracking and reporting system • Develop promotional materials • Ensure staffing	**2017** **Implementation** • Test application and review process • Develop applicant forms and information • Train staff and frequent applicants • Consider expanding TDM plan requirements to multifamily residential zones **2018** **Refinement** • Consider expanding TDM plan requirements to large commercial development outside Central City. • Performance reporting • Applicant and neighborhood feedback • Adjustments as needed

Another view of the flow from high level to specific details is shown on page 6.

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Commentary

TDM Plan Development Process

High Level ("Trees")	Medium Level ("Shrubs")	Details ("Groundcover")
TSP Stage 1	TSP Stage 2	Implementation
Comprehensive Plan and Transportation System Plan establish the policy support for TDM (goals, policies, objectives). City Council is holding public hearings on these elements in December 2015 and January 2016.	Title 33 (zoning code) establishes the type and size of development requiring a TDM plan. Title 17 establishes TDM plan required components. Planning & Sustainability Commission hearings start in February 2016.	Administrative Rule establishes details for TDM plans, such as service provider options, performance targets and multimodal financial incentive levels. Administrative rule development and stakeholder engagement initiated in 2016.

Who might provide each TDM service?

TDM plan review	City
Establish project in tracking system	City
Provide education & information materials	City
Provide multimodal financial incentive	City, other public agency, Transportation Management Association (TMA), building manager, or other City-certified organization
Conduct employee/resident surveys	City, other public agency, Transportation Management Association (TMA), building manager, or other City-certified organization
Work with building to ensure compliance, and implement adaptive management plan if performance falls below targets	City, other public agency, Transportation Management Association (TMA), building manager, or other City-certified organization
Conduct enforcement, if building fails to participate	City
Produce annual TDM program reports	City

Draft TDM Administrative Rule Outline

TRN - xx.xx Transportation and Parking Demand Management Standards for Development

1. Purpose
2. Required Elements of a Transportation and Parking Demand Management Plan
3. Performance Targets
4. Site Improvements
5. Education & Information
6. Multi-modal Financial Incentives
7. Transportation Coordinator/Service Provider
8. Ongoing Participation
9. Performance Monitoring
10. Adaptive Management
11. Compliance & Enforcement
12. Approval Criteria (if needed)
13. Fees

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Commentary

Outstanding Questions: There are several outstanding questions which will be decided in 2016, including those below. Decisions on these elements are likely to be incorporated into the Administrative Rule and/or Pre-Approved TDM Plan. We welcome comments on the following:

- **Service delivery**: who should provide TDM services, such as delivery of transit passes and bikeshare membership benefits, to residents and tenants/employees in buildings with a TDM plan? Options include City staff, Transportation Management Associations (TMA's), and organizations certified by the City;
- **TDM Plan Duration**: Should the TDM plan requirements be in effective for 10 years, 20 years, 30 years, life of building?
- **Ongoing participation**: How to ensure the TDM plan requirements run with the property, regardless of ownership?
- **Performance Targets**: What are the appropriate mode share and auto ownership performance targets for different areas of the city? Areas with different zoning designations, land use and transportation characteristics, described as "pattern areas" in the comprehensive plan, chapter 3.
- **Site Improvements**: Should site improvements, such as bikeshare stations or lockers and showers, be required? If so, do they belong in Title 33 or the TDM Pre-Approved Plan?
- **Multimodal Financial Incentive**: What elements should be required in a Multimodal financial incentive, e.g. bike and walk bucks as an option to a transit pass? What is the optimum amount and duration for a financial incentive?
- **Responsible Party**: Who should be responsible for employee multimodal incentives, the building owner/manager or the employer?
- **Affordable Housing**: Should qualified affordable housing projects be required to have a TDM plan? To provide multimodal financial incentives to tenants? What methods could we use to reduce costs to building owners while providing multimodal incentives to residents of affordable housing projects? Affordable housing tenants tend to have lower automobile ownership rates and to be more transit dependent, so would disproportionally benefit from receiving multimodal incentives. The intent would be to reduce overall housing + transportation costs for building management and residents.
- **Transportation System Development Charges:** Can projects providing multimodal financial incentives receive a credit on their TSDC charges?
- **Adaptive Management**: Should buildings that consistently fall below performance targets be required to expand multimodal financial incentives to improve performance? If so, under what circumstances?
- **Compliance and Enforcement**: PBOT prefers working with building owners to ensure they have the resources they need to be successful. How should we establish an effective "compliance" program to limit enforcement to only those buildings that choose not to meet the ongoing participation requirement?
- **TDM for Existing Buildings:** Is there a method to fund TDM programs for existing buildings, particularly low income building residents?
- **Relationship to Parking Requirements:** We received multiple comments requesting that we integrate parking and TDM requirements. How do we best do so?
- **Fees**: Should the City charge one larger, up-front fee at the time of development review for application review and ongoing performance monitoring, or a smaller fee at the time of development review (only for application review) plus a small fee each time performance reports are reviewed and if adaptive management, compliance and enforcement are required?

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Draft TDM Pre-Approved Plan for By-Right Development (The Outstanding Questions on prior commentary page will be addressed and specific details determined with development of the administrative rule in 2016)

1. Application Information
Applicant(s): _____
Contact Information: _____
Development Site Address or Location: _____
Site tax account numbers: _____

2. Project Description (focus on the topics below; form will be revised to meet BDS needs)
Project Description (include site and building square footage by use, number of residential units, proposed auto parking stalls, proposed short term and long-term (secure) bike parking and parking types, other bicycle facilities): _____
Approvals Required: _____

3. Performance Targets
The project shall achieve the following performance targets:

- Area-specific mode share targets provided by the City, based on Portland's adopted 70% citywide non-SOV mode share target, modified to reflect land use patterns and travel options, pro-rated over time.
    - Commute Non-Auto Mode Share (employment only)
    - Daily Non-Auto Mode Share (residential only)
- Auto Ownership (residential only) target could average ~ 30% and will reflect land use patterns, projected growth, and available travel options)

Regular monitoring to gather data and track ongoing participation:

- Frequency and duration of monitoring (every year, 5 years, etc.)

4. Site Improvement: Building owner (select one or encouraged) to implement one or more physical site improvements. The intent is to offer incentives for building owners to build improvements, including the following, which go above and beyond minimum code requirements:

- Transit supportive plaza
- Bike sharing station
- Carpool and carshare vehicles

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Commentary

5. Education & Information Requirement

- Offer every new resident within x weeks of move-in the opportunity to order free PBOT-approved TDM materials to tenants at move-in and to employees at hire. Information includes but is not limited to transit schedules and system maps; bicycle infrastructure information and maps; building bicycle facilities; pedestrian infrastructure and maps; carpool and car sharing resources.
- Deliver information and conduct conversations with participants about transportation choices and information requested.
- Send personalized follow-up communications with targeted messaging based on materials ordered and/or conversations to continue reinforcing transportation choices.
- Offer an order form reminder to all new residents that have not ordered transportation information.
- Send 2-4 newsletters highlighting community events, active transportation opportunities, and healthy living information.
- Continue quarterly communications promoting transportation choices to participants who elect to continue to receive.
- Conduct at least two guided walks highlighting the active transportation network and neighborhood amenities that support healthy living for the building residents and/or in collaboration with other buildings in the area. Alert building residents about the clinic.
- Conduct at least two guided bicycle rides highlighting the active transportation network and neighborhood amenities that support healthy living for the building residents and/or in collaboration with other buildings in the area. Alert building residents about the clinic.
- Conduct at least two bicycle repair, safe riding, and/or trip planning clinics in the building and/or in collaboration with other nearby buildings. Invite building residents to the clinics.

6. Advertising Requirement (discuss whether or not this would produce results)
Provide PBOT-approved advertising for no-car and low-car households on building website and any other building advertising.

7. Transportation Coordinator/Service Provider
Building owner shall engage a PBOT-certified service provider or PBOT to conduct transportation management activities. Please identify your service partner:

__ PBOT
__ Other

If Other please document the company or organization's expertise to provide this service.

7. Multimodal Incentive Requirement
Building owner(s) shall offer financial incentives to new residents and/or employees (pro-rated by full-time equivalency) equal to the value of a TriMet pass for at least the first one – six (to be determined) month(s) of their tenancy/employment. Each new resident or employee shall be offered a choice to use this multimodal incentive for one or more of the following:

- TriMet pass
- Portland Streetcar pass
- Portland Bikeshare membership and/or use credits
- Bicycle & Walk Bucks (for use to purchase bicycling and walking gear)

8. Automobile Parking

Building owner(s) shall "unbundle" the cost of any automobile parking from leases so that end users pay the area market price, or a minimum of $__ per (day/week/month) for an automobile parking stall.

Ord. 188177, Vol. 2.5, page 14990

Commentary

9. Performance Reporting
Building owner(s) shall provide a performance report on the schedule in section 3, above, meeting the minimum requirements in TRN 10.xx (administrative rule section covering questions to be asked, when survey will be done, survey response rate, etc.)

10. Adaptive Management
If the building does not meet one or more of the performance targets in section 3, the building owner(s) agrees to the following until PBOT-verified Performance Reporting shows the building meeting all performance targets: extend multimodal incentives equivalent to 50% of the current TriMet retail annual pass cost to all current residents and employees (pro-rated to full-time equivalency). The building owner(s) may choose to provide an annual performance report in non-required years.

11. Ongoing Participation
Building owner(s) agree to ongoing funding to meet the requirements of this plan and TRN 10.xx (administrative rule section covering by right TDM plans) for 20 years from building certificate of occupancy. TDM plan ongoing participation shall be recorded on the title with the county in which the building is located.

12. Enforcement
Building owner(s) acknowledges and accepts the enforcement provisions for a TDM Plan in Title 17.106.060, Enforcement and Penalties.

13. Signature and date blocks

Ord. 188177, Vol. 2.5, page 14992

Commentary

Centers & Corridors Parking and Transportation Demand Management

Portland's Centers and Corridors Parking Project has recommended an expanded residential permit parking system as a tool to better manage parking in mixed use areas and surrounding residential neighborhoods. City staff worked with a Stakeholder Advisory Committee throughout 2015 to develop the project recommendations.

The committee recommended capping the number of permits issued in each permit area, to ensure that parking does not become completely saturated, and to provide enhanced TDM services in areas that opt-in to the permit system. The committee also recommended factoring the cost of TDM services into the base price of a parking permit (in addition to the cost of administration and enforcement) and to develop an escalating fee structure, where the 2nd permit issued to the same address costs more than the 1st, etc. The additional revenue would be dedicated to providing TDM services in the area, with a focus on residents and businesses that do not have access to permits, either because they are outside the permit area, or because no permits are available because the cap has been reached. Staff anticipates bringing the recommendations to City Council in early 2016.

How Does Portland TDM Compare With Other Cities and Counties?

To inform our work on TDM proposals, City staff researched TDM best practices in other US cities and counties. The chart below summarizes key elements of other agencies' programs. These charts are a high level overview lacking implementation details. The first chart summarizes other agency requirements for new multi-family and mixed use development.

TDM Requirements Summary - Residential						
Agency	Incentive Duration	Incentive Amount	Service Provider	Fee	CC&R/ Deed	Performance Monitoring
Portland, OR						
Arlington County, VA	One time at initial occupancy	$70	Municipality	Annual review		X
Berkeley, CA	Ongoing for building life	$100/year	TMA			X
Boulder, CO	3 years	up to $120/month	Developer			X
Contra Costa County, CA	Ongoing for building life	$100/year	Property Owner		X	X
Pasadena, CA	Ongoing for building life	Specified by applicant	Property Owner	Initial and annual review	X	X
Redmond, WA	One time at initial occupancy	$117	Owner or TMA		X	X
Rockville, MD	Specified by applicant	Specified by applicant	Developer	Initial	X	X
Santa Monica, CA	Ongoing for building life	$55-$110/month	TMO/A	Annual review		X

The second chart, below, summarizes other agency requirements for new employment development.

TDM Requirements Summary - Employer						
Agency	Incentive Duration	Incentive Amount	Service Provider	Fee	CC&R/ Deed	Performance Monitoring
Portland, OR						
Arlington County, VA	One time at initial occupancy	$70	Municipality	Annual review		X
Bellevue, WA	Ongoing for building life	$15/month	Property Owner		X	X
Berkeley, CA	Ongoing for building life	$100/year	Employer or TMA			X
Boulder, CO	3 years	up to $120/month	Employer			X
Cambridge, MA	life of special permit	Specified by applicant	TMA			X
Contra Costa County, CA	Ongoing for building life	$100/year	Property Owner		X	X
Pasadena, CA	Ongoing for building life	Specified by applicant	Property Owner	Initial and annual review	X	X
Rockville, MD	Specified by applicant	Specified by applicant	Developer	Initial	X	X
Sacramento, CA	Specified by applicant	$50-$100/month	Employer			X
Santa Monica, CA	Ongoing for building life	$55-$110/month	TMO/A	Annual review		X

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Section 15: Parking Code Amendment—Commercial Parking in Mixed Use Zones

Commentary

The Portland Bicycle Plan for 2030 (adopted by City Council, Resolution #36763) recommends changes to Parking objectives in the TSP. The proposed changes to 6.26 and 6.27 are listed in **Section 4: Bicycle Classifications and Objectives** of this Proposed Draft.

Section 6: Street Design Classifications also proposes some policy guidance for parking provision on streets with various street design classifications.

There are several ongoing tasks that relate to parking policy and management:

- The Mixed-use Zones Project is overhauling all commercial zones in Title 33, and expanding allowances for commercial parking. *This is part of the Comp Plan Task 5 work.*
- The Central City Parking Policy update is overhauling the Meter District Policy and the portions of Title 33 that address parking in private developments. It will incorporate work from the three Central City Quadrant Plans. *This is not part of the Comp Plan Task 5 work.*
- The Centers and Corridors Parking Project will revise the existing Area Parking Permit Program, and develop a new residential parking permit program. *This is not part of the Comp Plan Task 5 work.*

TSP STAGE 2 (COMP PLAN TASK 5) ITEM

1) Mixed-use Zones Project

BPS is leading this project as part of the Comp Plan periodic review work and is completely re-writing the commercial zoning chapter of Title 33 (33.130). All of the commercial zones allow residential use, and are referred to colloquially as mixed-use zones. The number of commercial zones will be reduced from 9 to 4 (CM1, CM2, CM3, and CE), and as a result other chapters of the zoning code that refer to these zones will need to be updated to contain the correct reference. This includes 33.266, *Parking and Loading*. The following changes to chapter 266 are proposed:

- Exempting sites with less than 7,500 square feet of site area from minimum parking requirements, unless the site has more than 30 dwelling units.
- Allowing commercial parking outright in CM2, CM3, and CE, if the parking is in a structure, and allowing commercial parking outright on surface parking lots, if the parking was constructed as parking accessory to another use. Standalone surface parking lots are prohibited.
- Adding a maximum parking entitlement for multi-family residential developments proximate to frequent transit (1.35 stalls per unit).
- Clarifying minimum parking buy-downs related to bike share.
- Allowing required residential parking to be located within 500 feet of the site with some limitations.

The proposed code language will be advanced to the Planning and Sustainability Commission in as part of the Mixed Use Zones Project, which is also part of Task 5 of the Comp Plan Update.

(Refer to proposed Mixed Use Zones Project Title 33 changes)

Ord. 188177, Vol. 2.5, page 14996

Commentary

The following three parking tasks are being advanced outside the TSP Update process (Periodic Review Task 5).

1) Revisions to Area Parking Permit Program (APPP)

This task will modify the existing Area Parking Permit Program to allow:

- limits on the number of permits issued to residents, and
- limits on the total number of permits issued in an APPP zone.

This task will amend City Code Title 16.20.850, which defines the terms of each APPP zone's Supplemental Plan. The current code language allows limits to be placed only on employee and guest permits.

2) Residential Parking Permit Program

This amendment will create a new type of parking permit program, to supplement the existing APPP. The proposal ties the management of on-street parking to the adjacent land use, using zoning as the basis. Limits on the number of permits as described in #1 above will also be applicable. This program will require amendments to Title 16.

Code amendments for #1 and #2 are expected to be before City Council in spring 2016.

3) Central City Parking Update

This project has two main components: changes to on-street parking management and changes to off-street parking regulations.

Changes to on-street parking are expected to focus on developing performance standards that inform hourly meter rates adopted by City Council in each year's fee structure. This will require a major overhaul of the Meter District Policy (BCP-TRN 3.102), and possible changes to the Transportation Fee Schedule (BCP-TRN 3.450). This is not a periodic review requirement.

Changes to off-street parking will require a substantial re-write of the Central City Plan District in the zoning code (33.510.261 – 267). Emerging concepts include:

- Reducing the number of parking sectors from the current 26;
- Instituting maximum parking entitlements for residential development in the Central City where they are not already in place;
- Relaxing accessory use restrictions to encourage more shared/commercial parking;
- Granting equal parking entitlements to new and existing buildings ("Preservation Parking" – existing buildings often have a lower entitlement in the current code)

The Central City parking code amendments will follow Central City 2035 through Planning and Sustainability Commission and City Council in spring and summer 2016.

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Section 16: Street Vacation Code

Commentary

Street Vacation Approval Criteria

The 1980 Comprehensive Plan Policy 6.21 Right-of-Way Opportunities included a list of factors to consider prior to vacating public streets and returning them to private ownership. Title 17.84 lays out a number of requirements and procedures to vacate streets. The process requires Planning and Sustainability Commission review and City Council approval of street vacations. The existing Title 17 process does not specify any basis for the decision of the City Council, other than that the vacation be in the public interest. As a matter of practice, when street vacations are proposed, the Planning and Sustainability Commission (PSC) and the City Council often make reference to Comp Plan and TSP policies when deliberating whether to approve street vacations. The existing street vacation objectives under TSP Policy 6.21, with the list of evaluative factors, is proposed for deletion as part of the Recommended Comprehensive Plan (August 2015). The Recommended Comp Plan is under review by City Council with hearings in December 2015 and January 2016.

A new Policy 8.48 (Right-of-Way Vacations) is recommended as part of the 2035 Comprehensive Plan (Recommended Plan) to replace the former TSP Policy (6.21). The proposed amendments to Title 17.84 in this chapter will implement the new Right-of-Way Vacations Policy by creating approval criteria for street vacations. The criteria are intended to provide the City Council with basis for rendering decisions on street vacations that is similar to the Comprehensive Plan policies used now.The criteria are intended to assure that the Council retains broad authority to hold onto public streets when there is any anticipated need for them to provide transportation functions, utility functions, stormwater functions, and temporary community uses.

This includes, in 17.84.025(A)(5), the need to maintain and extend an interconnected street system. 17.84.025(A)(5) makes reference to another existing Title 17 section, 17.88.040 Through Streets, which is where the specific requirements for interconnected streets are found. Generally, 17.88.040 requires that there be connected streets no further apart than every 530 feet, and connections for bicycles and pedestrians no further apart than every 330 feet. Exceptions to the rule allowed based on land use, existing development, topography, natural resources and other area specific factors.

Clarification is also added to an existing list in 17.84(B)(4) of the kinds of conditions the City Council may impose when approving a street vacation. This change makes it clear that conditions may include improvements that benefit bicyclists and pedestrians beyond sidewalks and curbs.

<u>As part of the City Council review process and in order to include temporary community uses as a use to consider and possibly preserve as part of a street vacation, PBOT will request that Policy 8.48 Right of way vacations be modified to also include **Policy 8.42, Community uses.**</u>

TSP Objectives 6.21.A-E. Right-of-Way Opportunities

Policy 8.48 Right-of-way vacations. Maintain rights-of-way if there is an established existing or future need for them, such as for transportation facilities or for other public functions established in Policies 8.38 to ~~8.41~~ 8.42.

~~**Objectives 6.21.A-E. Right-of-Way Opportunities**~~

~~A. Evaluate opportunities and the existing and future need for a bikeway, walkway, or other transportation use or potential for use as a stormwater management facility when considering vacation of any right-of-way.~~

~~B. As a condition of street vacation, require pedestrian and bicycle facilities if needed, with first preference for dedicated right-of-way and, secondarily, through a public walkway and bikeway easement.~~

~~C. Acquire or control parcels of land that may be needed in the future for any transportation or transportation-related stormwater management purpose when the opportunity arises through sale, donation, or land use action.~~

~~D. Preserve existing and abandoned rail rights-of-way and examine their potential for future rail freight, passenger service, or recreational trail uses.~~

~~E. Consider the need for maintaining right-of-way for other infrastructure needs.~~

Ord. 188177, Vol. 2.5, page 15002

Commentary

Title 17

17.84.010 - 17.84.020 [No Change]

17.84.025.A

17.84.010 - 17.84.020 [No Change]

17.84.025 Approval Criteria and Conditions for Vacating Streets

A. The Council, upon hearing a petition to vacate a street, may approve the petition, approve the petition in part, or deny the petition. The Council will base its decision on the following approval criteria:

1. The area proposed to be vacated is not presently needed, and is not identified in any adopted plan as needed in the future, for public services, transportation functions, utility functions, stormwater functions, view corridors and/or viewpoints. Consider temporary community uses.

2. The vacation does not prevent the extension of, or the retention of public services, transportation functions, utility functions, stormwater functions, view corridors and/or view points. Consider temporary community uses.

3. Public services, transportation functions, or utilities can be extended in an orderly and efficient manner in an alternate location;

4. The vacation does not impede the future best use, development of, or access to abutting property;

5. The area of the vacation is not presently, or will not in the future be, needed as part of an interconnected system of public streets that is generally consistent with the street connection and bicycle/pedestrian spacing requirements in section 17.88.040 Through Streets.

Ord. 188177, Vol. 2.5, page 15004

Commentary

17.84.025.B

17.84.030 - 17.84.060 [No Change]

B. When approving, or approving in part, a petition to vacate a street the Council may make reservations or conditions. Reservations or conditions may pertain to:

1. The maintenance and use of underground public utilities or service facilities in the portion vacated;

2. Limitations on use of the area above and adjacent to underground utilities or service facilities;

3. Moving at petitioner's expense the utility or service facilities either below, on or above the surface;

4. Construction, extension or relocation of sidewalks and curbs, multi-use paths, trails, or other similar pedestrian or bicycle facilities;

5. Grading or pavement extensions;

6. Dedication for street use or other area in lieu of the area to be vacated;

7. Replat; and

8. Any other matter of like or different nature relating to the vacated area and remaining or relocated street area adjacent to petitioner's property, or area dedicated in lieu of the vacation area.

17.84.030 - 17.84.060 [No Change]

Ord. 188177, Vol. 2.5, page 15006

Adopted TSP Objectives Organized by 2035 Comprehensive Plan

How to use this section

The Objective language contained in this section is not proposed for revision as part of the *Proposed Draft* of the Transportation System Plan (TSP) Update. These Objectives were adopted by City Council as part of the last update to the TSP by Ordinance No. 180871 on May 4, 2007.

This section is for reference only to provide the complete list of Objectives proposed to be retained with this update of the TSP. In the 2007 TSP, the Objectives were organized by Comprehensive (Comp) Plan goals and policies. Now that the 2035 Comp Plan goals and policies are recommended, these Objectives will be organized according to the new Comp Plan Structure as show in the table above. The 2007 TSP ID is referenced in the above table to provide a clear link to the previously adopted TSP structure. Any Objective proposed for revision can be found in the "Amendments to the TSP" section (Chapter IV) of this *Proposed Draft*.

2035 Comprehensive Plan Section	2007 TSP Policy Item	2007 TSP ID
Community Involvement (2.5-2.7/2.16-2.22)	Public Involvement	6.1-6.2
Public Rights-of-way (8.37-8.49)	Street Design and Right-of-Way Improvements	11.10
	Environmental Sustainability in Transportation	11.8
	Maintenance	11.12
	Right-of-Way Opportunities	6.21
Design and Planning Street Classifications (9.1-9.9)	Street Classification Descriptions	6.4
	Traffic Classification Descriptions	6.5
	Transit Classification Descriptions	6.6
	Bicycle Classification Descriptions	6.7
	Pedestrian Classification Descriptions	6.8
	Freight Classification Descriptions	6.9
	Emergency Response Classification Descriptions	6.10
	Street Design Classification Descriptions	6.11
Modal Policies (9.16-9.39)	Pedestrian Transportation	6.22
	Bicycle Transportation	6.23
	Public Transportation	6.24
	Transit-Oriented Development	6.19
	Truck Mobility	6.30
	Truck Accessibility	6.31

	Multimodal Freight System	6.29
	Multimodal Passenger Service	6.33
	Regional Trafficways	6.32
	Emergency Response	6.14
System Management (9.44-9.50)	Transportation System Management	6.15
	Traffic Calming	6.13
	Access Management	6.16
	Regional Travel Patterns Policies	6.12
	Connectivity	6.20
	Street Plans	11.11
	Performance Measures	11.13
	Congestion Pricing	6.34
	Travel Management	6.28
Parking Management (9.54-9.60)	Parking Management	6.25
	On-Street Parking Management	6.26
	Off-Street Parking	6.27
Finance, Programs, and Coordination (9.61-9.66)	Transportation Education	6.3
	Project Selection	11.9
To be addressed in Stage 3	District Policies	6.35-6.41

Community Involvement (2.5-2.7/2.16-2.22)

Community Involvement

(Refer to Section 3: Community Involvement for proposed revisions to adopted Objectives)

Public Rights-of-Way (8.37-8.49)

Street Design and the Right-of-Way Objectives

Make changes to public rights-of-way that are consistent with their street classifications and descriptions in the Transportation Element of the Comprehensive Plan.

Consider the needs and safety of all users of a planned facility in its design and during the construction process.

Ensure that transportation facilities are accessible to all people and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990.

When changes to a right-of-way are proposed, consider the overall capacity impacts to the immediately affected street, as well as potential areawide capacity impacts.

Include improvements that enhance transit operations, safety, and travel times in projects on existing or planned transit routes.

Improve streets within Freight Districts and on truck-designated streets to facilitate truck movements.

Construct local residential streets to minimize pavement width and total right-of-way width, consistent with the operational needs of the facility and taking into account the needs of both pedestrians and vehicles.

Encourage the beautification of the City by incorporating appropriate streetscape elements along regionally designated streets and along other City-designated arterials, in conjunction with the Urban Forestry Program.

Encourage the formation of local improvement districts (LIDs) for the construction of transportation infrastructure, which may include streets, curbs, or other structures; pedestrian or bicycle facilities; drainage; and street trees.

Continue to explore cost-effective methods to finance local street improvements, including green streets projects.

Consider and minimize impacts on the natural environment and watershed health, consistent with the City and regional response to the Endangered Species Act, the City's Green Streets Policy and stream crossing design guidelines in the Green Streets handbook, in the planning, design, and development of transportation projects.

Consider the desired character of the area, including neighborhood livability, in the design and development of transportation projects.

Develop standards and incentives to encourage Green Streets projects in private development, redevelopment and enhancement projects wherever technically and economically feasible.

Use Metro street design guidelines (Creating Livable Streets: Street Design for 2040, November 1997 and Green Streets, July 2002) as a resource in developing and designing projects for streets on the regional system.

(Refer to Section 2: Revised TSP Objectives for proposed revisions to Objective 11.10.E & G and refer to Section 4: Bicycle Classifications & Objectives for proposed revisions recommended by the Portland Bicycle Plan for 2030)

Environmental Sustainability Objectives

Continue to reuse and recycle office and construction materials and equipment, compost leaves, and separate street debris.

Maintain equipment and facilities to minimize air, water, and noise pollution.

Use environmentally safe products.

Minimize runoff and erosion in all ground-disturbing activities, including construction, excavation, landscaping, and trench work.

Use alternative energy sources to power equipment whenever feasible.

Incorporate sustainable and Green Street design solutions for streets and other transportation projects.

(Refer to Section 2: Revised TSP Objectives for proposed revisions to Objective 11.8.A)

Maintenance Objectives

Consider the potential impacts of maintenance obligations and life-cycle costs in the development of transportation projects and programs.

Incorporate retrofitting or removing impervious surfaces and culverts identified in the region's fish passage and watershed management programs into maintenance activities for the transportation system.

Use best management practices to address environmental impacts of maintenance activities.

Pursue strategies for new sources of revenues for maintenance of the transportation system.

Coordinate capital improvement program development with ongoing maintenance needs in addition to preservation and rehabilitation projects.

(Refer to Section 4: Bicycle Classifications & Objectives for proposed revisions recommended by the Portland Bicycle Plan for 2030)

Design and Planning (9.1-9.9)

Street Classification Descriptions

Classification descriptions and designations are used to determine the appropriateness of street improvements and to make recommendations on new and expanding land uses through the land use review processes.

Classification descriptions are used to describe how streets should function for each mode of travel, not necessarily how they are functioning at present.

All of a street's classifications must be considered in designing street improvements and allocating funding. While a proposed project may serve only one classification, improvements should not preclude future modifications to accommodate other classifications of the street.

When the existing use of a street does not comply with its classification, no additional investments should be made that encourage that inappropriate use.

Designate new streets within a land division site as Local Service Streets for all modes unless otherwise designated through a concurrent or subsequent Comprehensive Plan amendment to the Transportation Element.

Designate new streets within Pedestrian Districts and Freight Districts as Local Service Streets unless otherwise designated through a Comprehensive Plan amendment to the Transportation Element.

Traffic Classification Descriptions

Regional Trafficways are intended to serve interregional district movement that has only one trip end in a transportation district or to serve trips that bypass a district completely.

- Land Use/Development. Regional Trafficways should serve the Central City, regional centers, industrial areas, and intermodal facilities and should connect key freight routes within the region to points outside the region. Encourage private and public development of regional significance to locate adjacent to Regional Trafficway interchanges.
- Connections. Regional Trafficways should connect to other Regional Trafficways, Major City Traffic Streets, and District Collectors. A ramp that connects to a Regional Trafficway is classified as a Regional Trafficway from its point of connection up to its intersection with a lower-classified street.

- Buffering. Adjacent neighborhoods should be buffered from the impacts of Regional Trafficways.
- Dual Classification. A street with dual Regional Trafficway and Major City Traffic Street classifications should retain the operational characteristics of a Major City Traffic Street and respond to adjacent land uses.

Major City Traffic Streets are intended to serve as the principal routes for traffic that has at least one trip end within a transportation district.

- Land Use/Development. Major City Traffic Streets should provide motor vehicle connections among the Central City, regional centers, town centers, industrial areas, and intermodal facilities. Auto-oriented development should locate adjacent to Major City Traffic Streets, but should orient to pedestrians along streets also classified as Transit Streets or within Pedestrian Districts.
- Connections. Major City Traffic Streets should serve as primary connections to Regional Trafficways and serve major activity centers in each district. Traffic with no trip ends within a transportation district should be discouraged from using Major City Traffic Streets.
- On-Street Parking. On-street parking may be removed and additional right-of-way purchased to provide adequate traffic access when consistent with the street design designation of the street. Evaluate the need for on-street parking to serve adjacent land uses and improve the safety of pedestrians and bicyclists when making changes to the roadway.

Traffic Access Streets are intended to provide access to Central City destinations, distribute traffic within a Central City district, provide connections between Central City districts, and distribute traffic from Regional Trafficways and Major City Traffic Streets for access within the district. Traffic Access Streets are not intended for through-traffic with no trip ends in the district.

- Land Use/Development. Traffic Access Streets serve Central City land uses. Solutions to congestion problems on Traffic Access Streets must accommodate the high-density pattern desired in the Central City.
- Connections. Connections to adjoining transportation districts should be to District or Neighborhood Collectors. Intersections of Traffic Access Streets and streets with higher or similar classifications should be signalized, where warranted, to facilitate the safe movement of traffic along each street as well as turning movements from one street to the other.
- Access. Reduction in motor vehicle congestion is given less priority than: supporting pedestrian access and enhancing the pedestrian environment; maintaining on-street parking to support land uses; accommodating transit; or accommodating bicycles. Access to off-street parking is allowed.
- Right-of-way Acquisition. Acquisition of additional right-of-way to reduce congestion is discouraged.

District Collectors are intended to serve as distributors of traffic from Major City Traffic Streets to streets of the same or lower classification. District Collectors serve trips that both start and end within a district.

- Land Use/Development. District Collectors generally connect town centers, corridors, main streets, and neighborhoods to nearby regional centers and other major destinations. Land uses that attract trips from the surrounding neighbor-hoods or from throughout the district should

be encouraged to locate on District Collectors. Regional attractors of traffic should be discouraged from locating on District Collectors.

- Connections. District Collectors should connect to Major City Traffic Streets, other collectors, and local streets and, where necessary, to Regional Trafficways.
- On-Street Parking. Removal of on-street parking and right-of-way acquisition should be discouraged on District Collectors, except at specific problem locations to accommodate the equally important functions of traffic movement and vehicle access to abutting properties.

Neighborhood Collectors are intended to serve as distributors of traffic from Major City Traffic Streets or District Collectors to Local Service Streets and to serve trips that both start and end within areas bounded by Major City Traffic Streets and District Collectors.

- Land Use/Development. Neighborhood Collectors should connect neighborhoods to nearby centers, corridors, station communities, main streets, and other nearby destinations. New land uses and major expansions of land uses that attract a significant volume of traffic from outside the neighborhood should be discour-aged from locating on Neighborhood Collectors.
- Connections. Neighborhood Collectors should connect to Major City Traffic Streets, District Collectors, and other Neighborhood Collectors, as well as to Local Service Streets.
- Function. The design of Neighborhood Collectors may vary over their length as the land use character changes from primarily commercial to primarily residential. Some Neighborhood Collectors may have a regional function, either alone or in concert with other nearby parallel collectors. All Neighborhood Collectors should be designed to operate as neighborhood streets rather than as regional arterials.
- On-Street Parking. The removal of on-street parking and right-of-way acquisition should be discouraged on Neighborhood Collectors.

Local Service Traffic Streets are intended to distribute local traffic and provide access to local residences or commercial uses.

- Land Use/Development. Discourage auto-oriented land uses from using Local Service Traffic Streets as their primary access.
- Classification. Streets not classified as Regional Trafficways, Major City Traffic Streets, District Collectors, or Neighborhood Collectors are classified as Local Service Traffic Streets.
- Connections. Local Service Traffic Streets should connect neighborhoods, provide local circulation, and provide access to nearby centers, corridors, station areas, and main streets.
- Function. Local Service Traffic Streets provide local circulation for traffic, pedestrians, and bicyclists and (except in special circumstances) should provide on-street parking. In some instances where vehicle speeds and volumes are very low (for example, woonerfs and accessways), Local Service Traffic Streets may accommodate both vehicles and pedestrians and bicyclists in a shared space.

Transit Classification Descriptions

Regional Transitways are intended to provide for interregional and interdistrict transit trips with frequent, high-speed, high-capacity, express, or limited service, and to connect the Central City with all regional centers.

- Land Use. Development with a regional attraction (e.g., shopping centers, arenas) are encouraged to locate adjacent to Regional Transitways to reduce traffic impacts on adjoining areas and streets. Locate high-density development within a half-mile of transit stations on Regional Transitways, with the highest densities closest to the stations.
- Access to Transit. Transit stations should be designed to accommodate a high level of multimodal access within a half-mile radius of the station. Use feeder bus service to access Regional Transit stations. Use park-and-ride facilities to access Regional Transit stations only at ends of Regional Transitways or where adequate feeder bus service is not feasible.
- Improvements. Use transit-preferential treatments to facilitate light rail and bus operations. Consider the use of access management measures to reduce conflicts between transit vehicles and other vehicles. Where compatible with adjacent land uses, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures and improve access to transit.
- Transfer Points. Provide safe and convenient transfer points with covered waiting areas with transit route information, benches, trash receptacles, enhanced signing, lighting, and telephones.
- Bus Stops. Buses providing local service along Regional Transitways should have more frequent stop spacing, similar to stop spacing along Major Transit Priority Streets.
- Dual Classification. A street with a dual Regional Transitway and Major Transit Priority Street classifications should retain the operational characteristics of a Major Transit Priority Street and respond to adjacent land uses.
- Connections. A ramp that connects to a Regional Transitway is classified as a Regional Transitway up to its intersection with a lower-classified street.

Major Transit Priority Streets are intended to provide for high-quality transit service that connects the Central City and other regional and town centers and main streets.

- Land Use. Transit-oriented land uses should be encouraged to locate along Major Transit Priority Streets, especially in centers. Discourage auto-oriented develop¬ment from locating on a Major Transit Priority Street, except where the street is outside the Central City, regional or town center, station community, or main street and is also classified as a Major City Traffic Street. Support land use densi¬ties that vary directly with the existing and planned capacity of transit service.
- Access to Transit. Provide safe and convenient access for pedestrians and bicyclists to, across, and along Major Transit Priority Streets.
- Improvements. Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access manage-ment should be considered where needed to reduce conflicts between transit vehicles and other vehicles.
- Transfer Points. Provide safe and convenient transfer points with covered waiting areas, transit route information, benches, trash receptacles, enhanced signing, lighting, and telephones.

Limited transit service should stop at transfer points and activity centers along Major Transit Priority Streets.

- Dual Classification. Streets with dual Regional Transitway and Major Transit Priority Street classifications should retain the operational characteristics of Major Transit Priority Streets, and development should orient to the street.
- Bus Stops. Locate bus stops to provide convenient access to neighborhoods and commercial centers. Stops should be located relatively close together in high-density and medium-density areas, including regional and town centers and along most main streets, and relatively farther apart in lower-density areas. Passenger amenities should include shelters and route information.

Transit Access Streets are intended for district-oriented transit service serving main streets, neighborhoods, and commercial, industrial, and employment areas.

- Land Use. Encourage pedestrian- and transit-oriented development in commercial, institutional, and mixed-use areas along Transit Access Streets.
- Access to Transit. Provide safe and convenient pedestrian and bicycle access to transfer points and stops and along Transit Access Streets.
- Transfer Points. Provide bus shelters, safe and convenient pedestrian crossings, and transit information at transfer points.
- Improvements. Employ transit-preferential measures at specific intersections to facilitate bus operations where there are significant bus delays. Applicable preferential treatments include signal priority, queue jump lanes, and curb extensions.
- Bus Stops. Locate stops closer together in neighborhood commercial areas and somewhat farther apart in other areas along Transit Access Streets. Passenger amenities, including covered waiting areas, are appropriate along Transit Access Streets.

Community Transit Streets are intended to serve neighborhoods and industrial areas and connect to citywide transit service.

- Land Use. Encourage pedestrian- and transit-oriented development in commercial, institional, and mixed-use areas along Community Transit Streets.
- Transit Service. Community Transit Streets typically carry feeder bus service, mini-bus, or demand-responsive services. Demand-responsive service may include service that is tailored to areas (e.g., industrial areas) that have unusual transit service needs. The size and type of transit vehicle should be appropriate to the needs of the land uses served.
- Pedestrian and Bicycle Access. Provide safe and convenient pedestrian and bicycle access along Community Transit Streets and to transfer points and stops.
- Improvements. Community Transit Streets are typically used for access by bicyclists, pedestrians, and drivers to reach neighborhood destinations. Parking removal or the acquisition of additional right-of-way should not be undertaken to enhance transit service on Community Transit Streets, except at specific locations to correct unsafe transit operations or accommodate access to transit.
- Transfer Points. Provide covered waiting areas and transit information at transfer points.
- Bus Stops. Locate stops closer together in neighborhood commercial areas and farther apart in other areas along Community Transit Streets.

Local Service Transit Streets are intended to provide transit service to nearby residents and adjacent commercial areas.

- Land Use. Transit operations on Local Service Transit Streets should give preference to access for individual properties and to the specific needs of property owners and residents along the street.
- Classification. Streets not classified as Regional Transitways, Major Transit Priority Streets, Transit Access Streets, or Community Transit Streets are classified as Local Service Transit Streets.
- Function. Local Service Transit Streets may be used for paratransit service, end loops for regularly scheduled routes, and may carry school buses.
- Bus Stops. Locate stops along Local Service Transit Streets based on Tri-Met service standards.

Transit Stations are locations where light rail vehicles or other high-capacity transit vehicles stop to board and unload passengers.

- Locations. Locate Transit Stations on Regional Transitways to provide direct and convenient service to regional and town centers and major trip generators along the transitway. Station locations are conceptual. Actual locations should be used for regulatory purposes such as measuring distances.
- Passenger Facilities. Provide safe and convenient covered waiting areas and easy transfer to other transit services. Provide transit information and access for pedestrians and bicyclists. Transit Stations should have a full range of passenger services, including route information, benches, secure bicycle parking, trash receptacles, enhanced signing, lighting, and telephones.
- Transit Station Spacing. Place Transit Stations along Regional Transitways with light rail service or other high-capacity transit service at intervals of approximately one-half mile. In high-density areas in the Central City, consider closer station spacing of three to four blocks.

Intercity Passenger Rail provides commuter and other rail passenger service.

- Station Spacing. Stations are typically located one or more miles apart, depending on overall route length.

Passenger Intermodal Facilities serve as the hub for various passenger modes and the transfer point between modes.

- Connections. Passenger Intermodal Facilities connect inter-urban passenger service with urban public transportation service and are highly accessible by all modes.

Bicycle Classification Descriptions

(Refer to Section 4: Bicycle Classifications & Objectives for proposed revisions recommended by the Portland Bicycle Plan for 2030)

Pedestrian Classification Descriptions

Pedestrian Districts are intended to give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, and station communities.

- Land Use. Zoning should allow a transit-supportive density of residential and commercial uses that support lively and intensive pedestrian activity. Auto-oriented development should be discouraged in Pedestrian Districts. Institutional campuses that generate high levels of pedestrian activity may be included in Pedestrian Districts. Exceptions to the density and zoning criteria may be appropriate in some designated historic districts with a strong pedestrian orientation.
- Streets within a District. Make walking the mode of choice for all trips within a Pedestrian District. All streets within a Pedestrian District are equal in importance in serving pedestrian trips and should have sidewalks on both sides.
- Characteristics. The size and configuration of a Pedestrian District should be consistent with the scale of walking trips. A Pedestrian District includes both sides of the streets along its boundaries, except where the abutting street is classified as a Regional Trafficway. In these instances, the land up to the Regional Trafficway is considered part of the Pedestrian District, but the Regional Trafficway itself is not.
- Access to Transit. A Pedestrian District should have, or be planned to have, frequent transit service and convenient access to transit stops.
- Improvements. Use the Pedestrian Design Guide to design streets within Pedestrian Districts. Improvements may include widened sidewalks, curb extensions, street lighting, street trees, and signing. Where two arterials cross, design treatments such as curb extensions, median pedestrian refuges, marked crosswalks, and traffic signals should be considered to minimize the crossing distance, direct pedestrians across the safest route, and provide safe gaps in the traffic stream.

Pedestrian-Transit Streets are intended to create a strong and visible relationship between pedestrians and transit within the Central City.

- Land Use. Pedestrian-Transit Streets respond to significant public investments in public transportation, including light rail, the transit mall, and streetcar, and enhance the pedestrian environment adjacent to high-density land uses.
- Improvements. Improvements should include wide sidewalks to accommodate high levels of pedestrian traffic, urban design features that promote pedestrian activity, and visual signals to motor vehicles to recognize the priority of pedestrian and transit vehicles.

City Walkways are intended to provide safe, convenient, and attractive pedestrian access to activities along major streets and to recreation and institutions; provide connections between neighborhoods; and provide access to transit.

- Land Use. City Walkways should serve areas with dense zoning, commercial areas, and major destinations. Where auto-oriented land uses are allowed on City Walkways, site development standards should address the needs of pedestrians for access.

- Improvements. Use the Pedestrian Design Guide to design City Walkways. Consider special design treatment for City Walkways that are also designated as Regional or Community Main Streets.

Off-Street Paths are intended to serve recreational and other walking trips.

- Function. Use Off-Street Paths as short cuts to link urban destinations and origins along continuous greenbelts such as rivers, park and forest areas, and other scenic corridors, and used as elements of a regional, citywide, or community recreational trail plan.
- Location. Establish Off-Street Paths in corridors not well served by the street system. On existing rights-of-way that are not developed or likely to be developed in the near future, Off-Street Paths may be designated where needed to complete the pedestrian system.
- Improvements. Use the Pedestrian Design Guide to design Off-Street Paths. Design Off-Street Paths as separated facilities that accommodate pedestrians and may accommodate other non-motorized vehicles.

Local Service Walkways are intended to serve local circulation needs for pedestrians and provide safe and convenient access to local destinations, including safe routes to schools.

- Land Use. Local Service Walkways are usually located in residential, commercial, or industrial areas on Local Service Traffic Streets.
- Classification. All streets not classified as City Walkways or Off-Street Paths, with the exception of Regional Trafficways not also classified as Major City Traffic Streets, are classified as Local Service Walkways.
- Improvements. Use the Pedestrian Design Guide to design Local Service Walkways.

Freight Classification Descriptions

Freight Districts are intended to provide safe and convenient truck mobility and access in industrial and employment areas serving high levels of truck traffic and to accommodate the needs of intermodal freight movement.

- Land Use. Support locating industrial and employment land uses that rely on multimodal freight movement in Freight Districts.
- Function. Freight District streets provide local truck access and circulation to industrial and employment land uses.
- Connections. In Freight Districts, streets not classified as Regional Truckways or Priority Truck Streets are classified as Freight District streets. Freight Districts connect individual properties to Priority Truck Streets.
- Design. Freight District streets should be designed to facilitate the movement of all truck types and over-dimensional loads, as practicable.

Regional Truckways are intended to facilitate interregional and movement of freight.

- Land Use. Support locating industrial and employment land uses with high levels of truck activity near Regional Truckway interchanges.
- Function. Provide for safe and efficient continuous-flow operation for trucks.

- Connections. Provide Regional Truckway interchanges that directly serve Freight districts and connect to Priority Truck Streets and other streets with high levels of truck activity. A ramp that connects to a Regional Truck Street is classified as a Regional Truck Street up to its intersection with a lower-classified street.
- Design. Design Regional Truckways to be limited access facilities and to standards that facilitate the movement of all types of trucks.

Priority Truck Streets are intended to serve as the primary route for access and circulation in Freight Districts, and between Freight Districts and Regional Truckways.

- Land Use. Support locating industrial and employment uses that generate high truck activity on corridors served by Priority Truck Streets.
- Function. Priority Truck Streets accommodate high truck volumes and provide high-quality mobility and access.
- Connections. Priority Truck Streets connect Freight Districts to Regional Truckways.
- Design. Priority Truck Streets should be designed to facilitate the movement of all truck classes and over-dimensional loads, as practicable. Buffer adjacent residential uses from noise impacts, where warranted.

Major Truck Streets are intended to serve as principal routes for trucks in a Transportation District.

- Land Use. Commercial and employment land uses that generate high levels of truck activity should locate along Major Truck Streets.
- Function. Major Truck Streets provide truck mobility within a Transportation District and access to commercial and employment uses along the corridor.
- Connections Major Truck Streets connect Transportation district-level truck trips to Regional Truckways. Trucks with no trip ends within a Transportation District should be discouraged from using Major Truck Streets.
- Design. Major Truck Streets should accommodate all truck types, as practicable.

Truck Access Streets are intended to serve as access and circulation routes for delivery of goods and services to neighborhood-serving commercial and employment uses.

- Land Use. Support locating commercial land uses that generate lower volumes of truck trips on Truck Access Streets.
- Function. Truck Access Streets provide access and circulation to land uses within a Transportation District. Non-local truck trips are discouraged from using Truck Access Streets.
- Connections. Truck Access Streets should distribute truck trips from Major Truck Streets to neighborhood-serving destinations.
- Design. Design Truck Access Streets to accommodate truck needs in blanance with other modal needs of the street.

Local Service Truck Streets are intended to serve local truck circulation and access.

- Land Use. Local Service Truck Streets provide for goods and service delivery to individual commercial, employment, and residential locations outside of Freight Districts.
- Function. Local Service Truck Streets should provide local truck access and circulation only.

- Connections. All streets, outside of Freight Districts, not classified as Regional Truckways, Priority Truck Streets, Major Truck Streets, or Truck Access Streets are classified as Local Service Truck Streets. Local Service Truck Streets with a higher Traffic classification are the preferred routes for local access and circulation.
- Design. Local Service Truck Streets should give preference to accessing individual properties and the specific needs of property owners and residents along the street. Use of restrictive signage and operational accommodation are appropriate for Local Service Truck Streets.

Railroad Main Lines transport freight cargo and passengers over long distances as part of a railway network.

Railroad Branch Lines transport freight cargo over short distances on local rail lines that are not part of a rail network and distribute cargo to and from mail line railroads.

Freight Facilities include the major shipping and marine, air, rail, and pipeline terminals that facilitate the local, national, and international movement of freight.

Emergency Response Classification Descriptions

Major Emergency Response Streets are intended to serve primarily the longer, most direct legs of emergency response trips.

- Improvements. Design treatments on Major Emergency Response Streets should enhance mobility for emergency response vehicles by employing preferential or priority treatments.
- Traffic Slowing. Major Emergency Response Routes are not eligible for traffic slowing devices in the future. Existing traffic slowing devices may remain and be replaced if necessary.

Minor Emergency Response Streets are intended to serve primarily the shorter legs of emergency response trips.

- Classification. All streets not classified as Major Emergency Response Streets are classified as Minor Emergency Response Streets.
- Improvements. Design and operate Minor Emergency Response Streets to allow access to individual properties by emergency response vehicles, but maintain livability on the street.
- Traffic Slowing. Minor Emergency Response Streets are eligible for traffic slowing devices.

Street Design Classification Descriptions

(Refer to Section 6: Street Design Classification Descriptions for proposed revisions to classification descriptions)

Modal Policies (9.16-9.39)

Pedestrian Transportation Objectives

Improve the quality of the pedestrian environment by implementing pedestrian design guidelines to ensure that all construction in the right-of-way meets a pedestrian quality standard and by developing special design districts for Pedestrian Districts and main streets.

Increase pedestrian safety and convenience by identifying and analyzing high pedestrian collision locations; making physical improvements, such as traffic calming, signal improvements, and crossing improvements in areas of high pedestrian use; and supporting changes to adopted statutes and codes that would enhance pedestrian safety.

Develop a citywide network of pedestrian trails that increases pedestrian access for recreation and transportation purposes and links to schools, parks, transit, and shopping as well as to the regional trail system and adjacent cities.

(Refer to Section 2: Revised TSP Objectives for proposed revisions to Objective 6.22.A & B)

Bicycle Transportation Objectives

(Refer to Section 4: Bicycle Classifications & Objectives for proposed revisions recommended by the Portland Bicycle Plan for 2030)

Public Transportation Objectives

Support light rail transit and bus connections as the foundation of the regional transit system, with completion of the system to connect all regional centers, downtown Vancouver, major attractions, and intermodal passenger facilities as a high priority for the region.

Base decisions about light rail transitway alignments and their connections to other regional facilities on individual corridor studies.

Expand primary and secondary bus service to meet the growing demand for work and non-work trips, operate as the principal transit service for access and mobility needs, help reduce congestion, and support the economic activities of the City.

Implement transit-preferential measures on Major Transit Priority Streets to achieve travel times competitive with the automobile and to improve service reliability.

Consider the use of alternative forms of transit, including vanpools and dial-a-ride in low-density areas and other forms of transit such as water taxis.

Locate major park-and-ride lots only where transit ridership is increased significantly, vehicle miles traveled are reduced, transit-supportive development is not hampered, bus service is not available or is inadequate, and the surrounding area is not negatively impacted.

Develop streetcar lines in Portland to connect new or redeveloping neighborhoods to employment opportunities and other destinations, including shopping, education, and recreation.

Support a public transit system and regional transportation strategies that address the special needs of the transportation disadvantaged and provide increased mobility options and access.

Transit-Oriented Development

Consider the existing or planned availability of high-quality transit service when adopting more intensive residential, commercial, and employment designations.

Focus medium-density and high-density development, including institutions, in transit-oriented developments along transit lines.

Require commercial and multifamily development to orient to and provide pedestrian and bicycle connections to transit streets and, for major developments, provide transit facilities on a site or adjacent to a transit stop.

Examine the benefits of limiting drive-through facilities in existing or planned areas of high-intensity development and high levels of pedestrian, bicycle, and transit activity when planning studies are being done for these areas.

Freight Transportation Objectives

Prioritize transportation investments in the freight street network that improve connections between Freight Districts and Regional Truckways.

Accommodate truck travel on designated truck streets through improvements to facility design and operations that address the dimensional needs of trucks.

Encourage through-truck traffic to use Regional Truckways, Priority Truck Streets, and Major Truck Streets for mobility and Truck Access Streets and Local Service Truck Streets to access local destinations.

Develop and implement street connectivity plans for Freight Districts to improve truck circulation and access to industrial land uses.

Develop and implement a signage plan for designated truck routes and major freight destinations.

Designate and maintain preferred routes to accommodate over-dimensional freight movement.

Employ intelligent transportation system measures to reduce delays and improve travel time on Regional Truckways, Priority Truck Streets and Major Truck Streets.

Evaluate and improve locations where inadequate roadway design creates barriers for truck access in Freight Districts and on designated truck streets.

Upgrade bridges to remove load limits and vertical clearance restrictions on designated truck streets.

Use public-private collaboration to identify and implement measures to minimize delays and improve safety at at-grade rail freight crossings.

Provide adequate off-street loading areas for larger employment, commercial and multi-family developments.

Manage supply, operations, and demand of on-street truck loading spaces to ensure efficient, reliable and safe loading and unloading activities.

Implement design guidelines for truck streets that meet the dimensional needs of trucks, particularly for Freight Districts, while balancing the needs of other transportation modes in the right-of-way.

Multimodal System Objectives

Support a well-integrated freight system that includes truck, rail, marine, air, and pipeline modes as vital to a healthy economy.

Coordinate with private and public stakeholders to identify improvement and funding strategies for multimodal freight mobility needs.

Participate with interjurisdictional partners in the development of corridor plans, master plans, and regional facility plans that impact freight mobility.

Address freight access and mobility needs when conducting multimodal transportation studies or designing transportation facilities.

Work with community stakeholders to minimize adverse impacts of freight activity on the environmental and residential and mixed-use neighborhoods.

Intercity Passenger Service Objectives

Support continuation of Union Station as the multimodal transportation hub, serving as the primary passenger rail and intercity bus terminal in the Portland metropolitan area and providing direct connections among passenger rail, light rail, streetcar, intracity buses, taxis, and airport shuttle buses.

Support continuation of Portland International Airport as the multimodal passenger air facility hub by encouraging direct connections for all modes, including light rail transit, buses, taxis, and airport shuttles.

Support development of passenger transfer facilities in existing and emerging regional centers.

Support commuter rail service where it will reinforce the 2040 Growth Concept and is an efficient alternative to the automobile.

Support expansion of Northwest Corridor passenger rail service between Eugene, Portland, Seattle, and Vancouver, B. C. by incremental improvements in speed, frequency, and station facilities, in cooperation with the States of Oregon and Washington and the Province of British Columbia.

Regional Trafficways Objectives

Regard the City's Regional Trafficway system within Portland to be substantially complete, except for safety or other improvements to existing facilities that increase their efficiency.

Oppose extension of a new circumferential freeway north of US 26 into the City and through Forest Park.

Emergency Response Objectives

Use the emergency response classification system to determine whether traffic-slowing devices can be employed.

Use the emergency response classification system to guide the routing of emergency response vehicles.

Use the emergency response classification system to help site future fire stations.

System Management (9.44-9.50)

System Management Objectives

Reduce and manage automobile travel demand and promote transportation choices before considering the addition of roadway capacity for single-occupant vehicles.

Employ transportation system management measures, including coordinating and synchronizing signals and intersection redesign, to improve mobility and safety for all modes of travel.

Design, build, and operate the transportation system so that it can be safely navigated by all users.

Traffic Management Objectives

Manage traffic on Neighborhood Collectors and Local Service Streets consistent with the land uses they serve and to preserve and enhance neighborhood livability.

Encourage non-local traffic, including trucks, to use streets of higher traffic and truck classifications through design, operations, permitting, and signing.

Implement measures on Neighborhood Collectors that do not result in significant diversion of traffic to streets of lower classification.

Work with ODOT to manage the location, spacing, and type of road and street intersections on Regional Trafficways, St. Helens Road, Lombard east of Interstate 5, and McLoughlin, and develop access management plans for other City streets as needed to ensure the safe and efficient operation of these facilities.

Provide local access to arterials, while minimizing conflicts with through-traffic.

Ensure that access management measures do not adversely impact any transportation mode, consistent with the classifications of the street where these measures are applied.

(Refer to Section 2: Revised TSP Objectives for proposed revisions to Objective 6.13.D & F and refer to Section 4: Bicycle Classifications & Objectives for proposed revisions recommended by the Portland Bicycle Plan for 2030)

Connectivity and Street Plan Objectives

Provide interconnected local and collector streets to serve new and redeveloping areas and to ensure safe, efficient, and convenient pedestrian, bicycle, and vehicle access with preference for public streets over private streets.

Create short blocks through development of frequent street connections in mixed-use areas of planned high-density development.

Provide convenient and safe bicycle and pedestrian connections to transit routes, schools, and parks, as well as within and between new and existing residential developments, employment areas, and other activity centers where street connections are not feasible.

Use large-scale Green Streets as a means of connecting neighborhoods, using the right-of-way efficiently, and enhancing neighborhood livability.

Develop conceptual master street plans for areas of the City that have significant amounts of vacant or underdeveloped land and where the street network does not meet City and Metro connectivity guidelines.

Ensure that new residential development and development in zones that allow a mix of uses include street plans that are consistent with master street plans, extend and connect to adjacent areas, and meet connectivity objectives.

Identify opportunities to extend and connect streets, provide direct public right-of-way routes, and limit the use of cul-de-sac and other closed-end street designs.

Provide full street connections with spacing of no more than 530 feet between connections, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1,200 feet, unless exceptional habitat quality or length of crossing prevents a full street connection.

Provide bike and pedestrian connections at approximately 330-foot intervals on public easements or rights-of-way when full street connections are not possible, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Bike and pedestrian connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of crossing prevents a connection.

As the South Waterfront District develops, provide connectivity for all modes of travel by developing the streets and accessways as shown on Map 11.11.1.

As the western half of the Bridgeton neighborhood develops, provide connectivity for all modes of travel by developing the streets as shown on Map 11.11.2.

As the Gateway regional center redevelops, provide additional connectivity for all modes of travel as shown on Map 11.11.3.

As the Airport Way vicinity continues to develop, use the Airport Way Secondary Infrastructure Plan as a guide to provide connectivity for all modes of travel by developing streets as shown on Map 11.11.4.

Continue to provide connectivity in the River District for all modes of travel by developing public and private streets as shown on Map 11.11.5.

As the Southwest District develops, provide connectivity for all modes of travel by developing streets as shown on Map 11.11.6.

As the Far Southeast District develops, provide connectivity for all modes of travel by developing streets as shown on Map 11.11.7.

As the street system is modified around the west end of the Ross Island Bridge, provide enhanced connectivity for all modes as shown on Map 11.11.8.

Preserve street connectivity in areas of the City that meet the standards of this policy and its objectives as shown on Maps 11.11.9 through 11.11.16.

Improve connectivity in the St. Johns town center by implementing the St. Johns Master Street Plan as shown on Map 11.11.17.

Improve and preserve connectivity in the Northwest District by implementing the Northwest District Master Street Plan as shown on Map 11.11.18.

Establish a network of streets in Multnomah County Unincorporated Urban Pockets to provide connectivity for all modes of travel as shown on Maps 11.11-19 A through C.

(Refer to Section 9: Master Street Plans for proposed revisions)

Performance Measures Objectives

Maintain acceptable levels of performance on the regional transportation system, consistent with Table 11.1, in the development and adoption of, and amendments to, the Transportation System Plan and in legislative amendments to the Comprehensive Plan Map.

Use level-of-service as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review.

Use alternatives to the level-of-service measure to determine the adequacy of the transportation system in areas that exhibit the following characteristics:

- A mix of land uses, including residential
- A mode split consistent with targets established for the area
- Maximum parking ratios
- Adequate existing street connectivity

In areas identified by Metro that exceed the level-of-service in Table 11.1 and are planned to, but do not currently, meet the alternative performance criteria, establish an action plan that does the following:

- Anticipates growth and future impacts of motor vehicle traffic on multimodal travel in the area
- Establishes strategies for mitigating the future impacts of motor vehicles

- Establishes performance standards for monitoring and implementing the action plan

Develop performance measures to track progress in creating and maintaining the transportation system.

Establish mode split targets in 2040 Growth Concept areas within the City, consistent with Metro's targets for these areas.

(Refer to Section 10: Performance Measures for proposed revisions)

Regional Congestion Management Objectives (Regional Travel Patterns and Congestion Management)

Direct interregional traffic to use Regional Trafficways and Regional Transitways, and manage these facilities to maximize their existing capacity.

Minimize the impact of interregional and long intraregional trips on Portland neighborhood and commercial areas, while supporting the travel needs of the community.

Manage traffic on Neighborhood Collectors that Metro designates as Collectors of Regional Significance so they maintain their function as distributors of traffic between Major City Traffic Streets or District Collectors and Local Service Streets, rather than function primarily for regional traffic movement.

Use the TSP refinement plan process to determine specific projects and actions to meet needs in identified transportation corridors.

Support pricing strategies that are based on the environmental and social costs of motor vehicles.

In cooperation with Metro and other jurisdictions, choose corridors to implement market-based pricing where high-quality transportation alternatives to driving exist.

Travel Management Objectives

Develop neighborhood-based programs to promote and support multimodal strategies and trip reduction strategies and programs.

Meet the access and mobility needs of businesses and employees in key employment and regional centers with customized alternative transportation programs that result in reduced congestion and improved air quality.

Support and encourage the growth of car sharing among City residents and businesses through actions that expand the supply of car sharing vehicles at convenient locations and actions that increase the demand for car sharing services.

Require institutions to regulate parking facilities, first to provide short-term parking for visitors and, second, to minimize the amount of employee parking through demand management measures such as carpooling, ridesharing, flexible work hours, telecommuting, parking management, and employer-subsidized transit passes.

Require institutions to mitigate excessive parking impacts on residential areas.

Require institutions and other large employers to participate in programs to reduce single-occupant automobile trips.

Parking Management (9.54-9.60)

Parking Management Objectives

Implement measures to achieve Portland's share of the mandated 10 percent reduction in parking spaces per capita within the metropolitan area over the next 20 years.

Consider transportation capacity and parking demand for all motor vehicles in the regulation of the parking supply.

Develop parking management programs and strategies that improve air quality, reduce congestion, promote alternatives to the drive-alone commute, and educate and involve businesses and neighborhoods.

On-Street Parking Management Objectives

Maintain existing on-street parking in older neighborhoods and commercial areas where off-street parking is inadequate, except where parking removal is necessary to accommodate alternatives to the automobile.

Support carpooling in commercial districts by providing convenient, affordable, and adequate on-street spaces.

Develop and maintain on-street parking meter districts to provide for customer turnover, reduce on-street parking use by commuters, efficiently allocate parking among diverse users, encourage the use of alternatives to the automobile, and provide a funding source for transportation projects within the districts.

(Refer to Section 4: Bicycle Classifications & Objectives for proposed revisions recommended by the Portland Bicycle Plan for 2030)

Off-Street Parking Objectives

Consider eliminating requirements for off-street parking in areas of the City where there is existing or planned high-quality transit service and good pedestrian and bicycle access.

Encourage the redevelopment of surface parking lots into transit-supportive uses or development or to include facilities for alternatives to the automobile.

Limit the development of new parking spaces to achieve land use, transportation, and environmental objectives.

(Refer to Section 4: Bicycle Classifications & Objectives for proposed revisions recommended by the Portland Bicycle Plan for 2030)

Finance, Programs, and Coordination (9.61-9.66)

Transportation Education and Encouragement

Publicize activities and the availability of resources and facilities that promote a multimodal transportation system.

Implement educational programs that recognize the need for developing and maintaining a multimodal transportation system that supports the movement of freight as well as people.

Encourage walking by developing education programs for both motorists and pedestrians and by supporting and participating in encouragement events for pedestrians.

Develop and implement education and encouragement plans aimed at youth and adult cyclists and motorists.

Increase public awareness of the benefits of walking and bicycling and of available resources and facilities.

Develop a strong school curriculum and program on transportation safety and travel choices with emphasis on environmental consequences, neighborhood livability, personal safety, and health.

Educate citizens and businesses about Green Streets and how they can serve as urban greenways to enhance, improve, and connect neighborhoods to encourage their support, demand and funding for these projects.

(Refer to Section 4: Bicycle Classifications & Objectives for proposed revisions recommended by the Portland Bicycle Plan for 2030)

Project and Program Selection Objectives

Address existing deficiencies or hazards by improving pedestrian, bicycle, and vehicular safety.

Use good resource management and minimize or reduce negative impacts to the natural environment.

Improve access to existing and emerging employment and industrial areas.

Promote street connectivity for all modes, especially in areas where identified deficiencies exist, to support desired urban form and travel patterns.

Address area-wide needs, including access and mobility, environmental protection, Green Street design and quality urban design, in a comprehensive approach to project selection.

Increase the efficiency and effectiveness of the system by wise application of available financial, capital, and human resources.

Develop the transportation system consistent with and supportive of community values.

(Refer to Section 2: Revised TSP Objectives for proposed revisions to Objective 11.9.A & D)

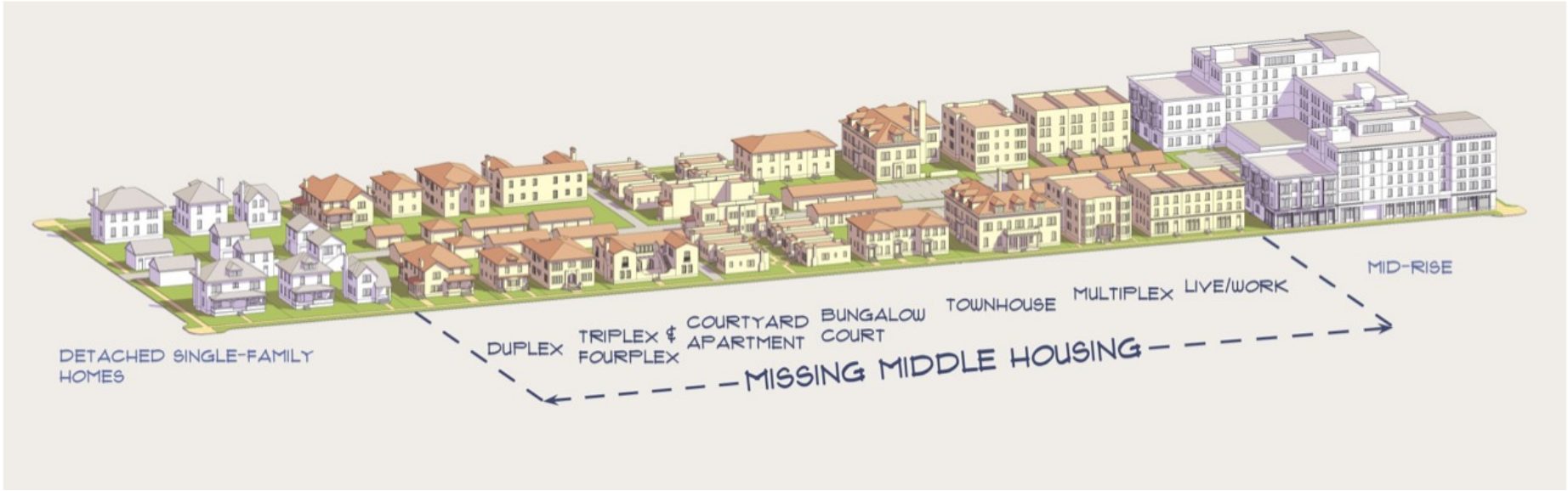
Funding Objectives

Participate in Metro's processes for allocating and managing transportation funds and resources to achieve maximum benefit with limited available funds.

Pursue opportunities to improve the transportation system, including grants, private/public partnerships, and other non-traditional funding mechanisms.

Missing Middle Housing

Responding to the Demand for Walkable



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February 8, 2016

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Starts with Perception of Density



www.flaticon.com

MISSING MIDDLE
Responding to the Demand for Walkable Urban Living

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1 What is the Problem?

Mismatch Between What the Market Wants and What We Are Providing/Allowing in Our Cities

20-35%

Gap

Between Demand and Supply
of Walkable Urban Living Choices
~C. Leinberger

MISSING MIDDLE
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75-85%

Households
Without Children
by 2025

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3 Million Unit Shortage

National Shortage of Small Lot and Attached Housing Units

~C. Nelson

MISSING MIDDLE
Responding to the Demand for Walkable Urban Living

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Ord. 188177, Vol. 2.5, page 15038

Density Based-Zoning Cannot Effectively Regulate for a Mix of Housing Types

Micro-Scale Analysis to Illustrate the Issues



City of Vallejo

Community Character Documentation: Microscale Analysis

Draft: January 2016

PROPEL VALLEJO GENERAL PLAN UPDATE ZONING CODE UPDATE

City of VALLEJO California

OPTICOS



MISSING MIDDLE

Responding to the Demand for Walkable Urban Living

Ord. 188177, Vol. 2.5, page 15040

Zoning Does Not Typically Recognize Existing Mix of Densities

Key Standards and Compliance

Standard	Regulations	Existing Condition per site								
	Low Dens. Res	1	2	3 corner	4	5 corner	6 corner	7	8 corner	9
Min. Lot Area	5000 sf - 1 ac	5800	2000	4650	3000	5100	9425	6525	8700	5850
Min. Lot Dim. (width)	50' min; 60' min corner	40	40	70	60	60	65	45	60	45
[illegible] (depth)	80' min.	45	65	65	60	85	145	145	145	130
Max Lot Coverage	12-50%	34%	48%	43%	44%	38%	55%	39%	39%	32%
Residential Density	1 - 9 du / ac	7.51	10.75	9.57	2.1	17.08	69.32	13.35	20.02	7.44
Front Setback	15' min; 10' min corner	20	10	10	15	20	10	20	25	25
Rear Setback	5 ft min.	70	5	5	10	10	7	63	65	65
Side Setbacks (Right)	5' min; 15' min corner	10	7	12	20	20	na	7	25	7
[illegible] (Left)	1 sideyard must be 10' min wide	7	4	15	10	12	na	12	7	2
Parking Count	2 spaces / du min.	2	1	1	0	1	0.4	0.5	0.75	1



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Ord. 188177, Vol. 2.5, page 15041

72 DU/Acre, But Not Bigger Than a Large House



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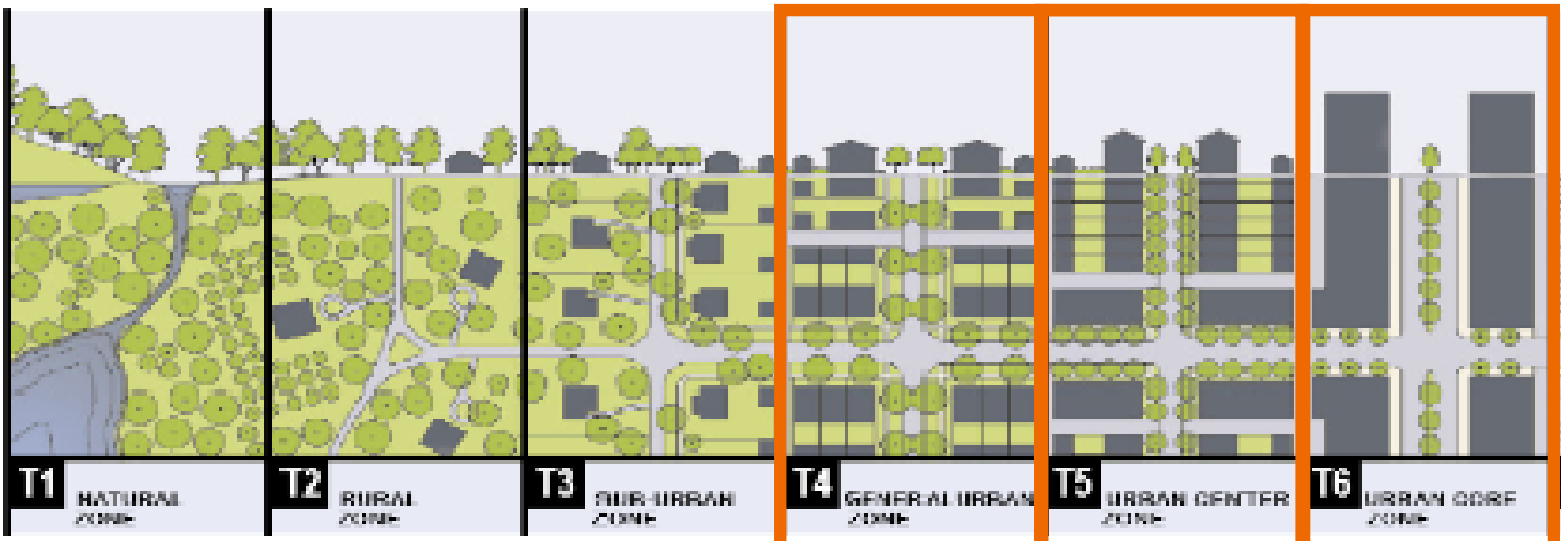
Neighborhood Living is Different than City Living







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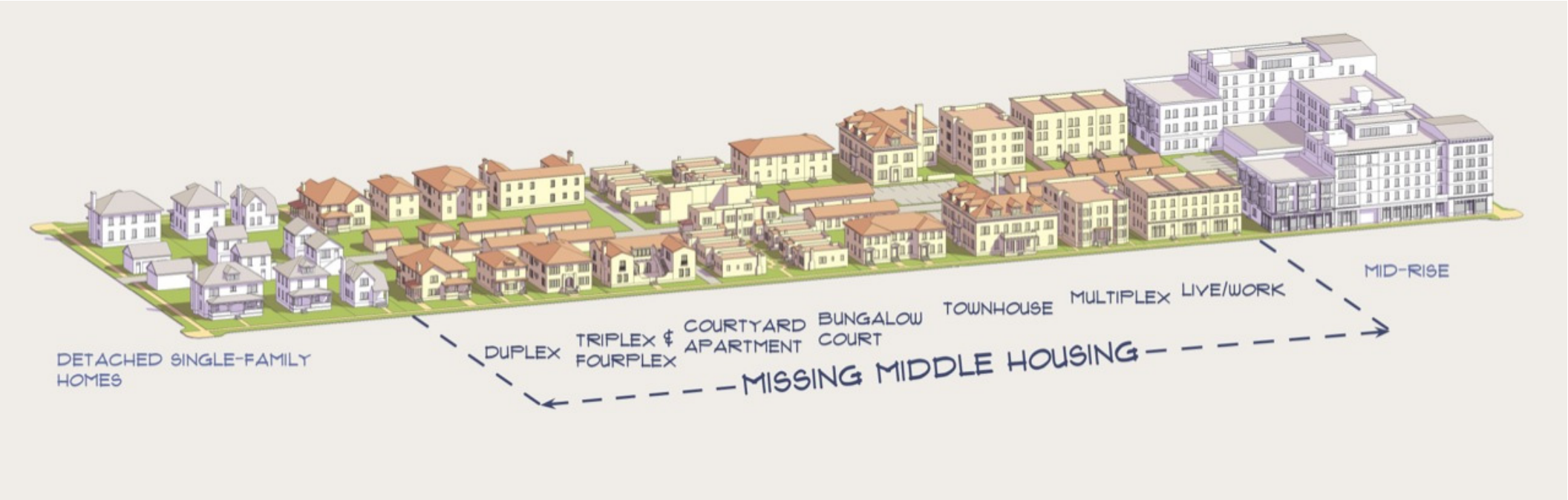
2

What is Missing Middle Housing?

Getting it Right: It's Not Just Medium-Density Housing

Missing Middle Housing



Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.

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Ord. 188177, Vol. 2.5, page 15045

Missing Middle Housing











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Responding to the Demand for Walkable Urban Living

Enhances Neighborhood Character

Meets Demand for Walkable Neighborhood Living

Meets Demand for More Diverse Housing Options

Addresses the Need for Affordable Homes

Provides the Density Needed to Support Locally-Serving Businesses and Amenities, like Transit

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Missing Middle Housing: Denver


Duplex: Side-by-Side


Townhouse


Fourplex


Multiplex: Small

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Missing Middle Housing: Portland


Bunglow Court


Side-by-Side Duplex


Multiplex: Small


Courtyard Apartment

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Missing Middle Housing: Salt Lake City


Duplex: Side-by-Side


Townhouse


Multiplex: Small


Forecourt Apartment

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Missing Middle Housing: New Orleans



Duplex: Side-by-Side



Townhouse



Multiplex: Small



Small Lot Single Family

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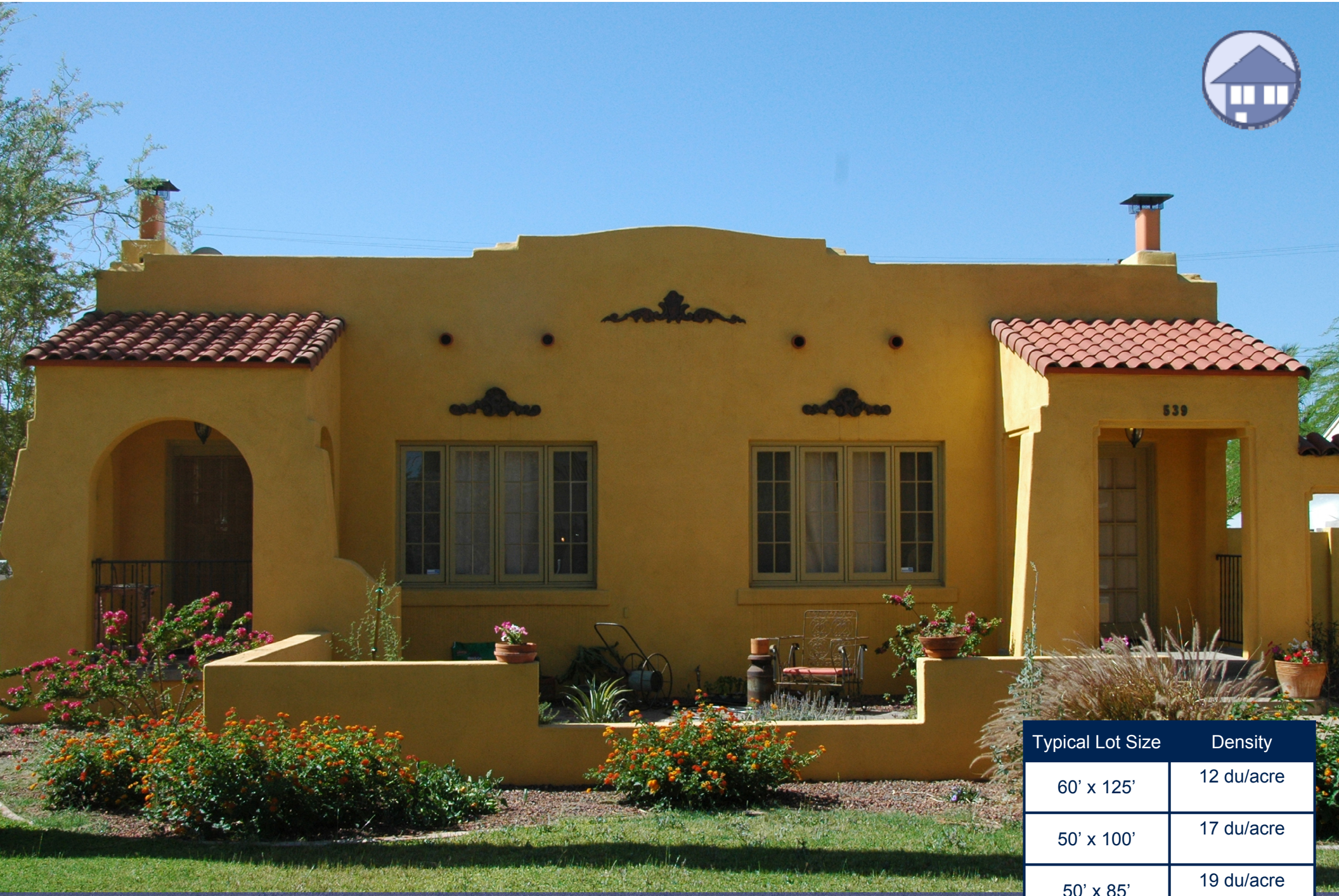
The Types



Typical Lot Size	Density
60’ x 125’	12 du/acre
50’ x 100’	17 du/acre
50’ x 85’	19 du/acre

Duplex: Side-by-Side

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Typical Lot Size	Density
60’ x 125’	12 du/acre
50’ x 100’	17 du/acre
50’ x 85’	19 du/acre

Duplex: Stacked

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Ord. 188177, Vol. 2.5, page 15053



Typical Lot Size	Density (5 units/lot)	Density (6 units/lot)
100’ x 125’	17 du/acre	21 du/acre
100’ x 100’	22 du/acre	26 du/acre
80’ x 100’	27 du/acre	33 du/acre

Bungalow Court

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Carriage House (Ancillary Unit)

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Ord. 188177, Vol. 2.5, page 15055



Typical Lot Size	Density (4 units/lot)
75’ x 150’	23 du/acre
60’ x 100’	29 du/acre

Fourplex



Typical Lot Size	Density (5 units/lot)	Density (6 units/lot)
100’ x 125’	17 du/acre	21 du/acre
100’ x 100’	22 du/acre	26 du/acre
80’ x 100’	27 du/acre	33 du/acre

Multiplex: Small

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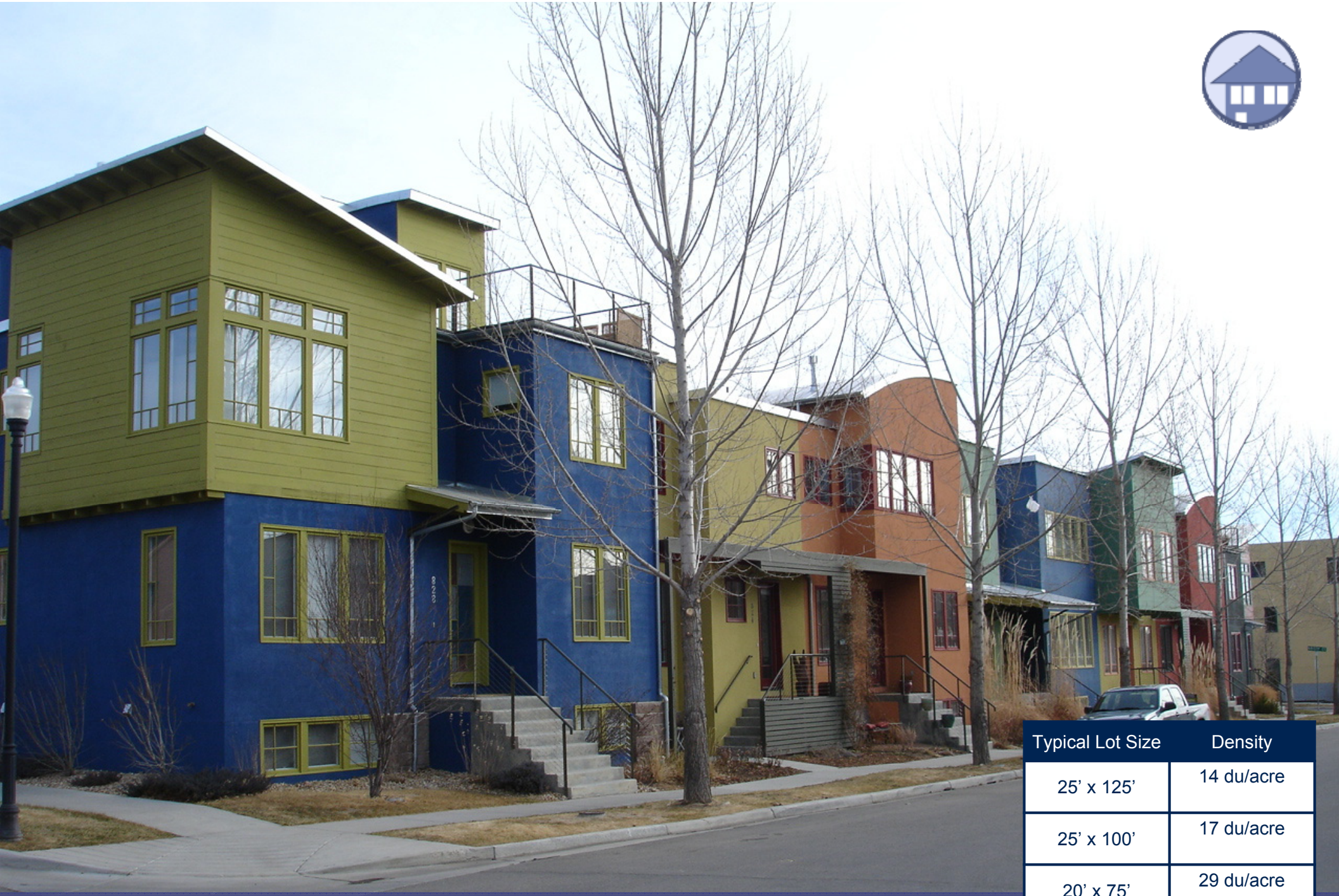

Typical Lot Size	Density
25’ x 125’	14 du/acre
25’ x 100’	17 du/acre
20’ x 75’	29 du/acre

Townhouse

Ord. 188177, Vol. 2.5, page 15058

Great for Incubating Small, Local Businesses



South Main, Buena Vista, CO. Opticos Design

Typical Lot Size	Density
30’ x 125’	12 du/acre
25’ x 100’	17 du/acre
25’ x 75’	23 du/acre

Live-Work

Ord. 188177, Vol. 2.5, page 15059



Typical Lot Size	Density (8 units/lot)	Density (14 units/lot)
120’ x 135’	22 du/acre	38 du/acre
110’ x 125’	25 du/acre	44 du/acre
110’ x 110’	29 du/acre	50 du/acre

Courtyard Apartments

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Where Do You Find Missing Middle Housing?

Distributed Throughout a Block with Single-Family Homes



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End-Grain of a Single-Family Block



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Transition from Single-Family to Higher-Density Housing



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Transition from Single-Family Housing to a Mixed-Use Corridor



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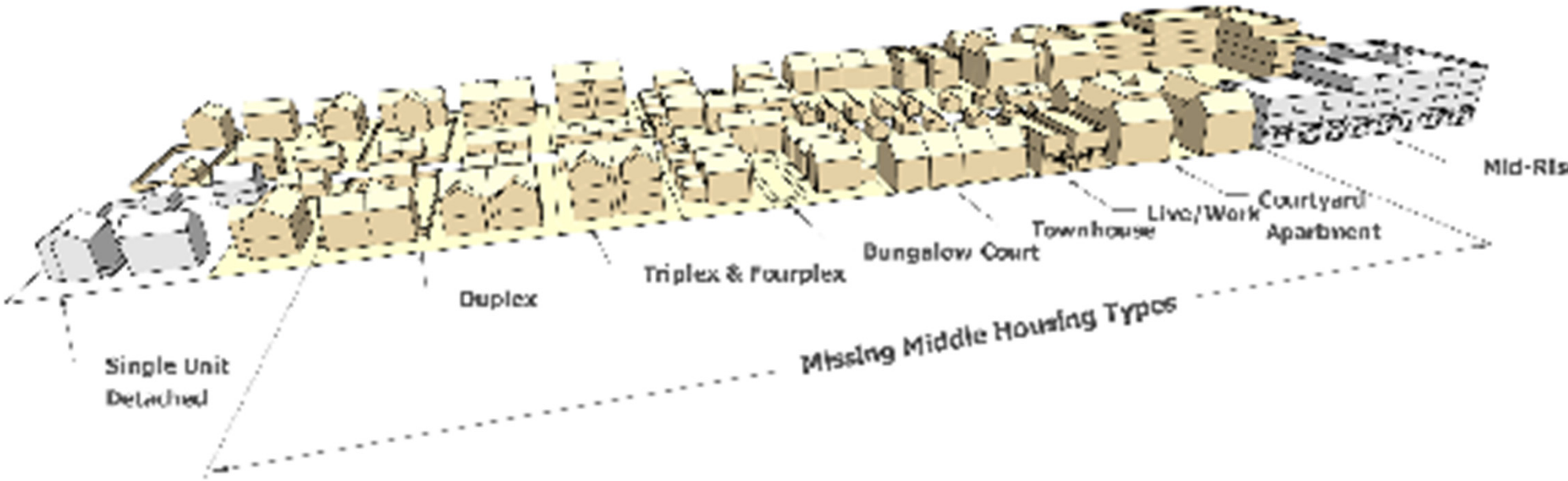
Important Characteristics of Missing Middle Housing

Getting it Right: Not Just Medium-Density Housing

Characteristics of Missing Middle Housing

1. Walkable Context



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Destinational Walking: Amenities Close By



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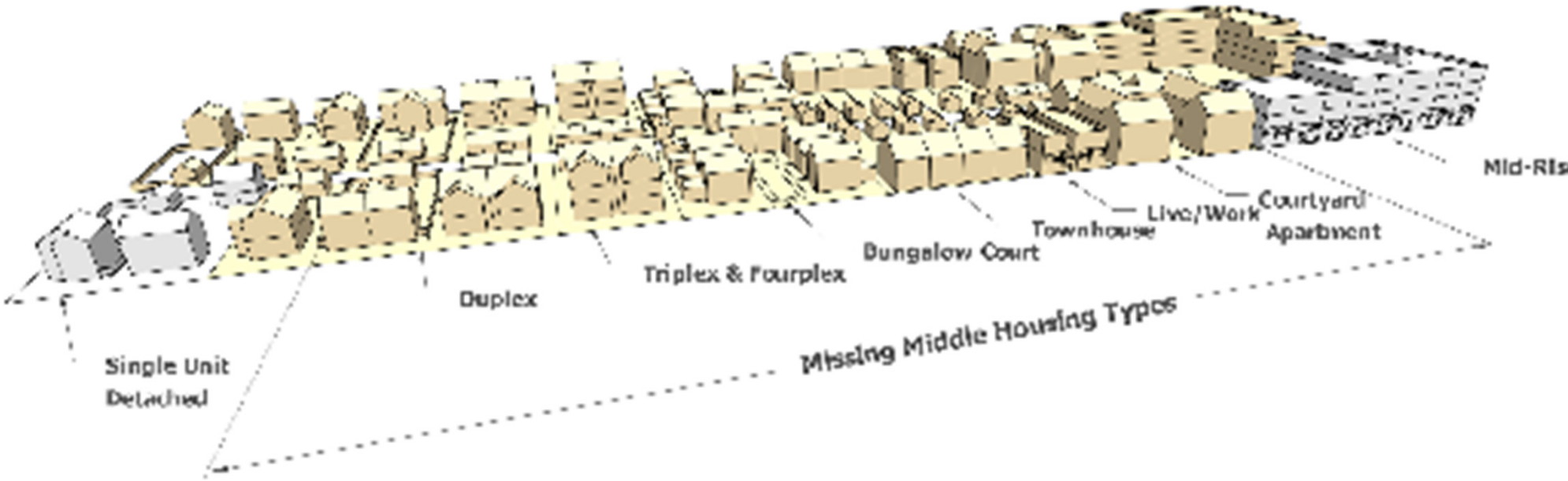
Characteristics of Missing Middle Housing

1. Walkable Context
2. Lower Perceived Density



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Characteristics of Missing Middle Housing

1. Walkable Context
2. Lower Perceived Density
3. Small Footprint Buildings



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Smaller Does Not Necessarily Mean This Small



But, Never Bigger Than the Scale of a House

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Characteristics of Missing Middle Housing

1. Walkable Context
2. Lower Perceived Density
3. Small Footprint Buildings
4. Small, Well-Designed Units



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Smaller Does Not Mean Lowest End of the Market



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Characteristics of Missing Middle Housing

1. Walkable Context
2. Lower Perceived Density
3. Small Footprint Buildings
4. Small, Well-Designed Units
5. Fewer Off-Street Parking Spaces



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Characteristics of Missing Middle Housing

1. Walkable Context
2. Lower Perceived Density
3. Small Footprint Buildings
4. Small, Well-Designed Units
5. Fewer Off-Street Parking Spaces
6. Simple Construction



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Provides Affordability by Design Housing Tool



Only $23,000 Household Income Needed to Qualify

Richmond Livable Corridors
Richmond, CA

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Ord. 188177, Vol. 2:5, page 15076

Characteristics of Missing Middle Housing

1. Walkable Context
2. Lower Perceived Density
3. Small Footprint Buildings
4. Small, Well-Designed Units
5. Fewer Off-Street Parking Spaces
6. Simple Construction
7. Creates Community



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Within a Project Like This or the Larger Context



Conover Commons: Redmond, WA

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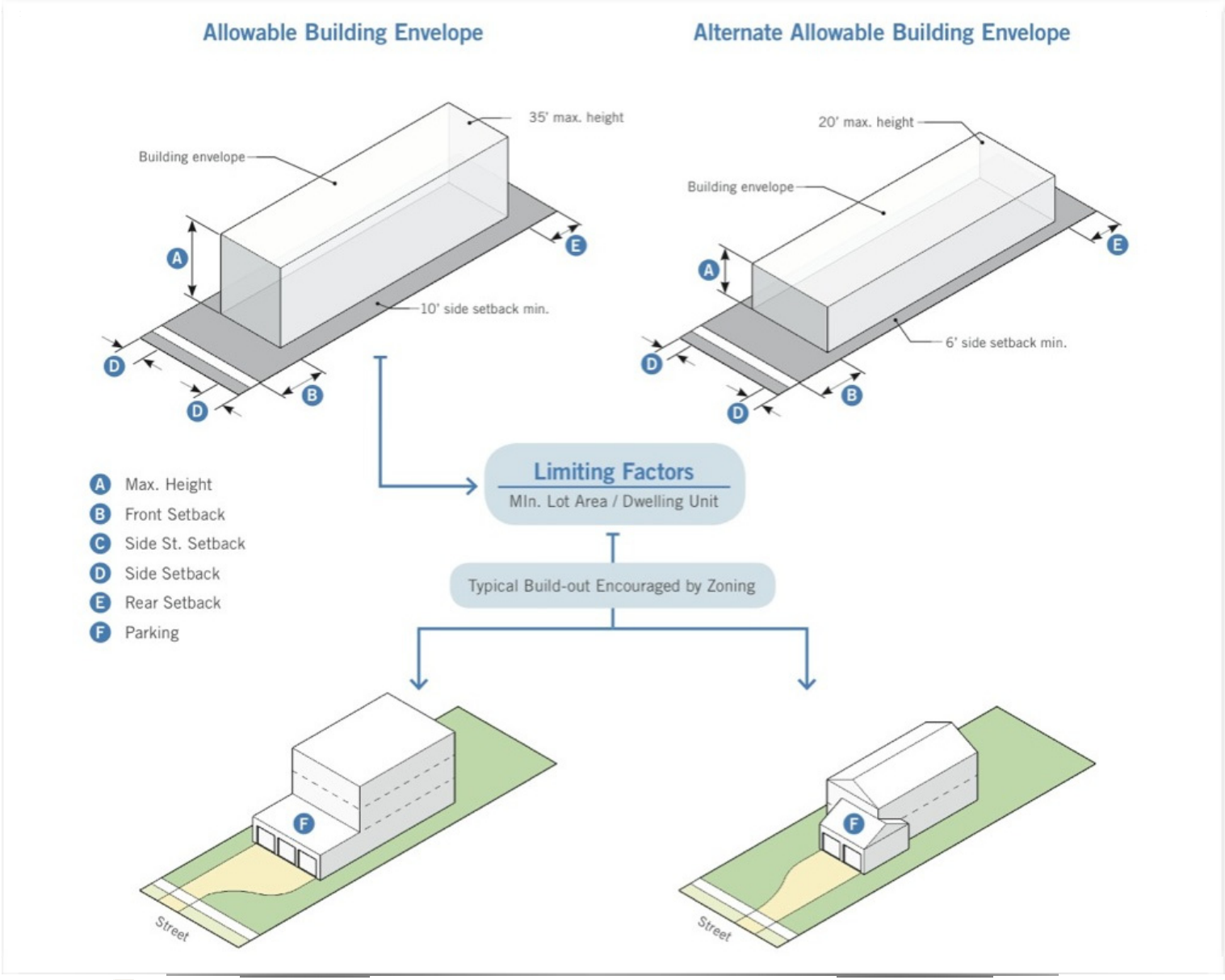
3 Effective Zoning for Diverse Housing Choices

Removing Barriers and Providing Clarity

Start By Graphically Assessing Your Existing Zoning Code to Define Obstacles

What Does Your Code Actually Encourage?



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Enable Missing Middle Housing In Your Zoning

Your Base Zone Districts Need to Allow This Mix of Types

Intent Not to Add Additional Layers of Regulations

Zoning Tips for Missing Middle Housing

A. Enable small footprint density
   1. Directly allow building types within zone districts
   2. Regulate max. building footprint (width and depth)
   3. Cap heights at 2.5 stories for desired zones
   4. Do not cap density

B. Do not treat all unit sizes equally
   1. Allow more smaller units inside same building form
   2. Require less off-street parking for smaller units
   3. Adjust impact fees for smaller units
   4. Consider treating a 650sf unit as half a unit

C. Encourage blended densities

D. Reduce parking requirements

E. Make new walkable communities legal



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Building Type as a Primary Component of a Code

Chapter 1703 Form-Based Code

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1703-3.20	Applicability
1703-3.30	Building Types Overview
1703-3.40	Carriage House
1703-3.50	Detached House: Medium
1703-3.60	Detached House: Compact
1703-3.70	Cottage Court
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1703-3.160	Mid-Rise
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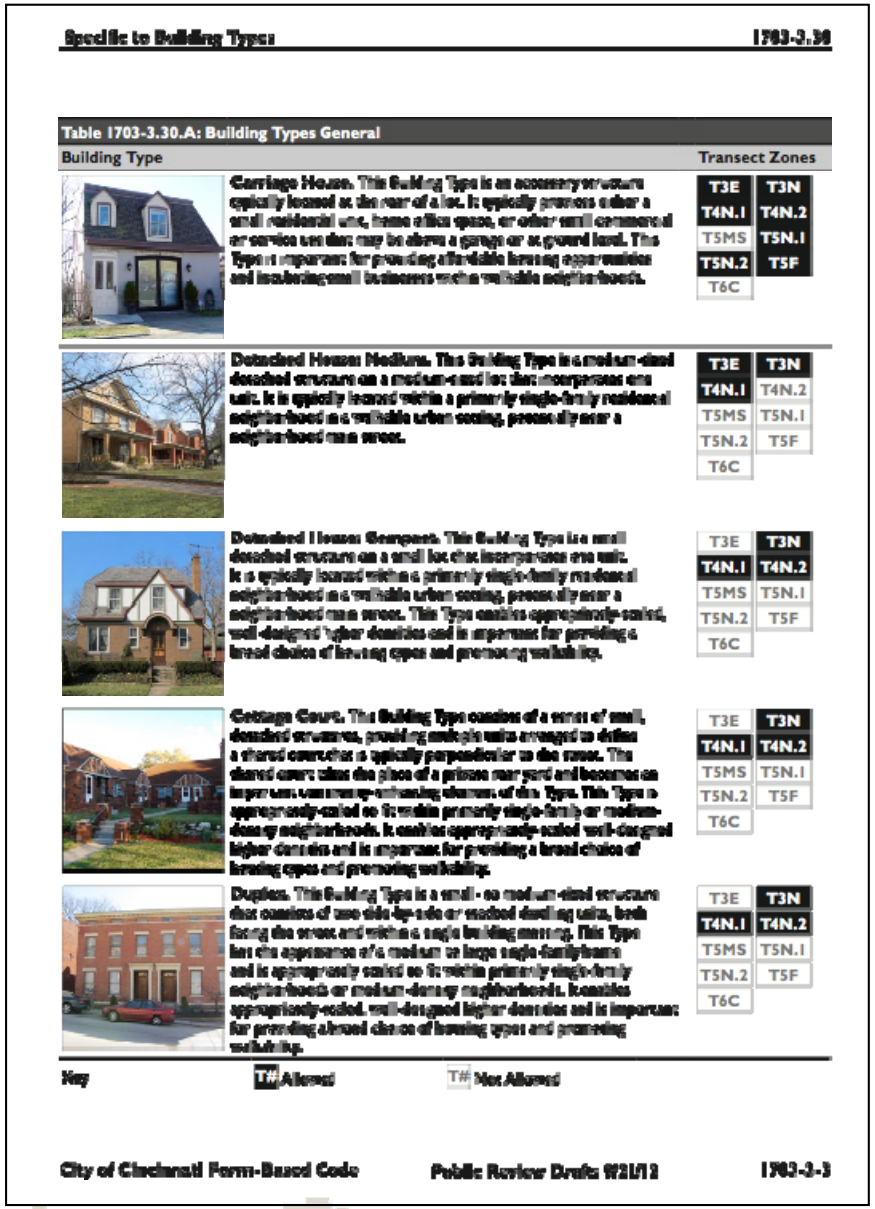
Group of Building Types Calibrated for the City



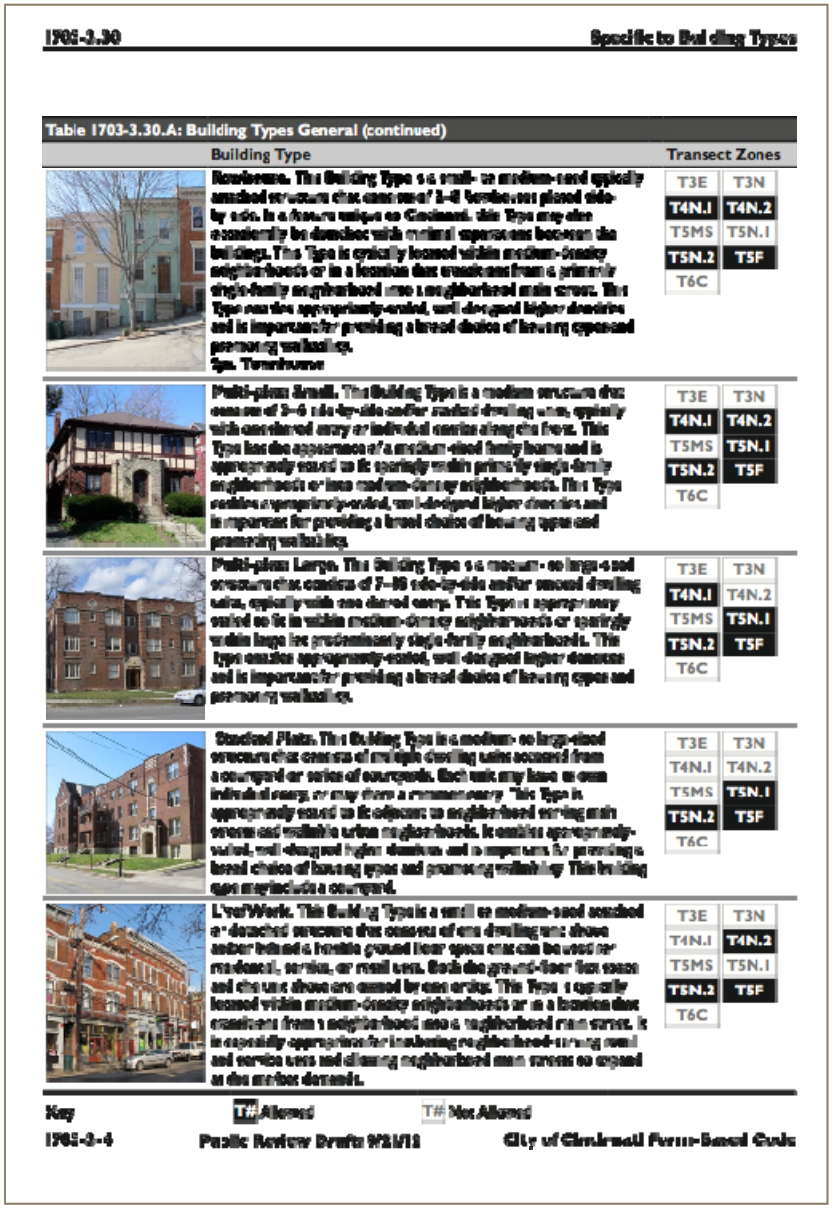
Specific to Building Types 1703-3.30

Table 1703-3.30.A: Building Types General

Building Type	Transect Zones
Carriage House. This Building Type is an accessory structure typically located at the rear of a lot. It typically provides either a small residential unit, home office space, or other small commercial or service use that may be above a garage or at ground level. This Type is important for providing affordable housing opportunities and incubating small businesses within walkable neighborhoods.	T3E T3N T4N.1 T4N.2 T5MS T5N.1 T5N.2 T5F T6C
Detached House: Medium. This Building Type is a medium-sized detached structure on a medium-sized lot that incorporates one unit. It is typically located within a primarily single-family residential neighborhood in walkable urban setting, presumably near a neighborhood main street.	T3E T4N.1 T5MS T5N.2 T6C T3N T4N.2 T5N.1 T5F
Detached House: Compact. This Building Type is a small detached structure on a small lot that incorporates one unit. It is typically located within a primarily single-family residential neighborhood in walkable urban setting, presumably near a neighborhood main street. This Type contains appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T3E T4N.1 T5MS T5N.2 T6C T3N T4N.2 T5N.1 T5F
Cottage Court. This Building Type consists of a series of small, detached structures, providing multiple units arranged to define a shared courtyard or typically perpendicular to the street. The shared court takes the place of a private rear yard and becomes an important community-enhancing element of this Type. This Type is appropriately-scaled to fit within primarily single-family or medium-density neighborhoods. It contains appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T3E T4N.1 T5MS T5N.2 T6C T3N T4N.2 T5N.1 T5F
Duplex. This Building Type is a small- to medium-sized structure that consists of two side-by-side or stacked dwelling units, both facing the street and with a single building massing. This Type has the appearance of a medium to large single-family home and is appropriately scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods. It contains appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T3E T4N.1 T5MS T5N.2 T6C T3N T4N.2 T5N.1 T5F

Key T# Allowed T# Not Allowed

City of Cincinnati Form-Based Code Public Review Draft 9/21/12 1703-3-3



1703-3.30 Specific to Building Types

Table 1703-3.30.A: Building Types General (continued)

Building Type	Transect Zones
Rowhouse. This Building Type is a small- to medium-sized typically attached structure that consists of 3–8 townhouse placed side-by-side. In a historic urban neighborhood, this Type may also occasionally be detached with minimal separations between the buildings. This Type is typically located within medium-density neighborhoods or in a location that transitions from a primarily single-family neighborhood into a neighborhood main street. This Type contains appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability. Syn. Townhouse	T3E T4N.1 T5MS T5N.2 T6C T3N T4N.2 T5N.1 T5F
Multi-plex: Small. This Building Type is a medium structure that consists of 3–4 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front. This Type has the appearance of a medium-sized family home and is appropriately scaled to fit within primarily single-family neighborhoods or less intensive mixed-density neighborhoods. This Type contains appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T3E T4N.1 T5MS T5N.2 T6C T3N T4N.2 T5N.1 T5F
Multi-plex: Large. This Building Type is a medium- to large-sized structure that consists of 5–16 side-by-side and/or stacked dwelling units, typically with one shared entry. This Type is appropriately scaled to fit within medium-density neighborhoods or sparingly within large lot predominantly single-family neighborhoods. This Type contains appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T3E T4N.1 T5MS T5N.2 T6C T3N T4N.2 T5N.1 T5F
Stacked Flats. This Building Type is a medium- to large-sized structure that consists of multiple dwelling units accessed from a courtyard or series of courtyards. Each unit may have its own individual entry, or may share a common entry. This Type is appropriately scaled to fit adjacent to neighborhood serving main streets and walkable urban neighborhoods. It contains appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability. This building type may include a courtyard.	T3E T4N.1 T5MS T5N.2 T6C T3N T4N.2 T5N.1 T5F
Live/Work. This Building Type is a small to medium-sized attached or detached structure that consists of one dwelling unit above and/or behind a flexible ground floor space that can be used for residential, service, or retail uses. Both the ground-floor flex space and the unit above are owned by one entity. This Type is typically located within medium-density neighborhoods or in a location that transitions from a neighborhood into a neighborhood main street. It is especially appropriate for anchoring neighborhood-serving retail and service uses and allowing neighborhood main streets to expand as the market demands.	T3E T4N.1 T5MS T5N.2 T6C T3N T4N.2 T5N.1 T5F

Key T# Allowed T# Not Allowed

1703-3-4 Public Review Draft 9/21/12 City of Cincinnati Form-Based Code

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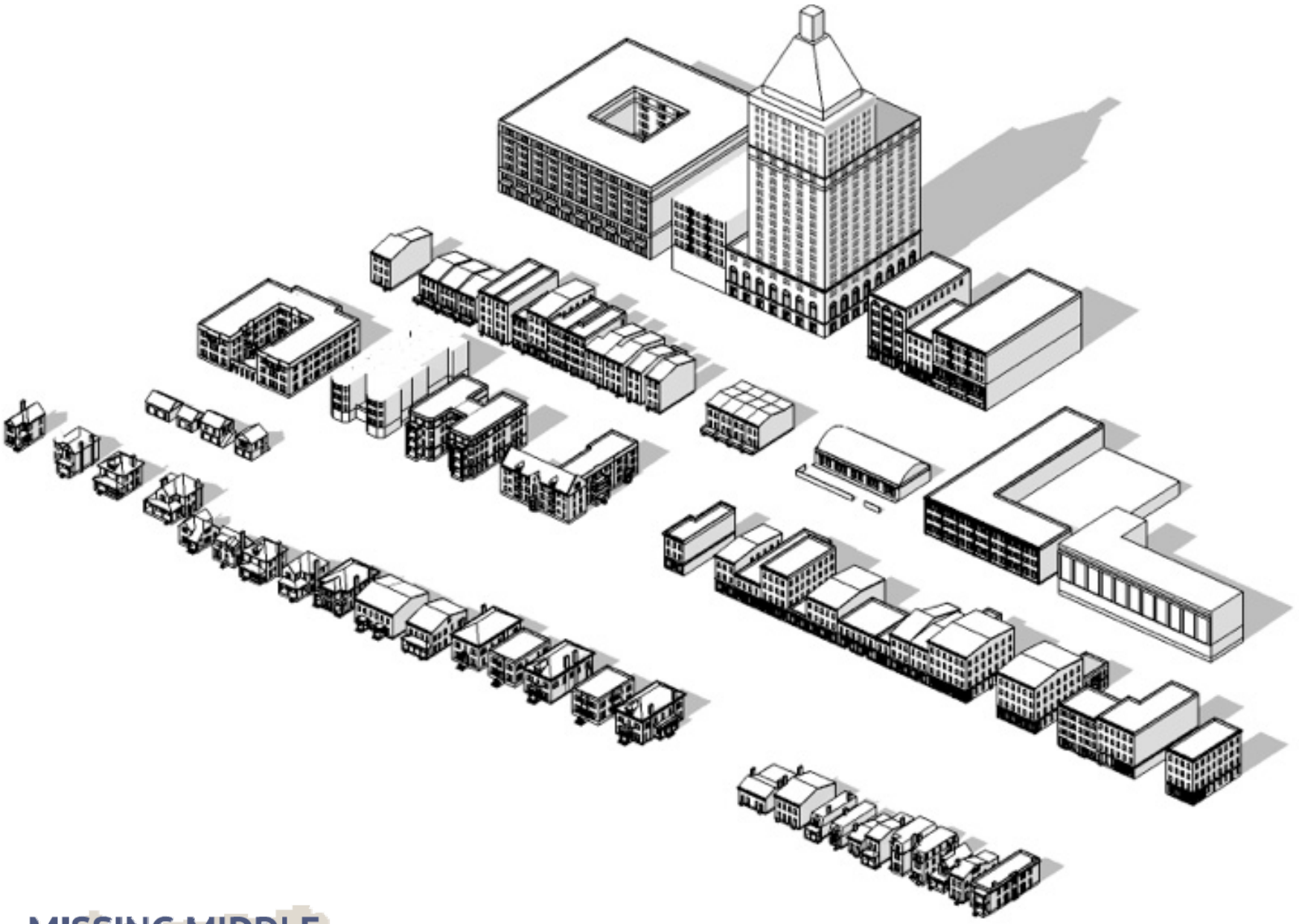
Cincinnati's Building Types



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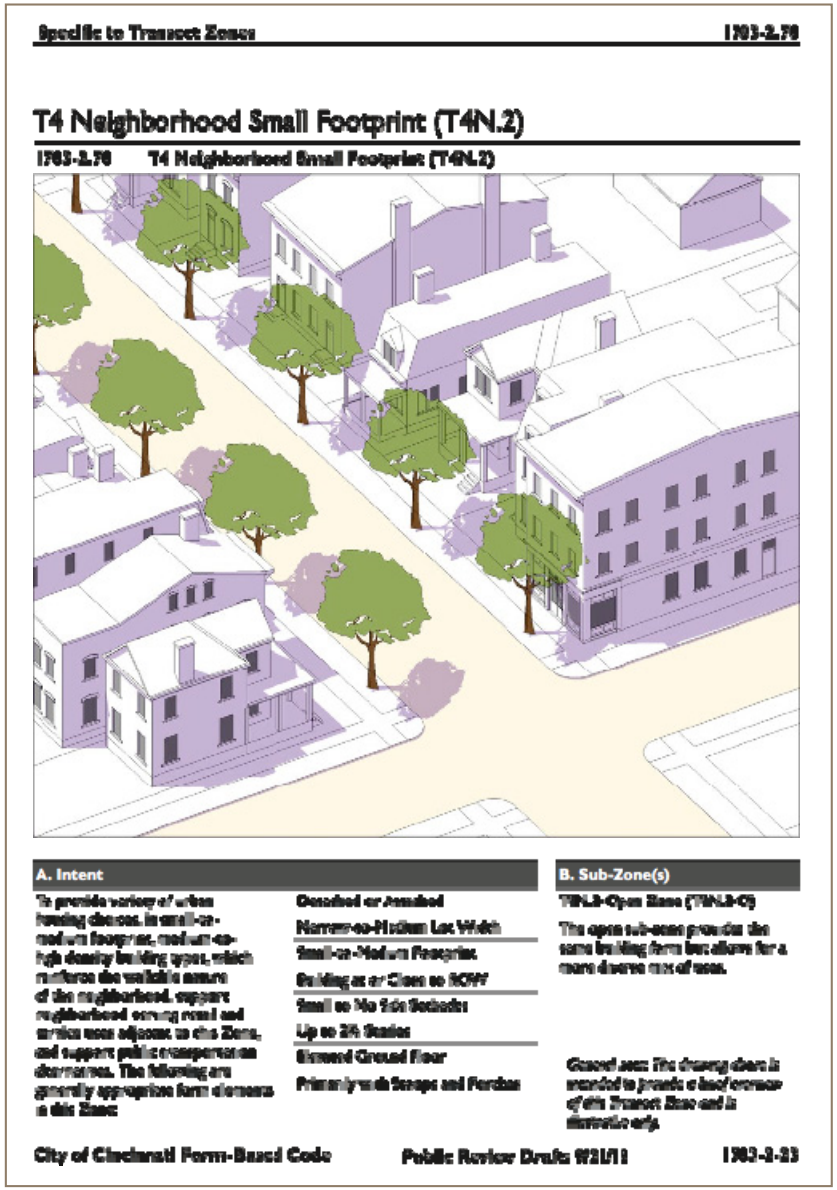
A Range of Types are Allowed Within Each Zone



Specific to Transect Zones 1703-3.70

T4 Neighborhood Small Footprint (T4N.2)

1703-3.70 T4 Neighborhood Small Footprint (T4N.2)

A. Intent

Detached or Attached

Narrow-to-Medium Lot Width

Small-to-Medium Footprint

Building at or Close to ROW

Small to No Side Setbacks

Up to 3½ Stories

Elevated Ground Floor

Primarily with Stoops and Porches

B. Sub-Zone(s)

T4N.2-Open Zone (T4N.2-O)

City of Cincinnati Form-Based Code Public Review Draft: 9/21/11 1703-3.23

C. Allowed Building Types

Building Type	Lot Width (A)	Lot Depth (B)	Standards
Carriage House	n/a	n/a	1703-3.40
Detached House: Compact	30' min.; 50' max.	75' min.	1703-3.60
Cottage Court	75' min.: 100' max.	100' min.	1703-3.70
Duplex	40' min.: 75' max.	100' min.	1703-3.80
Rowhouse	18' min.; 35' max.	80' min.	1703-3.90
Multi-Plex: Small	50' min.; 100' max.	100' min.	1703-3.100
Live/Work	18' min.; 35' max.	80' min.	1703-3.130

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Each Type Has Supplemental Form Standards



B. Number of Units		
Units per Building	1 max.	
Cottage Buildings per Lot	3 min.; 9 max.	
C. Building Size and Massing		
Height		
Height	1½ stories max.	
Main Body		
Width	32' max.	A
Depth	24' max.	B
Secondary Wing(s)		
Width	24' max.	
Depth	12' max.	

D. Allowed Frontage Types		
Porch Projecting	1703-4.50	
Stoop	1703-4.50	
E. Pedestrian Access		
Main Entrance Location	Front Street	C
F. Common Open Space		
Width	30' min.	D
Depth	30' min.	E
Area	400 sf per unit min.	

Required street setbacks and driveways shall not be included in the private open space area calculation.

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Ord. 188177, Vol. 2.5, page 15089

4 How Else is Missing Middle Being Used?

What Tools Can You Take Back to Your Community?

Being Used Across the Country to Inform Planning and Policy

"Of particular importance is the need to fully utilize the Missing Middle housing types to diversify our housing stock to address the increasingly diverse housing demand driven by the demographic changes in our community."

Rick Bernhardt, Executive Director
Metropolitan Nashville-Davidson County Planning Department



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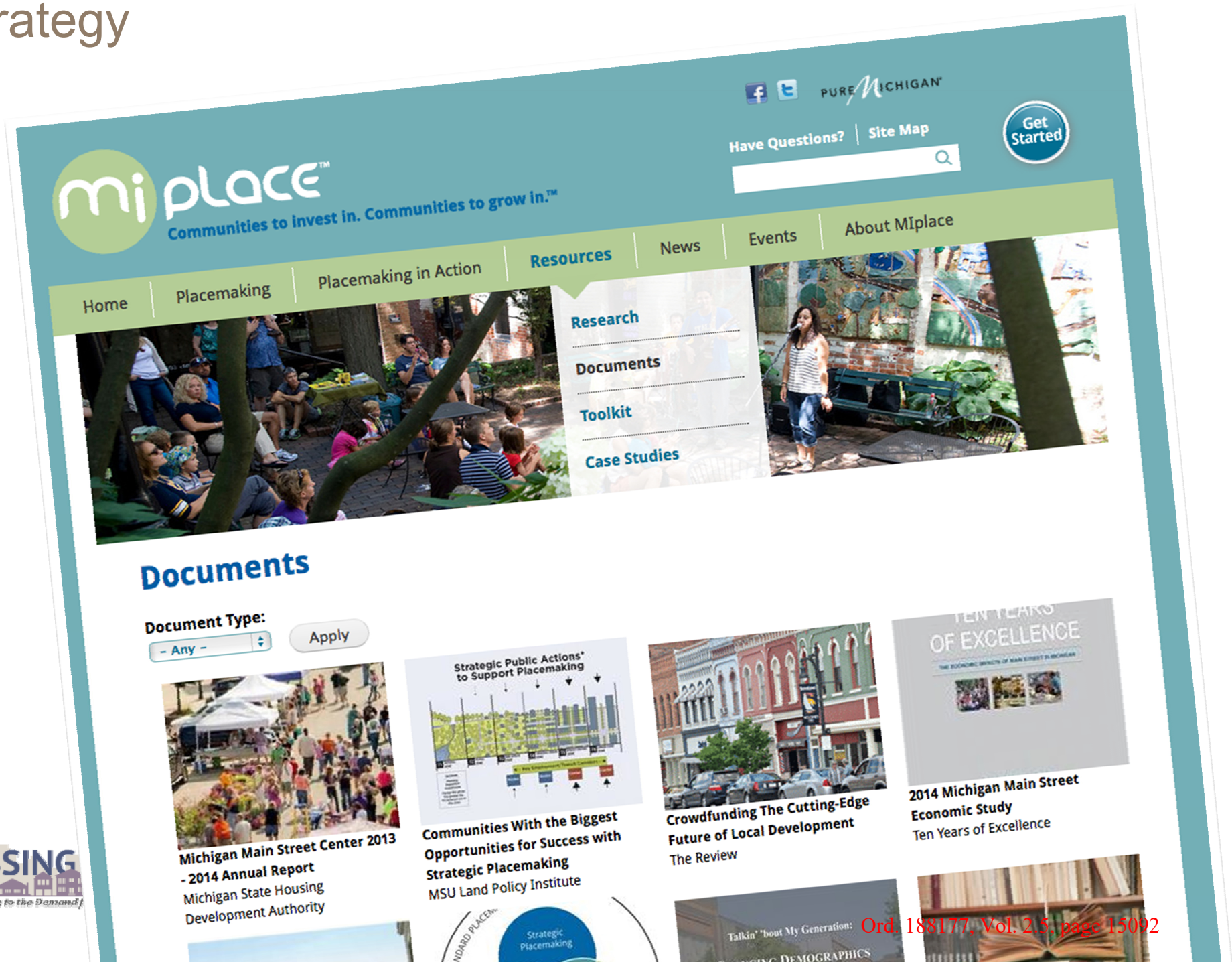
MiPlace: Michigan Statewide Economic Dev't. Strategy



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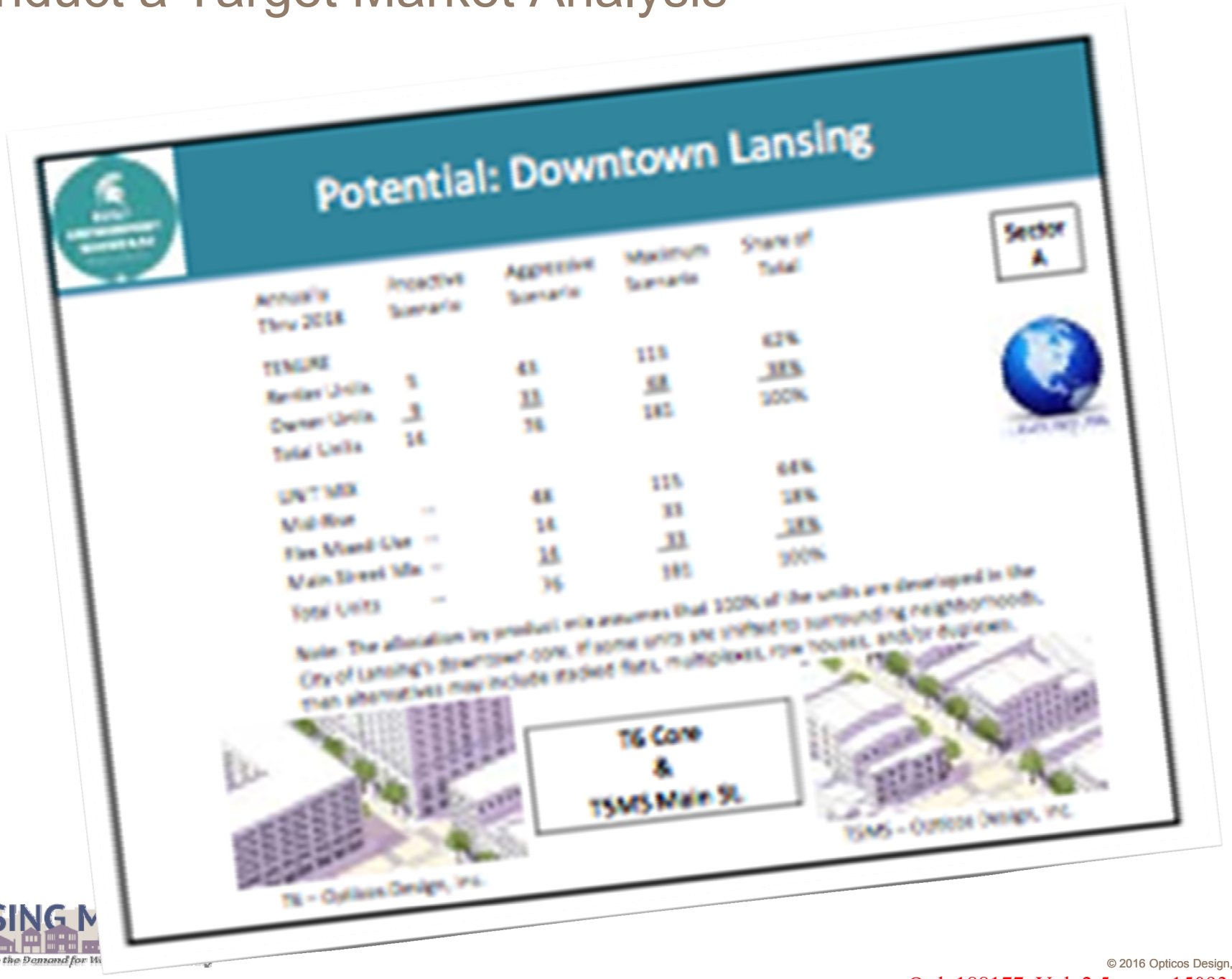
Ord. 188177, Vol. 2.5, page 15092

Conduct a Target Market Analysis



Missing Middle Affordable Housing Density Bonus



AUSTIN, TEXAS

LAND DEVELOPMENT CODE DIAGNOSIS

Public Draft: May 6, 2014

CODE NEXT
SHAPING THE AUSTIN WE IMAGINE
OPTICOS

Creative Example of Medium Density Housing

Form and Building Type vs. Use and Density

This small four unit building found in a central Austin neighborhood falls between the single-family and multi-family zoning district standards. While the scale of the building is compatible with the existing neighborhood, it could not be built today under SF-3 or any of the MF zoning districts.



Creative Example of Medium-Density Housing			
	Existing Lot Zoned SF-3	LDC Regulations	
		SF-3 Zoning District	MF Zoning Districts
Lot Size	7,865 sf	5,750 square feet min., 50 foot width min.	8,000 square feet min. (all MF zoning districts)
Number Parking Spaces	4 spaces for 4 units	2 spaces per dwelling unit	2 spaces per 2 bedroom unit
Density	22 du/a	7.5-11 du/a	23 du/a in MF-2 and higher
Other limiting regulations:			
MF Zoning districts allow 40 – 60 feet in building height, discouraging one- to three-story buildings.			

Barriers Within the LDC to Missing Middle Housing Types

There are no small-lot, multifamily zoning districts: All MF zoning districts have a minimum lot size of 8,000 square feet.

- This minimum size is much larger than the lots for most of the existing Missing Middle housing types.
- This regulation encourages lot aggregation for multifamily projects, the opposite of what should be encouraged in most neighborhoods, especially walkable urban neighborhoods that have a good mix of housing already.

Allowed densities in MF zoning districts are too low for some of these types

- Some of the existing Missing Middle types have densities as high as 40 to 50 dwelling units/acre even within their compatible form.
- Missing Middle housing densities could be allowed in MF-5 and above density-wise, but much larger buildings are encouraged in these zoning districts.
- The premise is that higher density always means

No maximum building footprint (depth and/or width)

- Most existing Missing Middle housing types have small building footprints (depth and width) that make them compatible with their context.
- The current MF zoning districts do not limit building footprint and in many ways encourage larger buildings, which obviously are less compatible with many neighborhood contexts.
- Regulations for Missing Middle housing types

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Other Tools to Promote Missing Middle Housing

5 The Missing Middle Website

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What is Missing Middle Housing?

Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. These types provide diverse housing options along a spectrum of affordability, including duplexes, fourplexes, and bungalow courts, to support walkable communities, locally-serving retail, and public transportation options. Missing Middle housing provides a solution to the mismatch between the available U.S. housing stock and shifting demographics combined with the growing demand for walkability.

> *"If there's one thing Americans love, it's choices: what to eat, where to work, who to vote for. But when it comes where we live or how to get around, our choices can be limited. Many people of all ages would like to live in vibrant neighborhoods, downtowns, and Main Streets—places where jobs and shops lie within walking distance—but right now those places are in short supply. 'Missing Middle' Housing provides more housing choices. And when we have more choices, we create living, thriving neighborhoods for people and businesses.*
> *MissingMiddleHousing.com will be a valuable resource for architects, planners, developers, elected officials, advocates, and community members—anyone working to build more great places for Americans." — Lynn Richards, president and CEO of the Congress for the New Urbanism.*

This website is designed to serve as a collective resource for planners and developers seeking to implement Missing Middle projects. You will find clear definitions of the types of mid-density housing that are best for creating walkable neighborhoods, as well as information on the unifying characteristics of these building types. The website also offers information on how to integrate Missing Middle Housing into existing neighborhoods, explains how to regulate these building types, and pin-points the market demographic that demands them.

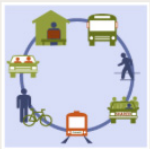


For Diverse Households

The 21st century "household" no longer necessarily consists of a father, a mother, and two point five children. A greater number of American households consist of older "empty nesters", millenials who are putting off traditional marriage and family longer than ever, single parents, non-traditional families, and the physically handicapped who are able live independently thanks to modern technology.

For Diverse Lifestyles

Flexible working solutions, non-traditional higher learning options, a longer average lifespan leading to longer retirements, and the need to reduce carbon dioxide emissions means that more and more, homebuyers and renters are seeking housing options that offer a walkable lifestyle and access to public transportation.





For Diverse Incomes

The current demand for affordable small-footprint or attached housing in the U.S. exceeds supply by up to 35 million units. Most zoning codes limit the types of housing that can be provided. Missing Middle housing types can meet the need for attractive, affordable, well-built housing within the existing framework of many city codes.

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The Types

















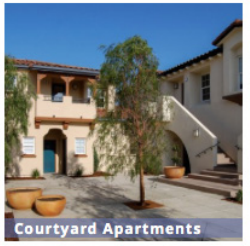

Learn more about Missing Middle Housing:

DEMAND | CHARACTERISTICS | THE TYPES | ASSEMBLY | REGULATE

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Duplex: Side-by-Side

Back to The Types

OVERVIEW IDEALIZED DOCUMENTED UNIT PLANS



Description

A small- to medium-sized structure that consists of two dwelling units, one next to the other, both of which face and are entered from the street.

Typical Specifications

Lot	Front-loaded	Rear-Loaded
Width*	55–75 feet	40–70 feet
Depth*	100–150 feet	100–150 feet
Area*	5,000–11,250 sq. ft.	4,500–10,500 sq. ft.
	0.11–0.26 acres	0.10–0.24 acres
Units		
Number of Units	2 units	2 units
Typical Unit Size	600–2,400 sq. ft.	600–2,400 sq. ft.
Density		
Net Density	8–17 du/acre	8–19 du/acre
Gross Density	6–13 du/acre	7–14 du/acre
Parking		
Parking Ratio*		
On-street Spaces	2–3	2–3
Off-street	1 per unit max.	1 per unit max.

Gallery of Side-by-Side Duplexes







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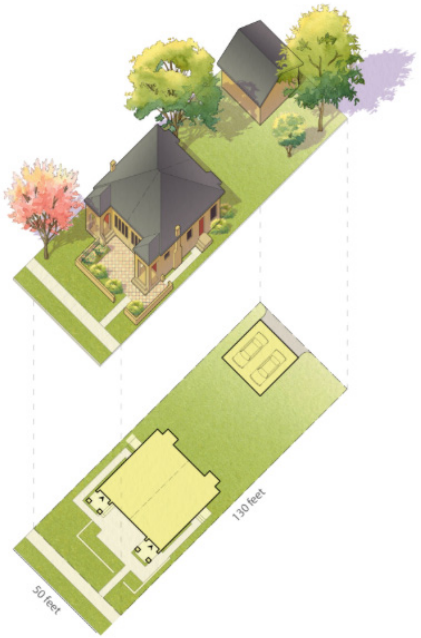
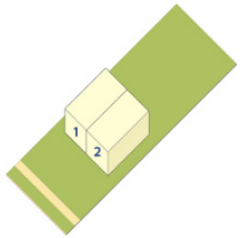
OVERVIEW IDEALIZED DOCUMENTED UNIT PLANS





Ideal Specifications

Lot	
Width	50 feet
Depth	130 feet
Area	6,500 sq. ft.
	0.15 acres
Units	
Number of Units	2 units
Typical Unit Size	612 sq. ft.
Density	
Net Density	13.4 du/acre
Gross Density	10.3 du/acre
Parking	
Parking Ratio	2 per unit
On-street Spaces	2
Off-street Spaces	2
Setbacks	
Front	30 feet
Side	10 feet
Rear (main building)	
Between Main and Accessory Buildings	
Building	
Building Size	1,224 sq. ft.
Width	36 feet
Depth	34 feet
Height (to eave)	14 feet

Learn more about Missing Middle Housing:

DEMAND | CHARACTERISTICS | THE TYPES | ASSEMBLY | REGULATE

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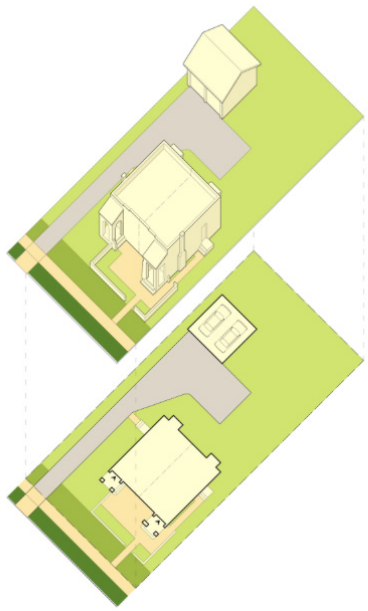
OVERVIEW IDEALIZED DOCUMENTED UNIT PLANS







Documented Specifications

Lot	
Width	70 feet
Depth	145 feet
Area	10,150 sq. ft.
	0.23 acres
Units	
Number of Units	2 units
Typical Unit Size	612 sq. ft.
Density	
Net Density	8.6 du/acre
Gross Density	7.1 du/acre
Parking	
Parking Ratio•	2.5 per unit
On-street Spaces	3
Off-street Spaces	2
Setbacks	
Front•	30 feet
Side	10 feet
Rear (main building)	
Between Main and Accessory Buildings	
Building	
Building Size	1,224 sq. ft.
Width	36 feet
Depth	34 feet
Height (to eave)	14 feet

Learn more about Missing Middle Housing:

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MISSING MIDDLE

Responding to the Demand for Walkable Urban Living



Leveraging the needs of the market

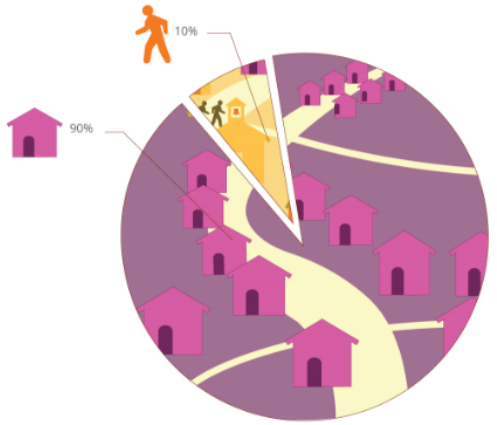
Singles, childless couples, and empty nesters have two things in common: They are growing in number, and they want a unique type of home.Single-family homes located in conventional suburbs make up 90% of the current housing stock available in the United States, yet more and more, consumers are seeking non-single-family housing options that offer a walkable lifestyle.

This adds up to a 35 million unit shortage in multifamily housing across the country.So what is it consumers like about walkable communities? They offer a mix of single-family and multifamily housing types; shopping, cultural amenities, and jobs within walking distance; and good access to public transportation.

Millenials

Young, highly educated, technology-driven members of the population desire mobile, walkable lifestyles.

Location of Available U.S. Housing Stock



90% of available housing in the U.S. is located in a conventional neighborhood of single-family homes, adding up to a 35 million unit housing shortage. Source: Dr. Chris Nelson, "Missing Middle: Demand and Benefits," Utah Land Use Institute conference, October 21, 2014.

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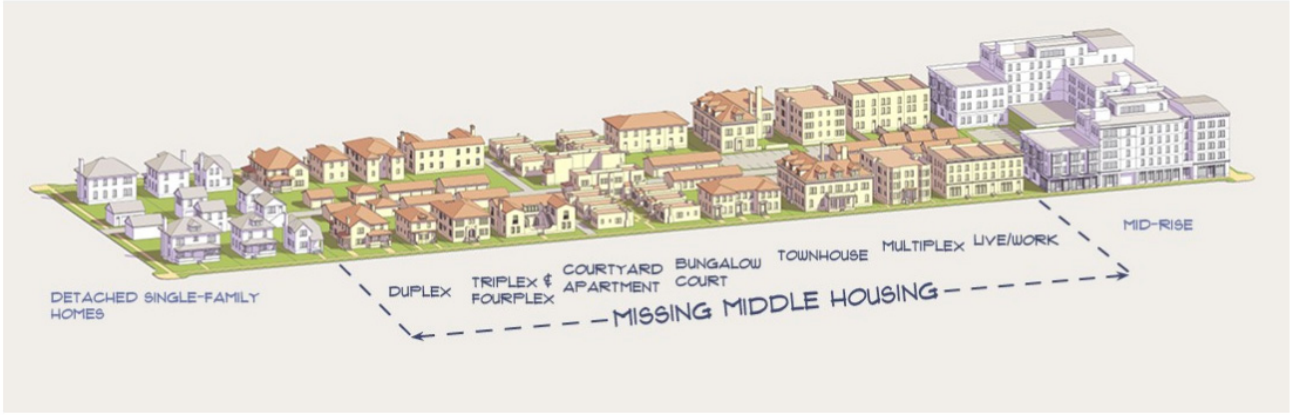

Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.

Explore The Types of Missing Middle Housing.


Bungalow Court

"Well-designed 'Missing Middle' buildings unify the walkable streetscape as they greatly diversify the choices available for households of different age,

Resources

"Missing Middle Housing, Responding to the Demand for Walkable Urban Living" by Daniel Parolek

"Ten things planners need to know about demographics" by Kaid Benfield

Diagram of Missing Middle Housing Types

Find more resources here.

Sign up for our newsletter!

* Email

First Name

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Responding to the Demand for Walkable Urban Living



Resources and links to help you better understand Missing Middle Housing

All logos and images must be attributed to Opticos Design, Inc, unless otherwise indicated.

Downloads

- Logo: Missing Middle Housing [JPG]
- Diagram of Missing Middle Housing Types [JPG]
  For a high resolution file appropriate for print use, please email marketing@opticosdesign.com
- Article: "Missing Middle Housing, Responding to the Demand for Walkable Urban Living" by Daniel Parolek [PDF]
- Missing Middle Research Template [PDF]
- Missing Middle Keynote Presentation Slides [KEY]
- Missing Middle Powerpoint Presentation Slides [PPTX]
- Missing Middle Presentation Slides [PDF]
- Missing Middle Promotional Handout [PDF]

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Online

- "Ten things planners need to know about demographics" Kaid Benfield, Switchboard, January 30, 2014
- "The Demographic Trends That Will Change Planning," James Brasuell, *Planetizen*, January 31, 2014
- "Car-Free in America?" Christopher Leinberger, *New York Times*, May 12, 2009
- "The Next Slum?" Christopher Leinberger, *The Atlantic*, March 1, 2008

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6 Conclusion

Let’s Stop Using the Term Multi-Family



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Time to Sharpen Our Planning and Regulatory Tools



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Document Missing Middle Housing Types in Your Community



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MissingMiddleHousing.com

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"It's time to rethink and evolve, reinvent and renew."

~What's Next,
Urban Land Institute

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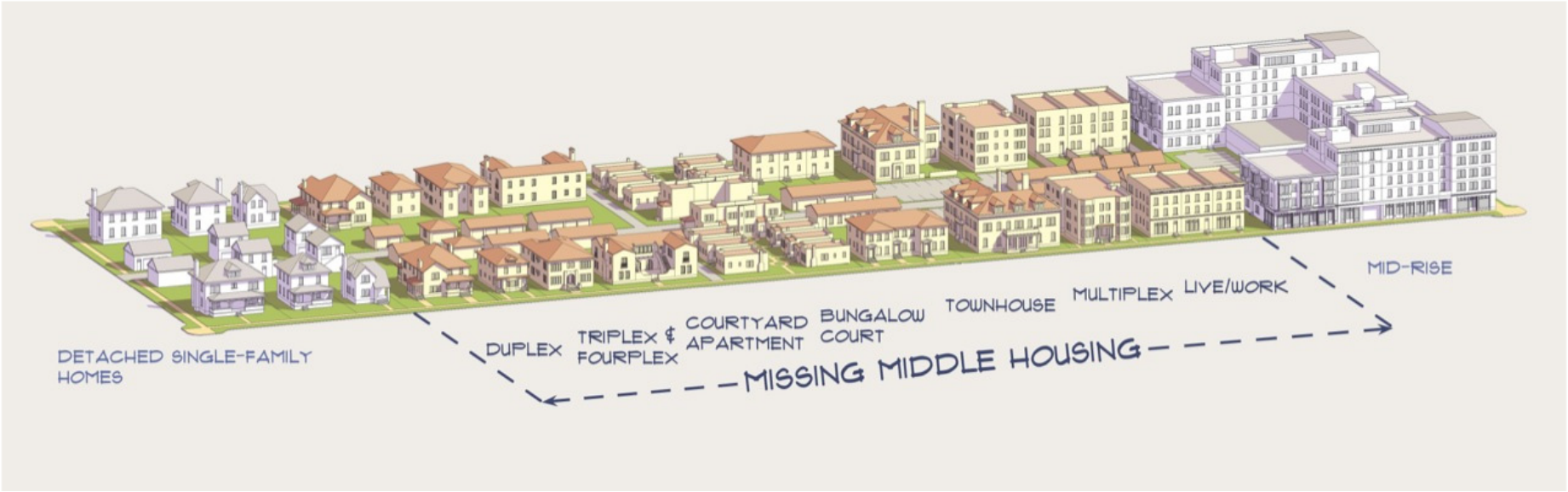

Daniel Parolek
Portland Planning and Sustainability Commission
February 8, 2016

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Missing Middle Housing

Responding to the Demand for Walkable Urban Living

By Daniel Parolek

The mismatch between current US housing stock and shifting demographics, combined with the growing demand for walkable urban living, has been poignantly defined by recent research and publications by the likes of Christopher Nelson and Chris Leinberger, and most recently by the Urban Land Institute's publication, *What's Next: Real Estate in the New Economy.* Now it is time to stop talking about the problem and start generating immediate solutions! Are you ready to be part of the solution?

Unfortunately, the solution is not as simple as adding more multifamily housing stock using the dated models/types of housing that we have been building. Rather, we need a complete paradigm shift in the way that we design, locate, regulate, and develop homes. As *What's Next* states, "It's a time to rethink and evolve, reinvent and renew." Missing Middle housing types, such as duplexes, fourplexes, bungalow courts, mansion apartments,

Above: Missing Middle Housing types like these stacked duplexes in Habersham, SC, achieve medium-density yields and are easily integrated into existing single-family neighborhoods (Photo: Bob Taylor).

MissingMiddleHousing.com is a new online resource for planners and developers seeking to implement Missing Middle projects. Discover examples and analysis, as well as information on how to integrate these types into existing neighborhoods, how to regulate them, and the market demographic that demands them.

MISSING MIDDLE

Responding to the Demand for Walkable Urban Living

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and live-work units, are a critical part of the solution and should be a part of every architect's, planner's, real estate agent's, and developer's arsenal.

Well-designed, simple Missing Middle housing types achieve medium-density yields and provide high-quality, marketable options between the scales of single-family homes and mid-rise flats for walkable urban living. They are designed to meet the specific needs of shifting demographics and the new market demand, and are a key component to a diverse neighborhood. They are classified as "missing" because very few of these housing types have been built since the early 1940s due to regulatory constraints, the shift to auto-dependent patterns of development, and the incentivization of single-family home ownership.

Characteristics of Missing Middle Housing

A walkable context

Probably the most important characteristic of these types of housing is that they need to be built within an existing or newly created walkable urban context. Buyers or renters of these housing types are choosing to trade larger suburban housing for less space, no yard to maintain, and proximity to services and amenities such as restaurants, bars, markets, and often work. Linda Pruitt of the Cottage Company, who is building creative bungalow courts in the Seattle area, says the first thing her potential customers ask is, "What can I walk to?" So this criteria becomes very important in her selection of lots and project areas, as is it for all Missing Middle Housing.

Medium density but lower perceived densities

As a starting point, these building types typically range in density from 16 dwelling units per acre (du/acre) to up to 35 du/acre, depending on the building type and lot size. It is important not to get too caught up in the density numbers when thinking about these types. Due to the small footprint of the building types and the fact that they are usually mixed with a variety of building types, even on an individual block, the perceived density is usually quite lower—they do not look like dense buildings.

A combination of these types gets a neighborhood to a minimum average of 16 du/acre. This is important because this is generally used as a threshold at which an environment becomes transit-supportive and main streets with neighborhood-serving, walkable retail and services become viable.

Small footprint and blended densities

As mentioned above, a common characteristic of these housing types are small- to medium-sized building footprints. The largest of these types, the mansion apartment or side-by-side duplex, may have a typical main body width of about 40 to 50 feet, which is very comparable to a large estate home. This makes them ideal for urban infill, even in older neighborhoods that were originally developed as single-family but have been designated to evolve with slightly higher intensities. As a good example, a courtyard housing project in the Westside Guadalupe Historic District of Santa Fe, NM, sensitively incorporates six units and a shared community-room building onto a quarter-acre lot. In this project, the buildings are designed to be one room deep to maximize cross ventilation/passive cooling and to enable the multiple smaller structures to relate well to the existing single-family context.







Clockwise from top left: A live/work unit designed by Opticos in Buena Vista, CO; a bungalow court opposite single-family homes in Alameda, CA; a key characteristic of Missing Middle Housing is smaller, well-designed units (Photo: Courtesy of Allison Ramsey Architects).



The diagram of Missing Middle Housing shows the spectrum of building types between single-family homes and mid-rise buildings important for meeting current housing and market demands.

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Right: Missing Middle housing types have historically been integrated into neighborhoods side-by-side with single-family homes.

Smaller, well-designed units

One of the most common mistakes by architects or builders new to the urban housing market is trying to force suburban unit types and sizes into urban contexts and housing types. The starting point for Missing Middle Housing needs to be smaller-unit sizes; the challenge is to create small spaces that are well designed, comfortable, and usable. As an added benefit, smaller-unit sizes can help developers keep their costs down, improving the pro-forma performance of a project, while keeping the housing available to a larger group of buyers or renters at a lower price point.

Off-street parking does not drive the site plan

The other non-starter for Missing Middle Housing is trying to provide too much parking on site. This ties back directly to the fact that these units are being built in a walkable urban context. The buildings become very inefficient from a development potential or yield standpoint and shifts neighborhoods below the 16 du/acre density threshold, as discussed above, if large parking areas are provided or required. As a starting point, these units should provide no more than one off-street parking space per unit. A good example of this is newly constructed mansion apartments in the new East Beach neighborhood in Norfolk, VA. To enable these lower off-street parking requirements to work, on-street parking must be available adjacent to the units. Housing design that forces too much parking on a site also compromises the occupant's experience of entering the building or "coming home" and the relationship with its context, especially in an infill condition, which can greatly impact marketability.

Simple construction

The days of easily financing and building complicated, expensive Type I or II buildings with podium parking are behind us, and an alternative for providing walkable urban housing with more of a simple, cost-effective construction type is necessary in many locations. *What's Next* states, "Affordability—always a key element in housing markets—is taking on a whole new meaning as developers reach for ways to make attractive homes within the means of financially constrained buyers." Because of their simple forms, smaller size, and Type V construction, Missing Middle building types can help developers maximize affordability and returns without compromising quality by providing housing types that are simple and affordable to build.

Creating community

Missing Middle Housing creates community through the integration of shared community spaces within the types, as is the case for courtyard housing or bungalow courts, or simply from the proximity they provide to the community within a building and/or the neighborhood. This is an important aspect, in particular within the growing market of single-person households (which is at nearly 30% of all households) that want to be part of a community. This has been especially true for single women who have proven to be a strong market for these Missing Middle housing types, in particular bungalow courts and courtyard housing.

Marketability

The final and maybe the most important characteristic in terms of market viability is that these housing types are very close in scale and provide a similar user experience (such as entering from a front porch facing the street versus walking down a long, dark corridor to get to your unit) to single-family homes, thus making the mental shift for potential buyers and renters much less drastic than them making a shift to live in a large mid-rise or high-rise project. This combined with the fact that many baby boomers likely grew up in similar housing types in urban areas or had relatives that did, enables them to easily relate to these housing types.

This is a call for architects, planners, and developers to think outside the box and to begin to create immediate, viable solutions to address the mismatch between the housing stock and what the market is demanding—vibrant, diverse, sustainable, walkable urban places. Missing Middle housing types are an important part of this solution and should be integrated into comprehensive and regional planning, zoning code updates, TOD strategies, and the business models for developers and builders who want to be at the forefront of this paradigm shift.

The market is waiting. Will you respond?

Dan Parolek is principal of Opticos Design, an architecture and urban design firm with a passion for vibrant, sustainable, walkable urban places. This article originally appeared on Logos Opticos: Composing Vibrant Urban Places.

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Steve Novick Commissioner **Leah Treat** Director

TSP Stage 2 Update Discussion Draft - October 2015:
Public feedback about the document's front matter and about the document overall

TEG + Public Feedback	Commenter	Staff Response	Comment Source
As these are policies in the existing Comp Plan, not the recommended ones, I would further clarify whether they will be retained as objectives (more on that later) in the TSP or dropped when the Comp Plan is adopted.	Jeanne Harrison, informal comments from NWDA TC	All TSP Objectives will be included in the Proposed Draft to include the objectives that will be retained	Email
At the BTA safety is our number one priority. In every chapter of the City of Portland's Comprehensive Plan (Comp Plan), and TSP we would like to see a stronger emphasis on Vision Zero. Vision Zero holds the position that no life is worth losing in the name of mobility, and that every crash can and should be avoided. New policy direction in the transportation system plan, with this principle firmly embedded at the core, is critical to reducing serious injuries and fatalities in our neighborhoods. Question for staff, where is Vision Zero spelled out in the TSP and Comp Plan?	Gerik Kransky	Safety is the first goal in the Transportation Chapter (Goal 9.A Safety). There are numerous objectives) related to safety in the current (2007 TSP). Vision Zero work is underway at the bureau. Additional policies and objectives related to safety and vison zero will be added to the TSP after this work and as part of a futu re stage of the TSP update.	Email/ TEG facilitator
Comment: A quick table of contents is needed for the Refinement Plan chapter.	TEG	Yes	Sept. TEG mtg
Comment: Clickable links within the document would be good.	TEG	Links to 2007 TSP are provided on PBOT website	Sept. TEG mtg
Comment: Could you provide a cheat sheet for going through this? How does this relate to the current TSP? The public may want to provide feedback about the original document, too	TEG	Links to 2007 TSP are provided on PBOT website	Sept. TEG mtg
Comment: Expanded commentary is needed for some sections.	TEG	Yes	Sept. TEG mtg

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

For more information, please visit: https://www.portlandoregon.gov/transportation/63710

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Comment: It's difficult to see if the plans (bicycle plan, freight plan) were adopted whole-cloth or piecemeal—it would be nice if there was a way for readers to tell that as there are a lot of advocates who will be interested.	TEG	The Freight Master Plan was incorporated into the TSP in 2007. Appendix B of the Bike Plan for 2030 was created to give specific direction on which recommendations should be incorporated in the TSP - specifically policies, objectives and classifications. A majority of the projects from the bike plan were added to the Major Projects and Citywide Programs list. Just like the Freight and Pedestrian Master Plans; not all components are adopted into the TSP by ordinance.	Sept. TEG mtg
Comment: Make the TSP amendments easy to understand in context of the original TSP.	TEG	The Sections of the Proposed Draft reference the adopted TSP to provide transparency for which parts of the TSP are proposed to be amended	Sept. TEG mtg
Comment: On the cover put "TSP Amendments" not "TSP", because that is misleading.	TEG	Done	Sept. TEG mtg
Comment: Set up a website saying this is the existing TSP and here is the TSP with the integrated amendments.	TEG	Links to 2007 TSP are provided on PBOT website	Sept. TEG mtg
It is also time that we in very clear and understandable terms, at every point in the TSP document as possible, begin expressing the needs and plans intended to positively accommodate elderly, disabled and special needs people in Portland. As I worked thought the TSP I did not find a cohesive approach dealing with these most vulnerable users. New York City has recently recognized how key this issue is and has instituted a comprehensive program to concentrate on these people-primarily because they represent the highest vulnerability and the highest death and accident rates. We need to find in this TSP update very clear places where the public can see that PBOT cares about these people and is focused on making them safe in the future. Vision Zero is good, but how specifically does it differentiate for disabled and the elderly. I know the care is there, I just don't see the cohesive objectives or planning results that shows the TSP is focused on the disabled, elderly or other special needs groups. A few well-placed meaningful statements (not lip service, of course) could go a long way to at least getting the issues elevated to importance in the plan.	Ray Tanner	Anticipate elevating Objective 11.10.K to a policy to address ADA and accessibility.	Email/ TEG facilitator
It would seem Portland is in a good place to be bolder than I am seeing in the revised plan. Portland's popularity and resultant rising density is an opportunity to really be a model for new transportation and land use management approaches.	Phil Selinger	Noted	Email/ TEG facilitator

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
Missing Entirely an overlay of the SW Urban Trails Routes which have been requested numerous times!	Don Baack	New Trail policies were added to the Comp Plan in Stage 1 (8.50-8.57) of the TSP Update. Some SW urban trails were incorporated into the adopted TSP Pedestrian Classifications, which are not proposed to be amended as part of this phase of the TSP Update. There is a TSP objective on trails being retained from the adopted TSP "6.22.E. Develop a citywide network of pedestrian trails that increases pedestrian access for recreation and transportation purposes and links to schools, parks, transit, and shopping as well as to the regional trail system and adjacent cities."	Email
Promote constructing extended shoulders instead of sidewalks; shoulders are more cost effective and 80% as safe as sidewalks. The bonus is they will actually help us relatively soon.		Policies support context sensitive design. Deleting Objective 11.10.G requiring sidewalks on both sides of the street.	TEG Meeting Notes
The plan needs to be a bit more aspirational; it doesn't need to have all of the answers, but it needs to lay out where we are going.	TEG member	Staff will add more language from presentation and the "story" to the intro	TEG Meeting Notes
The TSP needs to more directly tie into the work of partner agencies. e.g. TriMet, ODOT and Metro on whom the City depends for implementation of much of this plan.	Phil Selinger	Staff will add additional language in the intro. .	Email/ TEG facilitator
The two year Portland Progress was pretty inspirational and maybe a good way to structure the TSP		Good idea for restructuring of the TSP	TEG Meeting Notes
There is little (no?) mention of technological trends and how that might reshape how our City looks at mobility. Garlynn also makes that point in his comments.	Phil Selinger	Policy 9.47 Technology addresses emerging technology. Additional review and analysis regarding these issues could be addressed in the next stage of the TSP update.	Email/ TEG facilitator
While I am not intimate with the TSP (though I should be), the plan seems to underplay the importance of Portland's interface with its neighbors (other counties and cities) and the impact of that constituency on the performance of Portland's transportation system.	Phil Selinger	Regional (RTP) compliance is one focus of Stage 3 of the TSP update and there will be more as part of the next phase.	Email/ TEG facilitator
While probably past the point of being invited for comment, one of the seven outcomes cited in the introduction should address transportation infrastructure accommodation of land use actions and the consequences (and opportunities) of creating neighborhoods that are increasingly diverse, vibrant and dense.	Phil Selinger	Relates to Stage 1 policies and project work.	Email/ TEG facilitator

Ord. 188177, Vol. 2.5, page 15114

TEG + Public Feedback	Commenter	Staff Response	Comment Source
We would like to see the Portland Bicycle Plan for 2030 incorporated into the TSP in its entirety. It has been over five years since the plan was written and adopted by Portland City Council, spending that intervening time in a gray area in terms of providing binding policy direction for the city. It is long past time to incorporate this visionary document into our city's guiding policy while redoubling our efforts towards the goal of achieving 25% of people in Portland meeting their daily transportation needs by bicycle in the year 2030. Questions for staff: 1. Is Appendix B of the Portland Bicycle Plan for 2030 the only element incorporated entirely into this TSP and Comp Plan? 2. Does the unincorporated policy in the Modal Plans remain non--binding if it is not included in the final TSP and/or Comp Plan?	Gerik Kransky	Appendix B of the Bike Plan for 2030 are the policies, objectives and classifications created and intended to be incorporated into the TSP. A majority of the projects from the bike plan were added to the Major Projects and Citywide Programs list. Just like the Freight and Pedestrian Master Plans; not all components are adopted into the TSP by ordinance.	Email/ TEG facilitator

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Steve Novick Commissioner **Leah Treat** Director

TSP Stage 2 Update Discussion Draft - October 2015: Public feedback on Section 1: TSP Introduction

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Introduction, Page 9: Under heading "Regional 2040 Growth Concept", please spell out / define the acronym RUGGOs.	Garlynn Woodsong	Staff made this update, spelling out RUGGOs before it is defined.	Email/ TEG facilitator
This may not be the right place, but somewhere there should be an explanation about how TSP-related plans, such as the Bicycle Plan for 2030 and the upcoming SWIM (SW in Motion), will be incorporated into the TSP. In addition, the city really needs to have a process that doesn't require years to go by between plan completion and official adoption as part of the TSP. Is a more expeditious process proposed?	Keith Liden	Language added in a pre-amble. See Proposed Draft page 13 "Why is this important?" and "What is in the Proposed Draft?"	Email/ TEG facilitator
Spell out RUGGOs	Metro	Staff made this update, spelling out RUGGOs before it is defined.	Email/ TEG facilitator
RTFP was adopted 6/10/10 (it was amended in 2012) by Ordinance No. 10-1241B	Metro	Updated. See corrections on page 9.	Email/ TEG facilitator
"The Regional Transportation Functional Plan (2012) contains policies that implement the 2040 Growth Concept. While it is not binding on local jurisdictions, it provides a policy basis for local functional plans that do have binding requirements." Underlined in incorrect. The RTFP is binding. Refer to Title 6: Compliance Procedures of the RTFP and update the underscored sentence; cities and counties must be in compliance with the RTFP. The RTFP codifies requirements that local plans must comply with to be consistent with the Regional Transportation Plan.	Metro	Updated. See corrections on page 9.	Email/ TEG facilitator

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

For more information, please visit: https://www.portlandoregon.gov/transportation/63710

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Recommend switching order of regional plans in text to RTP, RTFP and UGMFP (and adding Regional Framework Plan – see comment 9)	Metro	Updated. See corrections on page 9.	Email/ TEG facilitator
UGMFP there is an added/unnecessary paren after 2012	Metro	Updated. See corrections on page 9.	Email/ TEG facilitator
UGMFP was last updated in 2014	Metro	Updated. See corrections on page 9.	Email/ TEG facilitator
"The UGMFP addresses the accommodation of regional population and job growth, as well as regional parking management." Title 2: Regional Parking Policy was repealed. RTFP Title 4: Regional Parking Management took its place.	Metro	Updated. See corrections on page 9.	Email/ TEG facilitator
RTP: First RTP was adopted in 1987, not 2000	Metro	Changed to 1983, instead of 1987 as suggested. Updated from 2000. See corrections on page 9.	Email/ TEG facilitator
RTP: since the Regional Framework Plan is cited, recommend adding in a description of it above, with the other plans, such as "The Regional Framework Plan, adopted in 1997, identifies regional policies to implement the 2040 Growth Concept, preserving access to nature and building great communities for today and the future. The plan was amended in 2005 and 2010, and again in 2014 as part of the adoption of the Climate Smart Strategy."	Metro	Updated. See addition on page 11.	Email/ TEG facilitator
RTP: since there is now a regional transportation functional plan, delete the bullet referring to the RTP as the functional plan	Metro	Updated. See corrections on page 9.	Email/ TEG facilitator
Seven Outcomes (page 17): It appears this language implements Policy 9.65 (Project and Program Selection Criteria). It seems out-of-place as an introductory page, and perhaps should be an objective? The Seven Outcomes are not explained; I know the TEG spent a long time on this and some of those details should be in this draft.	Marianne Fitzgerald	Paragraph order changed, however Staff determined that the intent of the outcomes includes applying them to all sections of the TSP, therefore staff decided to keep it within the overall introduction section as a way of laying out the framework. Staff believes the specifics are included.	Email/ TEG facilitator
Cost-effectiveness (part of the Seven Outcomes). Neither Goal 9.H nor Policy 9.65 nor any of the glossaries explain what you mean by cost-effectiveness. Does it include the benefits of stormwater management? I haven't reviewed the specific project evaluation scores but this criteria was particularly problematic on large (but much needed) projects in areas that have multiple needed infrastructure improvements in the right-of-way. Please explain what is meant by cost-effective in this draft.	Marianne Fitzgerald	Staff determined that while cost-effectiveness is an important criteria of guidance, it must be determined on an individual project basis given all variants of circumstance. Staff does not have a perfect solution for defining cost-effectiveness across the board, as dynamic tradeoffs exist for all projects.	Email/ TEG facilitator

Ord. 188177, Vol. 2.5, page 15117

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Introduction P.3 1st line — 260,000 residents (somewhere I've also seen 250,000 used) — you're clearly talking individuals here rather than the 122,000 or 123,000 new households I see mentioned in other planning documents. Does this reflect a decision to speak about residents rather than households from now on for all Comp Plan purposes?	Linda Nettekoven	Households make a good measurement for land use needs analyses. The Housing Needs Analysis conducted by the Bureau of Planning and Sustainability refers to households and dwelling units, for example, however for Transportation we try to consistently use a measurement of residents to better reflect the measures we use for individual and cumulative patterns and relationships.	Email
1st paragraph refers to "climate pollution" — seems like an inappropriate phrase — is this the same as carbon emissions? Or what does it mean exactly. It's used a couple pages later as well.	Linda Nettekoven	Agreed. Changed to "carbon emissions". See page 3 for updates. Staff believes any other references have also been updated.	Email
Last par says "transportation system must sustain the City's economic health … Doesn't transportation have a role in enabling economy to grow — sustain seems to support the status quo which to me is less than optimal.	Linda Nettekoven	Added "help grow and". See page 3 for updates.	Email
P.11 Final Par of new text refers to "area-specific policies". Elsewhere there are references to "geographic-specific policies". Are these the same thing? Or what's the difference?	Linda Nettekoven	Updated with "geographic" instead of "area". See page 13 of Proposed Draft for updates.	Email
P.17 # 4 of the 7 outcomes ends with "and freight access". Not sure of meaning — is it "efficient movement of freight"??? #7 "global warming pollution" ?? Does this mean carbon emissions? Or?	Linda Nettekoven	Staff determined not to infer additional specificity to allow them to be determined on an individual project basis given all variants of circumstance. Staff does not have a perfect solution for defining these terms across the board, as dynamic tradeoffs exist for all projects.	Email
Introduction, Page 9:Under heading "Regional 2040 Growth Concept", please spell out / define the acronym RUGGOs.	Garlynn Woodsong	Staff made this update, spelling out RUGGOs before it is defined.	Email/ TEG facilitator
This may not be the right place, but somewhere there should be an explanation about how TSP-related plans, such as the Bicycle Plan for 2030 and the upcoming SWIM (SW in Motion), will be incorporated into the TSP. In addition, the city really needs to have a process that doesn't require years to go by between plan completion and official adoption as part of the TSP. Is a more expeditious process proposed?	Keith Liden	Language added in a pre-amble. See Proposed Draft page 13 "Why is this important?" and "What is in the Proposed Draft?"	Email/ TEG facilitator
Spell out RUGGOs	Metro	Staff made this update, spelling out RUGGOs before it is defined.	Email/ TEG facilitator

Ord. 188177, Vol. 2.5, page 15118

TEG + Public Feedback	Commenter	Staff Response	Comment Source
RTFP was adopted 6/10/10 (it was amended in 2012) by Ordinance No. 10-1241B	Metro	Updated. See corrections on page 9.	Email/ TEG facilitator
"The Regional Transportation Functional Plan (2012) contains policies that implement the 2040 Growth Concept. While it is not binding on local jurisdictions, it provides a policy basis for local functional plans that do have binding requirements." Underlined in incorrect. The RTFP is binding. Refer to Title 6: Compliance Procedures of the RTFP and update the underscored sentence; cities and counties must be in compliance with the RTFP. The RTFP codifies requirements that local plans must comply with to be consistent with the Regional Transportation Plan.	Metro	Updated. See corrections on page 9.	Email/ TEG facilitator
Recommend switching order of regional plans in text to RTP, RTFP and UGMFP (and adding Regional Framework Plan – see comment 9)	Metro	Updated. See corrections on page 9.	Email/ TEG facilitator
UGMFP there is an added/unnecessary paren after 2012	Metro	Updated. See corrections on page 9.	Email/ TEG facilitator

Ord. 188177, Vol. 2.5, page 15119

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TSP Stage 2 Update Discussion Draft - October 2015: Public feedback on Section 2: TSP Objectives

TEG + Public Feedback	Commenter	Staff Response	Comment Source
The Bicycle Transportation Alliance strongly supports Policy 6.13 Traffic Calming D., which will give much needed safety and priority to pedestrians and/or bicycle traffic **The changes made to Policy 6.22 Pedestrian Transportation are concerning.** **• Deleted: A. Promote walking as the mode of choice for short trips by giving priority to the completion of the pedestrian network that serves Pedestrian Districts, schools, neighborhood shopping, and parks.** **• Replaced with: Comp Plan Policy 9.16 Design with nature. Promote street alignments and designs that respond to topography and natural features, when feasible, and protect streams, habitat, and native trees.** **While BTA certainly supports Comp Plan Policy 9.16 as an important element of street design it does not supersede or somehow replace the imperative that we promote walking for short trips by prioritizing completion of pedestrian networks. Both of these policy goals (TSP 6.22 & Comp Plan 9.16) should be included in the final TSP/Comp Plan language.**	Gerik Kransky	Former TSP Objective 6.22.A is replaced by Policy 9.16 "Pedestrian transportation. Encourage walking as the most attractive mode of transportation for most short trips, within and to centers, corridors, and major destinations, and as a means of accessing transit."	Email/ TEG facilitator

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

For more information, please visit: https://www.portlandoregon.gov/transportation/63710

TEG + Public Feedback	Commenter	Staff Response	Comment Source
We are concerned with the following changes to Policy 11.10 Street Design and Right--of--Way Improvements: **Deleted: G. Include sidewalks on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints or when consistent with the Pedestrian Design Guide.** **Policy direction requiring provision of ADA compliant sidewalks on both sides of all new street improvement projects should remain in the final TSP and Comp Plan. Question for staff, where is the ADA sidewalk requirement on new street improvement projects included in the current draft TSP?**	Gerik Kransky	The change implements Comp Plan Policy 8.44 and removes a barrier to new residential Street by Street standards that provide more flexibility to match the functions/context of the street and lower costs.	Email/ TEG facilitator
Section 2: TSP Objectives, Page 3: **Concerning:** **Policy 11.10, Street Design and Right-of-Way Improvements,** **G: Include sidewalks on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints or when consistent with the Pedestrian Design Guide.** **This policy is proposed for strike-out, because it is "inconsistent with new Comp Plan Policy 8.44 to allow flexibility in design to reflect pattern area and contexts."** **That may be the case. However, I feel that something still needs to be said here to create a goal of pedestrian network completeness. I don't think that Comp Plan Policy 8.44 should be used as an excuse to punt on the whole issue of needing to provide sidewalks.**	Garlynn Woodsong	There are multiple "policies" and "objectives" for completing the pedestrian system and providing access…most notably "Policy 9.17 Pedestrian networks. Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment." and objectives "6.22. B. Support walking to transit by giving priority to the completion of the pedestrian network.." "6.22. C. Improve the quality of the pedestrian environment by implementing pedestrian design guidelines to ensure that all construction in the right-of-way meets a pedestrian quality standard ...", but also Policies 9.16, 9.18	Email/ TEG facilitator
6.23 Objective J - I would suggest connecting Bike-sharing to transit last-mile connections in addition to the uses mentioned.	Chris Smith	Added "and to provide last-mile connections from transit" to the end of 6.23J	Email/ TEG facilitator
6.26 Objective F - The Comp Plan has language suggesting consideration of parking for various types of bicycles. I think that variety of types should be reflected here as well.	Chris Smith	Added "for a variety of bicycle types" to the end of 6.26.F	Email/ TEG facilitator

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Some neighborhoods do not want sidewalks. If there is infill, the several dozen feet of sidewalk is not going to enhance the neighborhood that much.	TEG member	No change. Objective 11.10.G is already proposed for amendment. This is consistent with findings of recent neighborhood street plans (Cully, Division-Midway and Tryon-Stephens) developed with the community to identify where traditional street improvements are needed most versus where there is greater design flexibility.	TEG Meeting Notes
A plan is a plan and doesn't necessarily have to be achievable. Above a certain density, a street should have sidewalks. A transit street should always have sidewalks on both sides.		Street by Street standards were adopted specifically for local-service traffic streets in low-density single family neighborhoods.	TEG Meeting Notes
11.1. E. add Urban Trail Design (to accommodate pedestrians)	Don Baack	Added "Portland Parks and Recreation Trail Design Guidelines" to 6.22.A	Email
6.22.A Pedestrian Transportation change to read "…providing adequate number and quality of crossing opportunities …"	Don Baack	Add "spacing and quality of" to 6.22.A	Email
11.9.D Change to read "within and between activity"	Don Baack	Added "between" to 11.9.D	Email
Needs minor updates. Had to choose something... Thank you for specifying that increasing traffic on streets of the same classification is an acceptable result of diversion for the benefit of vulnerable road users. We may get our older greenways to work well yet.	Online survey	Yes	Online survey
Complete as is.	Online survey	n/a	Online survey
P. 2 Policy 6.13 Traffic calming (commentary) … as long as measures are taken to ensure resulting traffic volumes on nearby local streets are "acceptable". Acceptable to whom? This is likely to be a real hot button issue as diverters are added to protect greenway users. There needs to be mention of a standard here or it will be difficult to implement the policy in a fair, transparent manner.	Linda Nettekoven	Council adopted guidance language in the Neighborhood Greenway Report (1000 cars per day, total). That level was selected because it reflects the maximum "ideal" conditions for operation of a streets that should be safe and comfortable to people of all ages and abilities. Should we wish to change that guidance, it will be much simpler to do it in the context of administrative rules or other Council action, than it will be to go and amend adopted policy.	Email

TEG + Public Feedback	Commenter	Staff Response	Comment Source
P.3 Policy 6.13 D Here in the actual policy there is no reference to an acceptable level of diverted traffic. This represents a change in policy, which may be wise and necessary, but it feels like you're trying to sneak it in. You might also make reference to these changes occurring following appropriate public involvement. F Mention SAFE as well as "comfortable for bikes and peds"?	Linda Nettekoven	This objective was approved by Council in 2010 as part of the adoption of the Portland Bicycle Plan for 2030. See comment above regarding addressing guidance/standards. I believe other parts of TSP address need for public process.	Email
Policy 6.22 Pedestrian Districts — I know City Hall and environs is one, but there's no definition in the Glossary. What is the definition and what is the process for having an area designated as such? And being able to develop a special design district? Who would facilitate this process?	Linda Nettekoven	Pedestrian District is defined within the Pedestrian Classification Descriptions and are designated on the adopted TSP Ped Map. The change to add "Centers and Corridors" was removed from the Proposed Draft.	Email
Policy 6.28 Transportation Educ. Might be good to include the educ component of TDM, e.g., associated with new mixed use buildings and tenants/owners new to neighborhoods	Linda Nettekoven	Staff will consider this as part of the implementation of the TDM program.	Email
Random thought — does PBOT work with the New Portlanders program in ONI, IRCO and others working with new arrivals? And does PBOT work with DMV to give people active transportation info when they get a license?	Linda Nettekoven	Our Smart Trips website has a "welcome page" (http://www.portlandoregon.gov/transportation/54616) which offers a range of free travel resources and a link to the Smart Trips order form. PBOT worked with New Portlanders at IRCO in the past. That class was cancelled at IRCO, and we haven't worked specifically with them since that time. There are no PBOT-specific active transportation materials from PBOT at the DMV. ODOT has their Oregon Bicycling Manual. Beginning this year we will be passing out SmartTrips order information to new movers through the PBOT Parking Permit process, and also inserting a similar opportunity into welcome packets mailed to new movers when they register to turn on their water through the Water Bureau.	Email

TEG + Public Feedback	Commenter	Staff Response	Comment Source
The Bicycle Transportation Alliance strongly supports Policy 6.13 Traffic Calming D., which will give much needed safety and priority to pedestrians and/or bicycle traffic **The changes made to Policy 6.22 Pedestrian Transportation are concerning.** **• Deleted: A. Promote walking as the mode of choice for short trips by giving priority to the completion of the pedestrian network that serves Pedestrian Districts, schools, neighborhood shopping, and parks.** **• Replaced with: Comp Plan Policy 9.16 Design with nature. Promote street alignments and designs that respond to topography and natural features, when feasible, and protect streams, habitat, and native trees.** **While BTA certainly supports Comp Plan Policy 9.16 as an important element of street design it does not supersede or somehow replace the imperative that we promote walking for short trips by prioritizing completion of pedestrian networks. Both of these policy goals (TSP 6.22 & Comp Plan 9.16) should be included in the final TSP/Comp Plan language.**	Gerik Kransky	Former TSP Objective 6.22.A is replaced by Policy 9.16 "Pedestrian transportation. Encourage walking as the most attractive mode of transportation for most short trips, within and to centers, corridors, and major destinations, and as a means of accessing transit."	Email/ TEG facilitator
We are concerned with the following changes to Policy 11.10 Street Design and Right--of--Way Improvements: **• Deleted: G. Include sidewalks on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints or when consistent with the Pedestrian Design Guide.** **Policy direction requiring provision of ADA compliant sidewalks on both sides of all new street improvement projects should remain in the final TSP and Comp Plan. Question for staff, where is the ADA sidewalk requirement on new street improvement projects included in the current draft TSP?**	Gerik Kransky	The change implements Comp Plan Policy 8.44 and removes a barrier to new residential Street by Street standards that provide more flexibility to match the functions/context of the street and lower costs.	Email/ TEG facilitator

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Section 2: TSP Objectives, Page 3: **Concerning:** **Policy 11.10, Street Design and Right-of-Way Improvements,** **G: Include sidewalks on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints or when consistent with the Pedestrian Design Guide.** **This policy is proposed for strike-out, because it is "inconsistent with new Comp Plan Policy 8.44 to allow flexibility in design to reflect pattern area and contexts."** **That may be the case. However, I feel that something still needs to be said here to create a goal of pedestrian network completeness. I don't think that Comp Plan Policy 8.44 should be used as an excuse to punt on the whole issue of needing to provide sidewalks.**	Garlynn Woodsong	There are multiple "policies" and "objectives" for completing the pedestrian system and providing access…most notably "Policy 9.17 Pedestrian networks. Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment." and objectives "6.22. B. Support walking to transit by giving priority to the completion of the pedestrian network." "6.22. C. Improve the quality of the pedestrian environment by implementing pedestrian design guidelines to ensure that all construction in the right-of-way meets a pedestrian quality standard ...", but also Policies 9.16, 9.18	Email/ TEG facilitator

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TSP Stage 2 Update Discussion Draft - October 2015: Public feedback on Section 3: Community Involvement Policies

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Section 3: Coordination and Involvement Policies, Page 3: **The question is posed:** **Do we need to make sure the coordination policies from Chapter 8 (and/or Chapter 2) are physically located in our document?** **My answer is: Yes, either that or provide hyperlinks in the electronic version of the document that link directly to the relevant text within an electronic version of the document being cited. (It would not be sufficient to just link to the cited document en masse; the hyperlink would need to be to the specific policy or text being cited.)**	Garlynn Woodsong	Added specific sub-section headings where applicable. Staff is glad to provide hyperlinks, unfortunately this step will need to wait until there are finalized document links available, which means staff will revisit this in a future phase of the TSP Update process.	Email/ TEG facilitator

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Policy 6.2: Transportation Education: This should include the objective of providing on-street information that will facilitate exploration of transportation options and encourage the use of the region's multimodal transportation systems. [Pathfinder signage pertaining to transit facilities or walking routes is an obvious example of this.]	Phil Selinger	Staff agrees with signage and wayfinding. Language already exists in the bicycle objectives include a "signage" objective and the pedestrian objectives reference the pedestrian design guidelines. Staff defers to this existing language, which achieves the same intended ends and means. TSP Objectives • Objective 6.22.C (Ped Transportation)- Install bicycle signage along bikeways where needed to define the route and/or direct bicyclists to a destination or other bikeway. • Objective 6.23.C. (Bike Transportation) - Improve the quality of the pedestrian environment by implementing pedestrian design guidelines… • Objective 6.8.D. (Ped Classifications) - Off-Street Paths. Improvements. Use the Pedestrian Design Guide to design Off-Street Paths Pedestrian Design Guidelines – Section D Guidelines for Pathways • Section D2.1.f. – Signage. Where a public connector pathway or stair is within a public right-of-way, or easement which follows a vacated right-of-way, standard street signage can be used to help identify the connector, as well as to communicate that the connector is public.	Email/ TEG facilitator
You might want to keep a slimmed down version of this as objectives to reflect the unique community involvement policies of PBOT. For example, there was no notification to the neighborhood about the installation of the new signal at NW 23rd and Raleigh, which led to a lot of confusion. Christine Leon may be able to suggest some specific language about how non-land use changes are handled (better in the future, we hope). This may be an objective, strategy or operating policy; Christine will know.	Jeanne Harrison, informal comments from NWDA TC	Other than reference to Comp Plan Chapters 2 and 8, the objectives are unique to PBOT. Added Objective S to foster consistency in community engagement approaches and implementation across the Bureau.	Email

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Policy 6.23 Transportation Education. It seems these objectives will expand on the new Comp Plan 9.63, perhaps that should be stated here in the Commentary.	Jeanne Harrison, informal comments from NWDA TC	No changes are proposed to "Transportation Education" objectives A-G as part of this stage of the TSP update. These objectives are listed for reference at the very end of the Proposed Draft. Go to Chapter V (Reference) on page xxiii. These objectives relate to the new Comp Plan Policy 9.63 and will be grouped with other objectives under the "Finance, Programs and Coordination" policy category (9.61-9.66 of the 2035 Comp Plan).	Email
6.2.C. Change to read "Encourage walking by providing route signage including clear wayfinding signs, maps, and by developing education ……"	Don Baack	Staff agrees with having signage and wayfinding objectives so we took a look to make sure this is incorporated in the TSP and found a few examples. Language already exists in the bicycle objectives include a "signage" objective and the pedestrian objectives reference the pedestrian design guidelines. Staff defers to this existing language, which achieves the same intended ends and means. TSP Objectives • Objective 6.22.C (Ped Transportation)- Install bicycle signage along bikeways where needed to define the route and/or direct bicyclists to a destination or other bikeway. • Objective 6.23.C. (Bike Transportation) - Improve the quality of the pedestrian environment by implementing pedestrian design guidelines… • Objective 6.8.D. (Ped Classifications) - Off-Street Paths. Improvements. Use the Pedestrian Design Guide to design Off-Street Paths Pedestrian Design Guidelines – Section D Guidelines for Pathways • Section D2.1.f. – Signage. Where a public connector pathway or stair is within a public right-of-way, or easement which follows a vacated right-of-way, standard street signage can be used to help identify the connector, as well as to communicate that the connector is public.	Email

Ord. 188177, Vol. 2.5, page 15128

TEG + Public Feedback	Commenter	Staff Response	Comment Source
F. Change the order to read "emphasis on personal safety, health, neighborhood livability and environmental consequences."	Don Baack	No changes are proposed to “Transportation Education” objectives A-G as part of this stage of the TSP update. These objectives are listed for reference at the very end of the Proposed Draft. Go to Chapter V (Reference) on page xxiii. These objectives relate to the new Comp Plan Policy 9.63 and will be grouped with other objectives under the “Finance, Programs and Coordination” policy category (9.61-9.66 of the 2035 Comp Plan).	Email
Requires one or more major changes. The TSP does not reflect the concerns of the neighborhoods of Portland who were systematically shut out of providing input into the TSP. More work needs to be done by PBOT to reach out to the neighborhoods and business districts.	Submitted by the University Park Neighborhood Association Board and Land Use Committee - Tom Karwaki UPNA Vice Chair and Land Use Chair	During the Discussion Draft phase of the Stage 2 TSP Update, staff attended 39 public events and spoke to nearly 900 contacts throughout every corner of the city to educate about the update process, contents of the Stage 2 update, and to encourage feedback on the draft. This section of the Stage 3 TSP Update includes reference to the Comp Plan Ch.2, which includes explicit language in Policy 2.1.c about partnerships and coordination with "District coalitions, neighborhood associations, and business district associations as local experts and communication channels for place-based projects."	Online Survey
What is written there is very good. I am concerned about making the TSP any longer or I would advocate including Chapter 2 of the Comp Plan within the TSP. At a minimum there should be hyperlinks to the Ch 2 and Ch 8 and to specific sections when they are used and cited in documenting public involvement efforts. An equally important concern is the need to guarantee consistency (and remedy the lack) in approaches to public involvement across that the entire Bureau regardless of whether an activity is part of the Comprehensive Plan.	Linda Nettekoven	In response, staff added Objective S "Foster consistency in community engagement approaches and implementation across the Bureau of Transportation." This document only has scope over TSP projects and programs. We can add hyperlinks in Stage 3 when the supporting documents are adopted and posted online in final format with URLs.	Email

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TSP Stage 2 Update Discussion Draft - October 2015: Public feedback on Section 4: Bicycle Classification Descriptions and Other Bicycle Objectives

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Thank you for incorporating all of the recommendations from Appendix B of the Portland Bicycle Plan for 2030 per Council Resolution #36763 as amendments to today's TSP. Question for staff, where are the policy, plan, and project recommendations from Appendix A of the Portland Bicycle Plan incorporated into the TSP or Comp Plan?	Gerik Kransky	PBP for 2030 recommendations on goals and policies and project are proposed in the 2035 Comprehensive Plan Recommended Draft in the "Goals and Policies" Chapters 8 & 9 and "List of Significant Projects". Identified Project have been incorporated either into the TSP Project List or will be within the Bicycle Network Completion, Safe Routes to School, or Neighborhood Greenways TSP Programs.	Email/ TEG facilitator
Thank you also for including Policy 6.7 Bicycle Classification Descriptions and objectives, this policy framework is essential to the success of our effort to achieve 25% of daily trips in the City of Portland by bicycle.	Gerik Kransky	Thanks.	Email/ TEG facilitator

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

For more information, please visit: https://www.portlandoregon.gov/transportation/63710

TEG + Public Feedback	Commenter	Staff Response	Comment Source
The welcome inclusion of Bicycle Districts in Policy 6.7 D should not come at the exclusion of classification guidance for Off Street Paths. In TSP draft commentary it states, "… The PBP recommended eliminating the Off--Street Path classification in favor of classifying non--motorized bikeways based on the function of each route." **Questions for staff:** **1. Can you please provide the policy language regarding off street trail classification and its location in the TSP and/or Comp Plan?** **2. Does the new policy still allow development of trails for transportation use?** **3. Are there any geographic locations in the city where trails are prohibited?**	Gerik Kransky	The 2035 Comp Plan Update recommends eight "Trails" policies (Policies 8.50-8.57) and Public Trail Alignments map (Figure 8-2). TSP bicycle classification and pedestrian classification maps identify trails that are part of the citywide bikeway and pedestrian networks, focusing on trails that serve transportation purposes and calling them city bikeways (for bicycle classifications) and walkways and off-street paths (for pedestrian classifications), rather than trails. The detail for which bikeways are considered trails is found in the Portland Bicycle Plan, which refers to classified bikeways that are outside of the roadway as trails. Portland Parks & Recreation identifies three trail types in its Recreational Trail Strategy (2006): regional trails, community connectors and local access trails. In the recreational trail strategy, trails are recognized as providing both transportation and recreational functions. Most of the trails in the Portland Bicycle Plan are shared with pedestrian and other non-motorized users, and are designated as Regional Trails in the Portland Parks & Recreation system, which include both off-street (paved and natural surface) and on-street trails. Trails are typically multi-use, often shared by bicyclists, pedestrians and other non-motorized users, but should provide physical separation of activities when needed and possible. In some instances, off-street trail routes may go through parks, in which case they would be using multi-use park paths for a segment.	Email/ TEG facilitator

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
Regarding the amendment's adoption of Policy 6.23 we have some concerns regarding Objective A: **We suggest replacing the "Form" with the word "Complete" to read "Complete a citywide network of connected bikeways on streets including streets with low traffic speeds and low traffic volumes. Provide the highest degree of separation on busier streets to preserve access to common destinations. Accommodate cyclists of all ages and abilities."** **While the new policy provides welcome context on the type of bicycle facilities to pursue, it lacks the word "complete" and should be amended to preserve policy direction to build a complete network of streets that accommodate safe bicycling.** **The balance of objectives included in this important amendment to the TSP is a fantastic policy framework for improving conditions of bicycling and BTA's enthusiastic support.**	Gerik Kransky	During the development of the Portland Bicycle Plan for 2030, a subcommittee (Policy Working Group) developed the policy language that was adopted by Council. A change could be considered by the PSC. There has been no change to the Proposed Draft.	Email/ TEG facilitator
Section 4: Bicycle Classifications and Objectives, Page 9: **6.23 Objective K states:** **Maintain Portland's position as a national leader in the evaluation of bicycle improvements and ridership through on-going data collection and monitoring of changes to bicycling infrastructure and in riding behavior.** **This is good. However, if we're trying to be a national leader in something, shouldn't we aim higher? Should we seek not just measurement, but actual performance?** **Why don't we have a policy where we commit to being a national leader in the provision of bicycle infrastructure, and attainment of bicycle mode share?**	Garlynn Woodsong	6.23 Objective K is just about setting goals for evaluation/measurement. For the more "performance" objective, refer to Section 10: Performance Measures, where we reference the Bicycle Plan for 2030 and its associated mode share goals.	Email/ TEG facilitator
An overview about how the different elements of the Bicycle Plan for 2030 are incorporated into the TSP would be very helpful.	Keith Liden	PBP for 2030 recommendations on goals and policies and project are proposed in the 2035 Comprehensive Plan Recommended Draft in the "Goals and Policies" Chapters 8 & 9 and "List of Significant Projects". Identified Project have been incorporated either into the TSP Project List or will be within the Bicycle Network Completion, Safe Routes to School, or Neighborhood Greenways TSP Programs.	Email/ TEG facilitator

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
I don't understand why on-street parking on local service bikeways "should not" be removed to provide bicycle lanes (p. 5). I can see why this generally would be inappropriate or unnecessary, but it seems very conceivable that this could be appropriate under specific circumstances. Perhaps this could be worded to indicate that on-street parking removal for bike lanes may be considered when other options are not available/feasible.	Keith Liden	The TSP provides guidance for tools to use for specific classifications. While we don't recommend removing on-street Parking on Local Service Bikeways (pg. 5, as to where the commenter is referring), we do identify parking removal as tool for Major City Bikeways and City Bikeways (pg. 3). Staff believes that the vehicle counts and speeds on local service bikeways will be as such that parking removal may be unnecessary to provide an adequate biking environment. Each situation should be evaluated individually.	Email/ TEG facilitator
I fully agree with 6.23 Objective L (p. 7) to remove barriers. This should include development review practices, lack of inter-bureau coordination, modification of onerous/excessive storm water requirements that inhibit active transportation improvements, etc.	Keith Liden	Noted.	Email/ TEG facilitator
I also fully support 11.10 Objective T (p. 11) to utilize interim bicycle facility improvements.	Keith Liden	Noted.	Email/ TEG facilitator
Metro staff supports "D. Bicycle Districts" addition.	Metro	Noted.	Email/ TEG facilitator
Metro staff supports eliminating off-street paths as a functional classification; this is consistent with the RTP. However, recommend including reference to paths in the description of the other bicycle functional classification. It could be inferred from the current descriptions that paths are not a facility type.	Metro	We previously had a statement in both MCB and CB descriptions that called out pathways. We folded that into language about maintaining separation for bikes and peds "where conditions warrant" in order to bring neighborhood greenways under that separation umbrella. Also, refer to the 2035 Comp Plan Update eight "Trails" policies (Policies 8.50-8.57) and Public Trail Alignments map (Figure 8-2).	Email/ TEG facilitator
Off-street paths—we support eliminating them as a functional classification but there should still be some recognition of them in the plan	Oct. TEG meeting	The 2035 Comp Plan Update recommends eight "Trails" policies (Policies 8.50-8.57) and Public Trail Alignments map (Figure 8-2). TSP bicycle classification and pedestrian classification maps identify trails that are part of the citywide bikeway and pedestrian networks, focusing on trails that serve transportation purposes and calling them city bikeways (for bicycle classifications) and walkways and off-street paths (for pedestrian classifications), rather than trails. The detail for which bikeways are considered trails is found in the Portland Bicycle Plan, which refers to classified bikeways that are outside of the roadway as trails.	Oct. TEG meeting notes.

TEG + Public Feedback	Commenter	Staff Response	Comment Source
How do you define the essential movement of all modes? You should reference your policy and not leave "essential" up to the interpretation of individual engineers.	Oct. TEG meeting	Officers from the city's bicycle, freight and pedestrian advisory committees met over the course of many months to hammer out final recommended language for these policies. That resulted in incorporation of the idea of performing careful analysis in order to consider the essential movements of all modes. All committees were satisfied with the current language. What is "essential" is and always has been a moving target. LOS A would have been considered necessary to accommodate the essential movement of autos in the 1950s. The intent is to now account for the essential movement of all modes (considering all of a street's classifications). Simply stating "essential" movement as the objective allows the city to more nimbly adapt to best engineering practice on what is considered "essential."	Oct. TEG meeting notes.
Be cautious about explicitly defining what protected bike lane actually means. Leave yourself flexibility.	Oct. TEG meeting	Noted. There is likely a need to develop guidance about what is a PBL. For example, the MassDOT Separated Bike Lane Planning and Design Guide no longer defines the traditional cycle track as a protected/separated lane. They now refer to it as a "raised bike lane," which is a step down from protected/separated.	Oct. TEG meeting notes.
We would like to see some recognition of Vision Zero in the classifications section.	Oct. TEG meeting	We have integrated safety and the principles on Vision Zero into Section 1: Introduction of the TSP. Safety/Vision Zero principles are strengthened in the draft Street Design Classification descriptions	Oct. TEG meeting notes.
Conflicts on the Central Eastside between bicycles and loading and unloading zones. Sometimes the only way loading can be accomplished is doing so in the middle of the street or bike lanes. Maybe bicycle districts could be used to encourage the city to employ treatments to warn cyclists they are entering a place where trucks parked in lanes should be expected.	Oct. TEG meeting	We are not specifying design treatments within the TSP.	Oct. TEG meeting notes.

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
Anything you want to put in here to encourage expansion of bike share?	Oct. TEG meeting	No change. Bicycle share was on the radar when the policy language was developed as part of the 2030 Portland Bicycle Plan (contained in Appendix B). Objective 6.23.J is already proposed in Section 4 to support bike-sharing programs.	Oct. TEG meeting notes.
Very Complete. It is to be hoped that at some point we could have a similar level of importance for objectives for pedestrians.	Jeanne Harrison, informal comments from NWDA TC	Thanks.	Email
5. General Comment: I think the TSP should state that for safety and comfort reasons on many of our bicycle routes it is desirable to develop ways to split the bicycle mode from the pedestrian mode.	Don Baack	We do have language in "Major City Bikeways" to have separated facilities for bicycles and pedestrians, where conditions warrant and where practical. We could add this to the City Bikeway language and, if necessary, the Off-Street Trails language in the Comp Plan.	Email
Requires one or more major changes. Free auto parking should be eliminated (other than loading zones) or severely restricted in Bicycle Districts.	Online survey	On page 5, is states that "Auto-oriented development should be discourage in Bicycle Districts." We try to limit specific direction in the TSP since each Bicycle District is different and would be evaluated individually. This might be a comment for the Parking section as well.	Online survey
Existing bikeways are not safe. Roads are in a state of disrepair and sidewalks and warning devices are missing in many places. Also speed limits to cars need to be reduced where major bikeways cross busy streets with no signage or warnings.	Online survey	Noted.	Online survey

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
Bicycle Districts — Although the districts that are proposed in the 2030 Bike Plan seem reasonable, it would be good to develop and spell out a process by which a business district or neighborhood could come forward and ask that their area become Bike District. Conversely, there should be a means to engage the people living and working in a proposed district in developing a district as such. Or is this in the Bicycle Master Plan?	Linda Nettekoven	Bicycle Districts are currently proposed per the PBP for 2030 recommendation. Additional bicycle districts may be designated - as the classification is further defined through implementation - with future planning efforts and updates to TSP. Bicycle Districts are intended to identify areas where there are multiple destinations across multiple roadways in a tightly defined geographic area: in short a main commercial district. The regional government has taken the ideas further, identifying as bicycle districts ("Pedestrian-bicycle districts" as urban centers and station communities). The region defines them as an "areas with a concentration of transit, commercial, cultural, educational, institutional and/or recreational destinations where bicycle travel is intended to be attractive, comfortable and safe." In Portland we created the idea of a bicycle district to acknowledge that in a dense commercial area only some of the streets will carry bicycle classifications (and thus good quality facilities) but that, because of the multiple destinations, all streets in such a district should be bicycle friendly. A bicycle district is not something that would be developed in an exclusively residential neighborhood. It is also not intended as a marketing tool and thus would not be something for which a commercial area could apply.	Email
Currently I work in a small accounting firm in Hollywood district and the building is old and there is no bike parking except for the bike rack in front of the building on Sandy Blvd. There is no shower. Everyone is my office drives except me. Parking is ok because we located in a residential area with lots of single family housing. My coworkers don't see the need to bike or transit. The reason for me to bike is to get exercise and reduce carbon foot print.	Patrick Mok	Noted. Refer to Section 14: Transportation & Parking Demand Management as well as Title 33.266.110 Minimum Required Parking Spaces (https://www.portlandoregon.gov/bps/article/53320)	Email
In my humble opinion, We should be focusing on infrastructure. Such as shower, lockers, secure bike parking, better bus services, neighborhood greenways etc. As a result, people like me would have an easier time not commuting by car.	Patrick Mok	Noted. Refer to Section 14: Transportation & Parking Demand Management as well as Title 33.266.110 Minimum Required Parking Spaces (https://www.portlandoregon.gov/bps/article/53320)	Email

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TSP Stage 2 Update Discussion Draft - October 2015: Public feedback on Section 5: Bicycle Classification Maps

TEG + Public Feedback	Commenter	Staff Response	Comment Source
On Map 6.40.3 -- Northwest District there appears to be a total elimination of any major city bikeway connecting NW Cornell Rd. to the central city. Preserving one of the three routes currently proposed to be downgraded to local access bikeways seems like an important issue of connectivity for a potentially large volume of people riding bikes.	Gerik Kransky	The proposal is for Overton to be downgraded to Local Service Bikeway while Pettygrove one block to the north is upgraded to City Bikeway. Raleigh is similarly proposed to shift one block north to Savier. These changes are proposed because Overton and Raleigh are less well-suited for installation of low-stress bikeways. Staff will evaluate whether another street like Flanders could be upgraded to Major City Bikeway to connect with Cornell Rd.	Email/ TEG facilitator
On Map 6.41.3 -- Southwest District it appears as though SW Barbur Blvd. is identified as a Major City Bikeway. While we at the BTA welcome this policy change, safety improvements are urgently needed on over the Newbury and Vermont Bridges on that route. Without protected bike lanes that particular bikeway is doomed to fail. Please take action with the relevant partner jurisdictions to make Barbur safe immediately.	Gerik Kransky	PBOT is actively working with ODOT to ensure safety improvements are made to Barbur Blvd, especially over the viaducts. The proposed Major City Bikeway classification sets a strong policy context supporting high-quality, safe bicycle facilities.	Email/ TEG facilitator
A handful of recommendations throughout this section are for physically separated bikeways and others are for shared roadway bikeways yet there is no reference to "protected bike lanes." BTA recommends adding a definition for Protected Bike Lanes in Section 11: Glossary of Transportation Terms and including policy guidance incorporating protected bike lanes as stronger form of physically separated bikeways, especially appropriate on major streets.	Gerik Kransky	Much of the language found in this section was adapted from the Portland Bicycle Plan for 2030, which did not include protected bike lanes as a facility type, but given the growing use of this design treatment it would be appropriate to incorporate it. Staff will consider whether to add Protected Bike Lanes to the glossary to better clarify this facility type, and language will be revised. A revision was made	Email/ TEG facilitator

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

For more information, please visit: https://www.portlandoregon.gov/transportation/63710

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
There are a few City Bikeway designations in SW that make no sense (p. 15). I'll being a mark-up to next week's meeting.	Keith Liden	Staff will respond to these issues when they are received.	Email/ TEG facilitator
Same comment as above (Very Complete. It is to be hoped that at some point we could have a similar level of importance for objectives for pedestrians). Also, in my black and white version of the document, the classifications do not read very well at all. It will be helpful to have a narrative describing the changes in the next version.	Jeanne Harrison, informal comments from NWDA TC	Staff added commentary noting the changes.	Email
Map 6.41.3 A portion of the Red Electric Trail is shown, but the section from SW Bertha and SW Vermont is wrong and should be included following Vermont, Burlingame Avenue, Burlingame Terrace, Nebraska, Parkhill Drive and then connection across the Newbury Structure on Barbur to Slavin Road to Corbett thence to Gibbs and across the Hooley Pedestrian Bridge. It should also show the route the route the route connecting from Bertha to Taylors Ferry Road and thence to the Willamette Greenway. Both of these routes were included in the Red Electric Trail Plan approved by the City Council in 2007.	Don Baack	The entire Red Electric Trail is shown on this map, but only the portion of it west of Bertha is a Major City Bikeway. The rest of the Red Electric Trail is shown as a City Bikeway.	Email

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TSP Stage 2 Update Discussion Draft - October 2015: Public feedback on Sections 6 & 7: Street Design Classification Descriptions and Maps

TEG + Public Feedback	Commenter	Staff Response	Comment Source
The TSP, especially in the street classifications sections needs much more emphasis on how the needs of elderly, disabled or others with special needs are served by each of the classified streets given. Specifically I would like to see a simple statement as to what degree of safety pedestrians, the elderly, the disabled and others with special needs will experience if they use a given type of street. Certainly, many of the classified streets are not safe places for these people to walk or ride a bike-but that fact is missing in the classification.	Ray Tanner	Staff agrees that this is important and that there needs to be more on this issue. Stage 3 could include a more thorough review and gather more robust public and stakeholder input.	Email/ TEG facilitator
Also, if we are serious about Vision Zero we need to also demonstrate in each street classification statement how that classified street relates to Vision Zero goals.	Ray Tanner	Vision Zero work is underway. Staff will incorporate this comment into work with their TAC and into future TSP updates.	Email/ TEG facilitator

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

For more information, please visit: https://www.portlandoregon.gov/transportation/63710

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Also, simple diagrams would help in understand differences in the classifications.	Ray Tanner	Great suggestion, staff is working on a diagram to address this to be shared with the Planning Commission in upcoming hearings.	Email/ TEG facilitator
Policy 6.11 is apparently the transportation strategy (p. 3). As noted above, I would like the staff to explain how they see this working in practice.	Keith Liden	These objectives are at higher policy level and how it is applied depends case by case. It will require a combination of objectives, classifications, design guidelines, engineering standards to inform decisions about allocation of right-of-way space where space is limited. PBOT continues to seek funding for development of design guidance and a policy framework for decision making.	Email/ TEG facilitator
The draft of Policy 6.11 describes the desirability of having "physically separated bicycle and pedestrian facilities" and in other places "separated facilities". Is the same design intended, and if not, how would they be different?	Keith Liden	They are intended to be the same, but this could be confusing. Staff removed the word "physically" from the Neighborhood Main Streets objective for consistent usage.	Email/ TEG facilitator
For enhanced greenway corridors (p. 25), the importance of <u>connecting</u> them to form a seamless network should be emphasized. Data suggests that these facilities will be one of the best ways to attract "interested but concerned" cyclists. Attracting this group will be critical for meeting the city's non-SOV targets.	Keith Liden	Language was revised to emphasize connections and networks in the Proposed Draft. Please refer to page 27 of Section 6.	Email/ TEG facilitator
My suggestion is to add the following text, after "essential movement of all modes": <u>as defined by the modal classifications.</u>	Lidwien	The officers from the city's bicycle, freight and pedestrian advisory committees met over the course of many months to hammer out final recommended language for these policies. That resulted in incorporation of the idea of performing careful analysis in order to consider the essential movements of all modes. All committees were satisfied with the current language. Staff defers to the agreed modal committee language.	Email/ TEG facilitator
In addition, the Street Design classification Design Elements for Civic and Community Main Streets, should include parking – to be complete, to be consistent with the Curb Zone language about supporting adjacent land use, to be consistent with the bicycle classification language about compatibility with adjacent land use, and also because parking can be a pedestrian buffer from vehicle traffic.	Lidwien	Parking is just one of many access functions of the curb zone, and is not necessarily preferred over any other access uses of the curb zone. Use of the curb zone for parking should be prioritized depending on land use context and demonstrated need.	Email/ TEG facilitator

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Policy 6.11 Street Design Classification Descriptions: Civic Main Streets and Neighborhood Main Streets: Add: Civic Main Streets shall be managed to avoid encroachments (e.g. publication boxes) and enforce regulations (cafes and trash containers) to assure adequate pedestrian passage and convenient use of the street for pedestrians.	Phil Selinger	Language was revised to reflect the need for a clear pedestrian through zone in addition to furnishing zones and frontage zones.	Email/ TEG facilitator
Policy 6.11 Street Design Classification Descriptions: Civic Corridors - or Neighborhood Corridors: Understanding that these descriptions are aspirational.... should there be mention of how a Civic Corridor such as West Burnside becomes compliant with its description? I guess I am expressing a frustration specific to this dysfunctional street that has limited opportunity to fulfill the needs of the community.	Phil Selinger	Many Civic Corridors currently do not match the desired design, but giving them this classification helps guide future changes to the street. If funding is identified for a streetscape project on W Burnside, the Civic Corridor classification will offer guidance on what to emphasize in the redesign.	Email/ TEG facilitator
Policy 6.11 Street Design Classification Descriptions: Local Streets: This is a very weak description yet this is what many Portland residents experience walking out their front door. Should the street be paved with sidewalks on both sides? Are two full lanes to be provided or is 1 1/2 lanes enough? Is street lighting included? Other amenities?	Phil Selinger	Local streets need to be very context-sensitive, and can incorporate many kinds of design. Many local streets should have sidewalks, but low-volume local streets may be designed to a shared-street standard. In some cases two full lanes may be preferred, but in many cases a "queueing" street may be more appropriate to ensure calm traffic. Street lighting should generally be included, but levels may be lower than on major streets.	Email/ TEG facilitator
Would like to discuss the removal of "lanes" from design descriptions. Providing information on number of lanes, even if flexible (e.g. up to 4 lanes, 2-4 lanes, etc.) provides an image of what the street could look like. Additionally, some streets,	Metro	The Lanes section will be restored throughout, though most were revised to offer typical ranges.	Email/ TEG facilitator
"Width - Civic Corridors (and, Civic Main Streets and Regional Corridors) generally feature a wider right-of-way than Neighborhood Corridors and are able to provide more space for each mode." Is the intent really to provide "more" space for each mode? Consider changing language to "desired space" for each mode.	Metro	This change was incorporated to better clarify the intent.	Email/ TEG facilitator
Would like to see a single statement about the classifications taking account for the elderly and those with disabilities and those riding bikes.	TEG member	Staff agrees that this is important and that there needs to be more on this issue. Stage 3 could include a more thorough review and gather more robust public and stakeholder input.	TEG Meeting Notes
Urban throughways were built in 1960s when cars were king. The interchanges between the car-dominated urban throughways and streets where other modes are supposed to prevail are terrifying.	TEG member	The description was revised to incorporate these concepts and emphasize the need for high-quality multi-modal crossings of limited-access highways.	TEG Meeting Notes

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
A drawing or photo of a street cost section that can serve as examples of different street classifications would be useful	TEG member	The BPS Comp Plan "Urban Design Direction" Report included two photos (p. 25) and some conceptual diagrams of "civic" and "neighborhood" corridors on pages 25-27. Here is the link to the report: https://www.portlandoregon.gov/bps/article/541786 Additional visualizations might be produced once design guidance tools/manuals are developed as part of the implementation. Metro is updating the regional Livable Streets Guide which take into account changes to Portland's street design classifications.	TEG Meeting Notes
Southwest is a bit unique because of the auto-oriented nature. It would be nice for there to be an overlay in the area that gave a higher designation to the side streets on which there are bikeways.	TEG member	It is already possible to overlay the traffic classifications with the bicycle classification to identify where local streets are on the bikeway network.	TEG Meeting Notes
Move more of the bike routes to the side streets and off of the main streets.	TEG member	The Portland Bicycle Plan for 2030 plans for bikeways on both major streets and side streets, to serve a variety of destinations and users.	TEG Meeting Notes
Why so many different classifications? Are they necessary? Or are they only meant for transportation wonks? Can they be simplified for people outside of the wonkery? The language can really be confusing.	TEG member	The number and descriptions of classifications are needed for meeting Metro and State requirements.	TEG Meeting Notes
Changing description "most space for each mode" to "the desired space for each mode". If one of our modes is unable to be accommodated, a network approach can be implemented—aka one mode will be moved to another street.	TEG member	This change was incorporated to better clarify the intent. Please refer to Civic Main Streets in Section 6 page 5 of the Proposed Draft.	TEG Meeting Notes
We don't decide to build a bridge depending on where people swim across a river. The classifications seem to be trying to be all things for all modes.	TEG member	Most streets should be built as complete streets serving all modes. The modal classifications and transportation strategy for people movement offer guidance on priorities and trade-offs.	TEG Meeting Notes
Should be an explanation of why there are so many different classifications	TEG member	The introductory language explains the need for these classifications. Need to meet Metro and State requirements.	TEG Meeting Notes

TEG + Public Feedback	Commenter	Staff Response	Comment Source
The street design descriptions were based on requirements by Metro to match their designations and descriptions. Since you are recommending changes, are they still in conformance with Metro's and/or do they need to be? It will be helpful to clarify in the Commentary section.	Jeanne Harrison, informal comments from NWDA TC	We are working with Metro during the update of the RTP to determine how our classifications can be consistent.	Email
Glad the Multimodal Intersections are going away.	Jeanne Harrison, informal comments from NWDA TC	Thanks.	Email
Also missing are the greenways for SW Portland. This would include the SW Urban Trails as well as key bicycle greenway routes.	Don Baack	Trails are not always greenways. The 2035 Comp Plan Update recommends a city greenways map (page PG3-32) as well as eight "Trails" policies (Policies 8.50-8.57) and Public Trail Alignments map (Figure 8-2). TSP bicycle classification and pedestrian classification maps identify trails that are part of the citywide bikeway and pedestrian networks.	Email
6.11 J. Good writeup. Add after the 3rd bullet: "Bicycle and pedestrian Routes may be separated even though they generally follow the same corridor" The reasoning is to allow split modes in heavy bicycle traffic areas to make it safer for all users.	Don Baack	Similar language is already included in the classification description.	Email
P 27. L. Should design include specification of at least a continuous sidewalk on one side of the street? Should Shared Street be defined here?	Don Baack	Sidewalk on only one side offers a variation (to streets with sidewalks on both sides) due to feasibility or cost issues. Language was added regarding Shared Street design. Please refer to Proposed Draft Section 6 page 29.	Email
Requires one or more major changes. The plan should prioritize keeping local streets from being used as major arteries; in these cases the city should take action to reduce the flow onto these streets to preserve neighborhood livability. Should Civic and Neighborhood Corridors have unique classifications inside and outside of Centers? Yes.	Online Survey	In general the modal and street design classifications do support keeping more traffic on higher-classification streets, though local streets are needed to provide access to local residences and commercial uses and to keep pressure off major streets for connectivity and circulation purposes.	Online survey
Comment: Classification changes might allow a change in prioritization on one street to harm another mode on another street.	TEG	Tradeoffs are a reality of street design in constrained areas.	Sept. TEG mtg

Ord. 188177, Vol. 2.5, page 15143

TEG + Public Feedback	Commenter	Staff Response	Comment Source
P. 11 Design elements — there is no mention of consideration re: retaining or restoring historic or cultural elements — contractor stamps, etc. Same thing on P. 15, P. 19	Linda Nettekoven	Historic/cultural elements of specific main streets/neighborhoods are often identified as part Streetscape Plans, e.g. Alberta Streetscape Plan, Chinatown 3rd & 4th Ave Streetscape Plan, etc. These features are generally unique to individual areas so it is preferable to determine the historic/cultural elements through specific area/corridor plans. No change.	Email
P. 17 Design elements — is there a definition of a "wide sidewalk"? Does it mean anything greater than 6 feet or is there a sidewalk size scale somewhere else?	Linda Nettekoven	The Pedestrian Design Guide contains sidewalk standards and guidelines. At the policy level, "wide" effectively communicates that sidewalks should be at the upper range of any such guidelines and should not be sacrificed for other demands.	Email
Where is any mention of "shared streets" without sidewalks or streets with modified design standards ("out of the mud", etc.)? How will these be classified?	Linda Nettekoven	This has been added as a design option for Local Streets. Please refer to the Proposed Draft Section 6 page 29 for the new language.	Email
Section 6 Street Design …General street classification names are confusing — do we have to have two Civics --Civic Main Streets and Civic Corridors? And then there are Greenways again delineated from Green Sts. in the Glossary, but for the many people who don't ride bikes, it might be easier to keep them off the greenways if they had "Bike" in their names. Too me the bike classifications are clearer than the street classifications. I know the Glossary clearly defines them, but to the average person, they are confusing.	Linda Nettekoven	While there are several similar classifications, this is what is need to be in compliance with both the Comp Plan and the RTP. "Greenways" and "Green Streets" do not exist in the Street Design Classifications section. Enhanced Greenway Corridors and Greenscape Streets are both Street Design Classifications, and could potentially be confusing. Staff considered changing the names of one or both classifications for clarity, however ultimately determined to include greater information and clarity in the commentary.	Email
P.9 C Indus Roads: What does final line in first par mean? "Adjacent land uses sometimes orient to Indus Rd." Is this standard transp. vernacular? My concern is that we often seem to designate a road as a freight route and then build affordable housing there or add commercial which then makes people want to make the trucks go away.	Linda Nettekoven	This simply means that industrial properties only sometimes orient toward the main road, but may be oriented away from the main road. This is in contrast to Civic and Neighborhood Corridors and Main Streets, where land uses are expected to be oriented toward the main road.	Email
The street classification maps were not delivered in a format we could really review. The black and white maps made it hard to see what was changing, or what classifications were proposed. We would need to get GIS layers, or color maps that highlight actual changes	BPS	Staff included better maps in the Proposed Draft.	Email

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TSP Stage 2 Update Discussion Draft - October 2015: Public feedback on Section 8: South Waterfront and Water Avenue Area Classification Maps

TEG + Public Feedback	Commenter	Staff Response	Comment Source
The Central City Bicycle Classifications (p. 12, Map 6.42.3) doesn't show SW 4th as a city bikeway north of Broadway/I-405. As the continuation of Barbur into the downtown, this makes no sense. Also, this is inconsistent with Map 6.41.3 in Section 5.	Keith Liden	See proposed classification changes in CC2035.	Email/ TEG facilitator
The map also doesn't show SW 20th in Goose Hollow, which is shown in the map app as a bike improvement on the constrained list.	Keith Liden	See proposed classification changes in CC2035.	Email/ TEG facilitator
Why are there no maps for other portions of the city?	Keith Liden	Map were removed to avoid confusion that changes were already adopted by Council in March 2012 (Ord No. 185208) to amend some street classifications in the "South Waterfront" area and near SE Water Ave in the "Central Eastside" area. (Neither of these areas is within the Southwest District, there were no changes to street classification in SW Portland).	Email/ TEG facilitator

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

For more information, please visit: https://www.portlandoregon.gov/transportation/63710

TEG + Public Feedback	Commenter	Staff Response	Comment Source
It would be nice to use the Commentary to explain what is being changed and why otherwise the maps don't make much sense. For example, what did Ordinance 185208 say?	Jeanne Harrison, informal comments from NWDA TC	Staff included more information in the commentary. Please see Proposed Draft Section 6 page 3 for updates.	Email
Title & contents are not congruent!	Don Baack	Updates were made for the second Discussion Draft.	Email
I cannot find any SW maps. I will request them from Francesca so I can comment in the next week.	Don Baack	Map were removed to avoid confusion that changes were already adopted by Council in March 2012 (Ord No. 185208) to amend some street classifications in the "South Waterfront" area and near SE Water Ave in the "Central Eastside" area. (Neither of these areas is within the Southwest District, there were no changes to street classification in SW Portland).	Email

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TSP Stage 2 Update Discussion Draft - October 2015: Public Feedback on Section 9: Master Street Plan Descriptions and Maps

TEG + Public Feedback	Commenter	Staff Response	Comment Source
The street plan maps for SW and Far Southeast should be provided for reference (p. 11).	Keith Liden	Far SE is included; Tryon-Stephens Neighborhood Street Plan - adopted by Council in Nov 2015 - represents the only change to the SW Master Street Plan. Future changes might be considered as part of future planning projects/efforts.	Email/ TEG facilitator
Metro Requirements, p. 7 – Update this section with the relevant parts of the Regional Transportation Functional Plan, where the requirements are listed.	Metro	Section updated. Please see Proposed Draft Section 9 page 7.	Email/ TEG facilitator
This Section is not numbered; shouldn't it be?	Jeanne Harrison, informal comments from NWDA TC	Section 9; first page of the section and in the footer.	Email
Page 25: The last paragraph is both underlined and struck through.	Jeanne Harrison, informal comments from NWDA TC	Updated.	Email

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
Division-Midway Neighborhood Street Plan (2015). In the last sentence, the Resolution number is missing. Has the plan been completed?	Jeanne Harrison, informal comments from NWDA TC	Division-Midway Neighborhood Street Plan is complete and adopted by Resolution # 37157 on Oct. 15. 2015	Email
Page 59: The title for the street plan is in the Commentary but not on the top of Page 59. It's obvious what is being deleted, but a title would clarify that.	Jeanne Harrison, informal comments from NWDA TC	Fixed.	Email
Why is the SW Master Street Plan not included in the document? I have one or two changes to propose. How do I do that? When?	Don Baack	Tryon-Stephens Neighborhood Street Plan - adopted by Council in Nov 2015 - represents the only change to the SW Master Street Plan. Future changes might be considered as part of future planning projects/efforts.	Email
Requires one or more major changes. The South Waterfront plan needs to be fully integrated into a major effort to redesign traffic flow in all across inner SW Pdx, particularly in regards to commuter traffic to OHSU and those cutting across to the 405 interchange; currently this is one of the biggest choke points in the city and the traffic has literally destroyed the historic Lair Hill neighborhood. Planning needs to prioritize neighborhood preservation and stop cars from congesting small residential streets in an attempt to avoid congestion on the larger arteries	Online survey	The South Portland Circulation Plan identified a project to address traffic circulation in South Portland. Refer to the South Portland Corridor Improvements Project (TSP ID 90060)	Online survey
Map of South Waterfront master street plan still shows a ROW through the middle of Caruthers Park - between Gaines/Curry, Bond and Moody. There is no ROW there, it was vacated years ago. TEXT CHANGE SUGGESTIONS: Delete shown ROW (SW Pennoyer) between Gaines/Curry, Front/Moody. Page 19	Portland Parks	ROW through Caruthers Park (SW Pennoyer) has been removed (Section 9, p. 19)	Email

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TSP Stage 2 Update Discussion Draft - October 2015: Public Feedback on Section 10: Performance Measures

TEG + Public Feedback	Commenter	Staff Response	Comment Source
BTA strongly supports the formal adoption of the new performance measure regarding mode share, "The City Council has adopted a 70% non--SOV commute mode share target in Portland Plan and Climate Action Plan, and a 25% bicycle mode share target in the Bicycle Plan for 2030." This is exactly the type of decision--making criteria we need to build a safe, healthy, and climate friendly transportation network in Portland.	Gerik Kransky	Thank you.	Email/ TEG facilitator
We are disappointed to see a mandatory "Level of Service" traffic delay measure included in this section of the draft yet no progress being made on the development of a new Multi--Modal Level of Service. Questions for staff: **1. What is the status of PBOT's Transportation Growth Management grant-- funded effort to develop a multi modal level of service standard;** **2. and are there new efforts afoot to create and implement such a standard?** **3. What impact will recently proposed Federal Highway Administration rule changes regarding geometric design of National Highway System routes1 have, if any, on PBOT's current TSP?**	Gerik Kransky	PBOT wants to replace LOS with a multimodal measure. We've determined that the best path forward is for PBOT Development Permitting and Transportation Planning to collaborate to update our basis of counting trips and travel mode associated with development types. New methodology will set a progressive foundation in acknowledging and appropriately assigning development impacts regarding pedestrian, bicycle, transit, and motor vehicle trips and relate them to Level of Service, system-based, and traffic impact analyses. The update, scheduled to occur in 2016, is projected to produce a multimodal traffic impact analysis and mitigation methodology for use in development review. It will occur in coordination with, though outside of, the Transportation System Plan update.	Email/ TEG facilitator

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015. *For more information, please visit: https://www.portlandoregon.gov/transportation/63710*

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Section 10 - Performance Measures - I'd like to underscore the note in the commentary about the importance of reducing auto-ownership rates as an outcome. I would encourage policies and measure to drive this.	Chris Smith	An auto ownership target is now included in the Proposed Draft. Please see Objective H on page 3 of Section 10.	Email/ TEG facilitator
I'd like an explanation about traffic capacity analysis and the option to provide multi-modal infrastructure or TDM as mitigation to traffic impacts (pp. 4-5). It's not clear as presented. If we're going to achieve the lofty 70% non-SOV and 25% bicycle mode share targets (p. 3), multi-modal improvements shouldn't be an option – they should be required. The city's current method for evaluating new development is with a Transportation Impact Assessment (TIA). My observation is that this assessment is nothing more than a traditional traffic study with very limited acknowledgement of any other mode besides cars. All the emphasis is placed on auto-related improvements with ped/bike/transit taking a distant second priority.	Keith Liden	PBOT wants to replace LOS with a multimodal measure. We've determined that the best path forward is for PBOT Development Permitting and Transportation Planning to collaborate to update our basis of counting trips and travel mode associated with development types. New methodology will set a progressive foundation in acknowledging and appropriately assigning development impacts regarding pedestrian, bicycle, transit, and motor vehicle trips and relate them to Level of Service, system-based, and traffic impact analyses. The update, scheduled to occur in 2016, is projected to produce a multimodal traffic impact analysis and mitigation methodology for use in development review. It will occur in coordination with, though outside of, the Transportation System Plan update.	Email/ TEG facilitator
Section 10: Performance Measures: This section clearly reads as being unfinished business (which it is). The 70% non-SOV commute mode share target is commendable, but reads as being arbitrary. It needs to be accompanied with some points as to how and why that is attainable. The collaboration the City is now doing with TriMet needs to be referenced here. Transportation Demand Management is a very large bucket. More specifics are needed. This is one place where urgency needs to be expressed. Creative and aggressive strategies are needed.	Phil Selinger	Good comment. On page 2 of the Proposed Draft we added reasons for the 70% non-SOV mode share target. On page 4 we added a reference to the City's collaboration with Tri-Met. The City is modeling the results of comprehensive plan and transportation system plan actions to determine the attainability of the mode share target.	Email/ TEG facilitator

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
Performance Measures (Section 10): this chapter presumably implements Policy 9.48 ("Performance Measures: Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.a through 9.1. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments and Conditional Uses"). It would be helpful if the Stage 2 draft elaborates what the proposed performance measures will be to implement this policy. Chapter 10 is mostly commentary, and has some good ideas that need more discussion/elaboration. In particular, performance measures need to identify the data that will be used to measure progress, and include a baseline that describes existing conditions. The PSC transmittal letter (Sept. 10, 2015) references the 12 Portland Plan Measures of Success, including "80% of households live in complete neighborhoods (as measured by the Complete Neighborhoods Index)-- I would like to know what data is used to calculate the Complete Neighborhoods Index and how citizens can analyze that data for specific neighborhoods and evaluate progress. Another item in the PSC letter, "70% of people walk, bike, take transit or use other less polluting ways to get to work" is measured by commute trips, and should note that it does not include all trips and explain what data would be used.	Marianne Fitzgerald	The Proposed Draft includes citywide commute mode share, auto ownership, GHG, and VMT targets on page 3 of Section 10. We will provide a more comprehensive explanation of model results in early 2016 after we receive and analyze the data from the Metro model run based on the Planning & Sustainability Commission's July recommendations. The Bureau of Planning & Sustainability is in charge of the Portland Plan Measures of Success.	Email/ TEG facilitator
I'm wondering when we are going to get to see any of the transportation modeling that is supporting the numbers for the performance measures—would love to see a presentation on those number some time.	Oct. TEG mtg	Some of the modeling results are available in the Growth Scenarios report. Staff will provide a more comprehensive explanation of model results in early 2016 after we receive and analyze the data based on the Planning & Sustainability Commission's July 2015 recommendations.	TEG Meeting Notes

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
In the Commentary it would be nice to explain what VMT and GHG are for the reader. And good luck with this; it's very important work that has always gotten pushed off to the future.	Jeanne Harrison, informal comments from NWDA TC	Agree. See page 2, section 10, of the Proposed Draft.	Email
P.8 Table 2.4 I read but do not understand what is being presented. Point is I have no idea what you are addressing. Suggest an explanation of why it is there, why it is important. Suggest you put in actual car counts on a sample street.	Don Baack	Staff added commentary that Portland will work with Metro, ODOT, and DLCD to determine whether to adopt the Interim Regional Mobility Policy to be in compliance with the Regional Transportation Functional Plan. Please see page 4 of Section 10 of the Proposed Draft.	Email
Requires one or more major changes. Should the City adopt strong policies in order to meet traffic, safety, health, equity, and climate goals and targets? Yes. Should the City consider expanding or replacing "level of service" auto-oriented standards to reflect all modes? Yes.	Online survey	Staff are analyzing the range of investments and policy actions needed to achieve adopted targets.	Online survey
Requires one or more major changes. Mode share targets need some active help, and eliminating both required (for construction) and free-in the- right-of-way parking would be a magic bullet. While PBOT does not control building codes, it certainly controls one of the major parking areas in the city. All over the city. Should the City adopt strong policies in order to meet traffic, safety, health, equity, and climate goals and targets? Yes. Should the City consider expanding or replacing "level of service" auto-oriented standards to reflect all modes? Yes.	Online survey	PBOT is updating parking requirements through the Citywide Parking Strategy.	Online survey

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Looking forward to the LOS alternatives. As a TEG member it would be really helpful to have a look at our performance standards across the past decade — baseline, how we've improved and most important — what seems to have contributed to the changes. The goals seem very necessary but very aspirational.	Linda Nettekoven	In 2015 PBOT initiated a project to identify and track system performance over time. We intend to track the performance on measures in the TSP performance measures section, and will be sharing results via a new "performance dashboard" and other means. We intend to improve data collection, analysis, and incorporating performance data into decision-making.	Email
Section 10 Performance measures: I'm excited that we might be considering modal performance and other items in addition to the usual "Level of Service".	Linda Nettekoven	Thank you.	Email

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TSP Stage 2 Update Discussion Draft - October 2015: Public Feedback on Section 11: Glossary of Transportation Terms

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Definition of a Bicycle seems overly technical.	Chris Smith	This is the definition Metro uses in their Regional Active Transportation Plan (although we removed the word "solely" before "propelled by human power" from their definition).	Email/ TEG facilitator
Definition of Bike Share describes the "station" model that is not actually the one we're pursuing!	Chris Smith	Language updated. Please refer to the Proposed Draft Section 11 page 7.	Email/ TEG facilitator
We are not treating all Centers equally. We removed the definition of "Central City" in favor of lumping under "Centers" but have not done the same for "Regional Centers" or "Town Centers"	Chris Smith	Updated. Now all Centers are found in the glossary under the Centers heading.	Email/ TEG facilitator
We have a definition for High Capacity Transit, should we add one for "Frequent Service" transit?	Chris Smith	Added. Please see Proposed Draft Section 11 page 15.	Email/ TEG facilitator
Should we add a definition for "Protected Bikeways"?	Chris Smith	Added "Protected Bike Lane" on Proposed Draft Section 11 page 27.	Email/ TEG facilitator
Not sure definition of Streetcar should include "mixed-traffic". I expect we'll see portion of the Streetcar system become exclusive right-of-way over the next 20 years.	Chris Smith	Definition updated. Please see Proposed Draft Section 11 page 31.	Email/ TEG facilitator

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

For more information, please visit: https://www.portlandoregon.gov/transportation/63710

TEG + Public Feedback	Commenter	Staff Response	Comment Source	
Metro – delete "2000" from description; dates to document.	Metro	Done. Please see Proposed Draft Section 11 page 19.	Email/ TEG facilitator	Do Sec
Peak Period- there is a typo – "the" is missing a "t"	Metro	Thank you. Update can be found on Proposed Draft Section 11 page 25.	Email/ TEG facilitator	
Curb Zone. The glossary defines this as "the area of public right-of-way next to the curb." What about all of the ROW that does not have a curb? Management of the full right of way needs to include all of the public uses of the right of way, including stormwater management (i.e. ditches and swales) and shoulders. If it's specific to parking, there have been many issues where vehicles parked on shoulders force people to walk in the street (which is very unsafe). This topic may need more discussion.	Marianne Fitzgerald	Updated description can be found in the Proposed Draft in Section 11 page 13.	Email/ TEG facilitator	
In general, terms here should mirror terms in the Comp Plan glossary or explain the nuanced difference. For example, the term "Access" is very different in the two documents. Other terms: City Greenway – should this say City Greenways since the definition references a "system" of streets and trails to be consistent with the Comp Plan. "Corridor" is very different in the two documents. "Curb Zone" should probably be in the Comp Plan since I think it's used there	Jeanne Harrison, informal comments from NWDA TC	Language is now more consistent with Comp Plan glossary definitions.	Email	
The Comp Plan uses the term, "Neighborhoods" and the TSP uses "Neighborhood"; while I know the difference, it can be confusing to the typical reader. Perhaps some clarification is needed.	Jeanne Harrison, informal comments from NWDA TC	Staff reviewed the Comp Plan and see that it uses the plural, however the word is more frequently used in the singular in the TSP so staff decided to keep it singular for consistency in the TSP itself.	Email	
Page 37: "Regional Transportation Functional Plan (RTFP)" is not in the correct location alphabetically speaking	Jeanne Harrison, informal comments from NWDA TC	Updated. Please see Proposed Draft Section 11 page 29.	Email	

TEG + Public Feedback	Commenter	Staff Response	Comment Source
4. change to "…prioritized for bicycles and or enhances for pedestrians." Some of the SW Urban Trails are not suitable for bicycles.	Don Baack	Enhanced Greenways as defined in Chapter 3 are enhanced for pedestrians. No change.	Email
P 9. City Greenway 4. change to "…extensive network of streets, or trails with low volumes…."	Don Baack	Staff decided not to make this change in order to keep it consistent with the Comp Plan glossary. Both Chapter 3 of the Comp Plan and the Greenways Report do not mention trails.	Email
Early Bird Parking - Consider the times for early bird parking to help control AM traffic. Probably does not fit here.	Don Baack	Good idea. Staff passed your comments on to Parking Operations staff to consider during the implementation phase of the Central City Parking Policy Updates.	Email
P 23 Nhood Corridor change to "…extensive network of streets, or trails with low volumes…."	Don Baack	Staff considered this change, however determined instead to keep the definition consistent with the Comp Plan Glossary and Chapter 3 of the Comp Plan (see Policy 3.54, Neighborhood Corridors).	Email
P 31 Traffic Calming change to "…calming strategies provide speed bumps, curb extensions, planted median strips, chicanes, roundabouts, narrowed travel lanes and other generally accepted methods to slow traffic."	Don Baack	No change at this time. Current definition includes general PBOT tools.	Email
Add definition of chichane.	Don Baack	Not currently using this term.	Email
Trails. change to "…Trails may be located along streams, through natural areas, along railroad rights of way, along streets, on streets, on easements on private property and on unbuilt rights of way".	Don Baack	Review as part of Pedestrian Master Plan and Trails update.	Email
Comment: No definition of "busy" streets but the term is used a lot.	TEG	No change at this time. Street fee discussion is in the past. Will determine if other sections of PBOT are using this and propose change if needed.	Sept. TEG mtg
A handful of recommendations throughout this section are for physically separated bikeways and others are for shared roadway bikeways yet there is no reference to "protected bike lanes." BTA recommends adding a definition for Protected Bike Lanes in Section 11: Glossary of Transportation Terms and including policy guidance incorporating protected bike lanes as stronger form of physically separated bikeways, especially appropriate on major streets.	Gerik Kransky	Added. Please see page 27 of Section 11 from December 18 draft.	Email/ TEG facilitator

TEG + Public Feedback	Commenter	Staff Response	Comment Source
I believe that water transit needs to be included in this plan. Portland has a long history of water transit and two large rivers that provide available right-of-way. Water transit will not solve all the transportation issues facing the City of Portland, but it can be a valuable piece of the transit options puzzle. Water transit to/from Vancouver, Lake Oswego and even Oregon City is possible today with current technology. Clackamas County already operates ferries on the Willamette and has ferry linking to Portland in their transit plans. They are just waiting for Portland to catch up to them on the planning front. There are over 600 ferry operations in the United States and more every year as technology improves opening more opportunities. In San Francisco, Red and White Fleet was recently awarded a $500,000 grant from MARAD to study the viability of the United States first high speed Hydrogen Fuel Cell Ferry. This concept-ferry would have zero emissions and travel over 30 knots carrying over 150 people, all in a low wake hull design. Portland has the shipyards to build and maintain a fleet of ferries and a solid marine community to operate them. I know there has been misinformation about it being impossible to build water infrastructure on the Willamette River due to various laws and regulations. This is not true as both the Portland Spirit and SK Northwest have constructed docks in the last two years with SK Northwest's dock being installed in October of 2015. The City of Portland Transportation Bureau has never had anyone attend any of the national ferry conferences, even the annual one in Seattle, WA. It has no expertise to make an intelligent decision on the viability of ferries on the Willamette and Columbia River systems. There are over 9,000 commercial vessels carrying about 300 million people annually, surely the opportunity is worth investing some time and energy. Portland has about 10 vessels carrying about 200,000 people annually. The Willamette River is already designated part of the National Marine Highway system and is eligible for funds to promote water transit remove traffic from I-5. Changes to the TSP include: In Chapter 11, under definitions include the following: **Ferry—water transportation, both passenger only and vehicle/passenger versions.** **High Capacity Transit...add Ferry to the definition**	From Dan Yates, President of Portland Spirit Cruises	Addressing water travel identified in the CC Plans.	Email

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TSP Stage 2 Update Discussion Draft - October 2015: Public Feedback on Section 12: Refinement Plans and Studies

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Section 12: Refinement Plans and Studies, Page 3: I would like to suggest that a new study be added to this section: **CORDON PRICING** **Study the implementation of a cordon pricing system within Central Portland. While the scope of the study would include the effectiveness of drawing various different boundaries, one boundary studied should include from I-205 to Skyline Blvd, Columbia River south to the southern City limits. Due to federal regulations, the interstates themselves would not be tolled, but vehicles would be tolled upon exiting the interstates to enter the cordon area. The study scope would include:** **- Boundaries** **- Pricing level** **- Payment collection strategies** **- Projected impacts on VMT, GHG, congestion, transit loads, mode share, etc.** **- Possible use of funds, including mitigating impacts**	Garlynn Woodsong	Added. See page 79 of Section 12.	Email/ TEG facilitator

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
Section 12: Refinement Plans and Studies, Page 17: **Any study of new North Willamette River Crossings should also include:** **- A new pedestrian/bicycle bridge across the Willamette at its mouth, from Kelley Point to Sauvie Island** **- Adding a pedestrian/bicycle path to the North Portland Railroad Bridge, similar to the one added to the Steel Bridge.** **- Whether a new bridge for cars / freight would be needed at all if a Cordon Pricing strategy were adopted.**	Garlynn Woodsong	Added. See page 23 of Section 12.	Email/ TEG facilitator
Section 12: Refinement Plans and Studies, Page 37: **I'm not positive that the Oregon Passenger Rail Project was conducted with the best interests of Portland and its hinterlands in mind. It may be worthwhile to spend more time considering how well-designed, medium-to-high-speed electrified commuter / inter-city rail could be use to reduce VMT & GHG, aid mode-share goals, boost economic development, and grow the economy, especially within station areas. Whether the Tualatin/Portland Commuter Rail Extension Study is the right vehicle for this investigation, or whether the scope should be changed is certainly a valid discussion topic.**	Garlynn Woodsong	No change. Need additional analysis.	Email/ TEG facilitator
Section 12: Refinement Plans and Studies, Page 41: **I-84/I-205/Tillamook Multi Use Connector Study** **This study should not be deleted, as the Phase II of the Sullivan Gulch Trail / Concept Plan, covering the area east of I-205 to 122nd Ave, was never completed. This study needs to be completed, so this phase of the project can move into final design, engineering, and funding phases.**	Garlynn Woodsong	Other section of the trail is in the project list. If project list project not complete; can propose changes to the study at PSC.	Email/ TEG facilitator
Southwest Corridor should include a reference to the Barbur Concept Plan.	Chris Smith	Added. See page 29 of Section 12.	Email/ TEG facilitator

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
I'd love to see the West Portland/I-5 Access item make reference to the land use potential that could be unlocked by relocating the I-5 ramps at Capitol Highway.	Chris Smith	Added. See page 37 of Section 12.	Email/ TEG facilitator
The Hwy 99E – Portland Central City to Milwaukie corridor (p. 17) has significant ped/bike issues as well. This refinement plan should include a robust active transportation component.	Keith Liden	Added. See page 17 of Section 12.	Email/ TEG facilitator
Similar to above the Interstate 205 project (p. 19) should have a ped/bike component, especially relating to crossing I-205 and gaining access to transit.	Keith Liden	Added. See page 19 of Section 12.	Email/ TEG facilitator
Same comment for I-205 Ramp Study (p. 35).	Keith Liden	No change. Needs additional analysis.	Email/ TEG facilitator
Interjurisdictional Arterial Improvements Coordination (p. 63) is an important project to pursue. However, similar to above, the project as described is too auto-centric. Issues pertaining to active transportation should be included. For example, Beaverton-Hillsdale Hwy. has buffered bike lanes and sidewalks up to the western city limits. But at the city limit line it becomes a nightmare for cyclists even though there are two good routes within a couple blocks (Scholls Ferry and Oleson).	Keith Liden	Added. See page 63 of Section 12.	Email/ TEG facilitator
The underlying theme for the majority of the plans/projects revolves around making it better to drive. The city should be sponsoring more work like the Central City Pedestrian Enhancements Study and Multi-modal Safety projects (p. 41).	Keith Liden	Added. See page 41 of Section 12.	Email/ TEG facilitator
Section 12: Refinement Plans and Studies: As discussed at the September TEG meeting this section falls short of being useful to the reader. I don't know the official status of these studies, but some expanded explanation and context would seem appropriate. The Powell/Foster and Barbur references should include the Metro/TriMet-led transit corridor studies. The Lake Oswego to Portland Transit and Transit Study should not be allowed to simply drop out of the TSP, but some outlook for reinventing this process would seem appropriate and in keeping with the ambitious modes shift target of the TSP. I'd like to see more explanation as to how studies drop out of the TSP - whether by virtue of completion or the process faltering.	Phil Selinger	A table with deleted, current and future studies with updates will be added as an appendix for the next version. See commentary page 2; Section 12.	Email/ TEG facilitator

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
These need to be consistent with what is in the RTP. Some of the refinement plans/studies being deleted are in the RTP, such as Lake Oswego to Portland Trail Study and I-5 North from I- 84 to Clark County	Metro	Further analysis is needed with Metro staff. Additional changes as needed will be proposed to PSC in briefings and hearings. If needed.	Email/ TEG facilitator
I-84/Banfield Trail (Sullivan's Gulch) - was Phase II completed and isn't a master plan still needed? There are many feasibility elements that were not included in the concept plan	Metro	No change. The Sullivan's Gulch Trail Concept Plan adopted in 2012 covered the Willamette River to I-205.	Email/ TEG facilitator
Many of these studies focused on making many of the areas better for motorists; the focus should be elsewhere.	Oct. TEG meeting	More analysis and refinement of studies will be done in the next stage of the TSP update.	Oct. TEG meeting
The regional transit studies at Metro and Trimet should be more directly referenced here. There should be references to plans that were completed; they shouldn't just disappear.	Oct. TEG meeting	A table with deleted, current and future studies with updates will be added as an appendix for the next version. See commentary page 2; Section 12.	Oct. TEG meeting
There was an I-5/I-405 loop study but it's no longer in there. It would be nice to know what happened to it.	Oct. TEG meeting	A table with deleted, current and future studies with updates will be added as an appendix for the next version. See commentary page 2; Section 12.	Oct. TEG meeting
Page 3: The last paragraph is partially both underlined and struck through.	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
Page 7: Just a reminder that in the last sentence descriptions that are called for are missing (I assume you know that).	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
Page 15: Last sentence – freight should be capitalized if the other modes are (or not?)	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
Page 37: Should the titles of the studies be struck through since the rest of the descriptions are being deleted?]]	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Page 41: Same comment as above.	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
Page 43: Same comment as above for the Union Station Multi Modal Center Study.	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
Page 47: Should the time frames be updated for the two studies on this page?	Jeanne Harrison, informal comments from NWDA TC	Yes, thank you, updated.	Email
Page 49: Same comment as above.	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
Page 63: The last paragraph has some formatting and spelling mistakes.	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
Page 69: Same comment as above under Citywide All-Modes Needs Analysis.	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
I understand this section to mean future studies. I would appreciate a simple chart that lists the plans, with a status or potential date the plan might be undertaken. In some cases, the plan would have several sections, some completed, some in process and some future.	Don Baack	A table with deleted, current and future studies with updates will be added as an appendix for the next version. See commentary page 2; Section 12.	email
P 25 Last bullet. change to "…Barbur Boulevard Streetscape Plan, SWTrails Plan, Pedestrian Master Plan, 2030 Bicycle Master Plan and Barbur …"	Don Baack	Thank you, updated.	Email

TEG + Public Feedback	Commenter	Staff Response	Comment Source
P 39 There continues to be work done to bring forward a plan for a bicycle & pedestrian trail to Lake Oswego starting at the Selwood Bridge. It should be included in this document.	Don Baack	Trail is still on the project list. Additional analysis can be done as part of a future pedestrian master plan update.	Email
P 69. SW In Motion. Change to "…//buctcke Okab fir 2030, SW Urban Trails Plan, The Red electric Plan, the Barbur Concept …"	Don Baack	No change. Typo. Will add in next draft.	Email
River Based Transit. I'm not sure where this belongs, but I'm not seeing any reference to water based transportation such as water taxis on the Willamette. I've sat through at least two presentations on possible routes, required population growth to make such routes feasible, etc. It was also mentioned during the SE Quadrant Study. If we're thinking 25 years out, shouldn't we be studying this possibility?	Linda Nettekoven	Central City Plan/s will have more about river/water and then will be incorporated.	Email

TEG + Public Feedback	Commenter	Staff Response	Comment Source
I believe that water transit needs to be included in this plan. Portland has a long history of water transit and two large rivers that provide available right-of-way. Water transit will not solve all the transportation issues facing the City of Portland, but it can be a valuable piece of the transit options puzzle. Water transit to/from Vancouver, Lake Oswego and even Oregon City is possible today with current technology. Clackamas County already operates ferries on the Willamette and has ferry linking to Portland in their transit plans. They are just waiting for Portland to catch up to them on the planning front. There are over 600 ferry operations in the United States and more every year as technology improves opening more opportunities. In San Francisco, Red and White Fleet was recently awarded a $500,000 grant from MARAD to study the viability of the United States first high speed Hydrogen Fuel Cell Ferry. This concept-ferry would have zero emissions and travel over 30 knots carrying over 150 people, all in a low wake hull design. Portland has the shipyards to build and maintain a fleet of ferries and a solid marine community to operate them. I know there has been misinformation about it being impossible to build water infrastructure on the Willamette River due to various laws and regulations. This is not true as both the Portland Spirit and SK Northwest have constructed docks in the last two years with SK Northwest's dock being installed in October of 2015. The City of Portland Transportation Bureau has never had anyone attend any of the national ferry conferences, even the annual one in Seattle, WA. It has no expertise to make an intelligent decision on the viability of ferries on the Willamette and Columbia River systems. There are over 9,000 commercial vessels carrying about 300 million people annually, surely the opportunity is worth investing some time and energy. Portland has about 10 vessels carrying about 200,000 people annually. The Willamette River is already designated part of the National Marine Highway system and is eligible for funds to promote water transit remove traffic from I-5. Changes to the TSP include: In Chapter 10, in Task 5 for mode share, include water transit/ferry as part of the solution to reduce SOV.	From Dan Yates, President of Portland Spirit Cruises	Central City Plan/s will have more about river/water and then will be incorporated.	Email

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TSP Stage 2 Update Discussion Draft - October 2015: Public Feedback on Section 13: Area Studies

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Section 13: Area Studies: Consider keeping a list of the area studies in the TSP at least as a reference and context for readers. Web links could be provided with each listing.	Phil Selinger	Will do in next Stage of TSP update and with project tracking process.	Email/ TEG facilitator
P 3. Oversight. Even though it is being deleted, the SW Urban Trails Plan should be listed as being deleted, and someone should be sure it is put on the city web site.	Don Baack	Will do in next Stage of TSP update and with project tracking process.	Email
Please don't delete this chapter without creating a complete and continually updated master list of studies (area as well as modal). Even if they are all on the web, a person needs to know what exists in order to go looking for one, so a link to a master list is important.	Linda Nettekoven	Will do in next Stage of TSP update and with project tracking process. List will stay in the document until the next version and fully updated TSP is available.	Email

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

For more information, please visit: https://www.portlandoregon.gov/transportation/63710

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TSP Stage 2 Update Discussion Draft - October 2015: Public Feedback on Section 14: TDM Objectives and Code

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Service Delivery: **This is a hard question to answer. Ideally, the option with the lowest overhead cost would be chosen, and that information isn't easily available.**	Garlynn Woodsong	We intend to discuss TDM service delivery options in more detail with stakeholders in 2016.	Email/ TEG facilitator
Fees: **TDM shouldn't necessarily be a financial burden on new development, especially new development that is trying to do the right thing (i.e. provide little or no auto parking, plentiful bicycle parking, in a transit-rich location, in a green building, etc.). Therefore, it would make sense to charge as little as possible up-front, and make later fees negotiable based on the merits of the individual project relative to objective standards. That is, understanding that much development is on spec and does not produce revenue until it is leased out or sold off, and fully occupied, as many costs as possible should be deferred and made payable out of income generated by the operating development, rather than loaded as an up-front cost on the spec developer.**	Garlynn Woodsong	Good points. We are evaluating the up front and ongoing options, as well as a mix of the two.	Email/ TEG facilitator

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

For more information, please visit: https://www.portlandoregon.gov/transportation/63710

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
Pre-Approved TDM Plan content: **This is critical. Many developers will not be experts in TDM. To the degree that the City can provide guidance, and the option to select from a menu of options, this would be vastly preferable to making the developer propose the TDM package. If a developer has TDM expertise and wishes to propose an alternative TDM package, on the other hand, there should be a fairly simple pathway to do so, one that does not include excessive additional fees or review times.**	Garlynn Woodsong	Thank you; this option is referenced in the Proposed Draft.	Email/ TEG facilitator
Auto Ownership Target: **Yes, a new auto ownership target should be established, one that provides flexibility for individual residents to be free to choose to own multiple automobiles, if they have the ability to pay the additional related costs, and yet ensures a clear pathway to attaining citywide community goals. The proposed unbundling of parking, combined with parking maximums, and clear regulation & pricing of on-street parking, would seem to provide some good levers towards attaining this goal.**	Garlynn Woodsong	Thank you; we agree.	Email/ TEG facilitator
Section 14: Transportation Demand Management: I suspect folks often tune out when TDM is discussed as it is offered as the panacea without much substance. TDM is going to have to be aggressive and creative to put a dent in the transportation needs conversation. It is too bad that the development of a solid TDM program is lagging behind the balance of the TSP update - though there are some studies that plug in nicely to this effort. While parking management is a key part of a comprehensive TDM strategy - it carries a negative connotation. TDM needs to be cast in a more affirmative light - offering improved personal; health, enhanced community "livability" and convenient and safe mobility choices for all. **The table listing and describing TDM strategies is a good one. I had trouble following the application of this framework. Who is to be required to submit a TDM plan? I suppose Figure 11 is getting to that... What incentives are available to pool (small) employers and institutions to promote and secure collective TDM incentives?**	Phil Selinger	We agree on the importance of framing the positive results of TDM programs, and appreciate your support for a strong program. On page 4 of Section 14 we clarified what types of development are proposed to provide what types of TDM plans (custom or pre-approved).	Email/ TEG facilitator

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
If we have big goals about non-SOV travel, the multimodal infrastructure should be a requirement, not an option. Right now the transportation impact mitigation is very auto-centric.	Oct. TEG mtg	To meet our performance targets we will need both more multimodal infrastructure and the TDM incentives to use the infrastructure. Expanding TDM plan requirements would complement our proposal to expand level of service (LOS) to incent developers to provide multimodal infrastructure. Expanding TDM requirements would also incent higher use of new public-sector multimodal investments through the major projects and citywide programs in the TSP.	Oct. TEG meeting notes
Trying to reach the community through a TMA is a good way to employ those TDM measures to reach your performance targets	Oct. TEG mtg	Encouraging TMA expansion is one option that we will explore for TDM service delivery.	Oct. TEG meeting notes
Is there a way to expand TDM to old buildings switching over to new management?	Oct. TEG mtg	Showing that we can use TDM on new projects is an important first step in that direction.	Oct. TEG meeting notes
Two general comments: 1) Page 6 has two tables. It's not clear what the incentives are for or paid to whom. Are they transit subsidies?	Jeanne Harrison, informal comments from NWDA TC	The tables are now on page 16 of Section 14. Yes, the incentive amounts are for transit subsidies paid to residents (first table) or employees (second table).	Email
2) On page 11, I would say that marketing should be to all tenants, not just those who do not own cars. It's always a possibility that marketing could lead someone to abandon their motor vehicle.	Jeanne Harrison, informal comments from NWDA TC	The "marketing" referenced here is for new tenants and the desire to attract no-car tenants to multi-family buildings with little or no parking.	Email
I would like to explore the potential role for TMA's or other organizations in delivering services. That would also require a look at what kind of City staff support might be available to help establish these groups and what funding they might be able to draw on for their work. As to fees I'd like to see a one-time fee if I could be certain PBOT wouldn't end up cutting the positions of those who do the ongoing monitoring. An auto ownership target would be nice, but it seems a great deal of monitoring would be required.	Linda Nettekoven	We intend to discuss TDM service delivery options in more detail with stakeholders in 2016.	Email

TEG + Public Feedback	Commenter	Staff Response	Comment Source
The mandatory TDM elements are a good start. I'm still concerned that in some parts of the city where much development has already occurred, there needs to be a way to play catch up with those building owners. There has to be some way to mandate a TDM plan perhaps when a building changes hands?? or else commit to the inclusion of systematic education/outreach for those buildings (via Smart Trips?). If we are expecting our Centers/Corridors to absorb 50% of the new growth, we need to focus on existing buildings (perhaps through the association of building managers?) as well as new construction.	Linda Nettekoven	We agree that expanding TDM to new buildings will be important in achieving our goals. We are partially addressing the issue by recommending that residential parking programs include a fee to fund TDM for existing multi-family buildings.	Email
OHSU has some feedback regarding the proposed amendment to Section 14 of City of Portland's Transportation System Plan (the TDM amendment). Thank you for keeping us involved and updated on the process and let me know if you need any clarification regarding this round of feedback. **• We want to ensure we're not asked to perform duplicative actions. We currently perform extensive monitoring in excess of what is required by the state and neighborhood agreements. Any City asks in this regard should acknowledge and be complimentary to current efforts without drawing resources from ongoing efforts. · In many ways our transportation programs are necessarily unique. Any City program should support this uniqueness and should avoid an extensive process of formal exceptions.** **• For aspects of the program operated at the bureau's discretion, we want to ensure the criteria for compliance is consistent year to year.** **• We ask that the cost of the program to organizations be minimized. Every dollar spent on fees is a dollar not directly invested into the program.** **• Any specific stipulations should only be made in context and with the input of the affected organizations. We request that PBOT form a stakeholder advisory committee to promulgate specific rules, and ask that OHSU be on that advisory committee.**	John Landolfe, OHSU Transportation Options Coordinator	We agree with many of the points in this comment. We will continue stakeholder engagement in 2016.	Email

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
The Portland Pedestrian Advisory Committee supports expanding Transportation Demand Management (TDM) requirements from campuses and institutions to mixed use zones and to employment sites within the Central City, as proposed by the Portland Bureau of Transportation as part of the Transportation System Plan update. TDM is a relatively quick, inexpensive, and effective strategy to increase walking, bicycling, and transit use in Portland. TDM is a critical strategy for managing traffic and parking demand. TDM is especially effective not only when combined with expanding pedestrian, bicycle, and transit infrastructure and service, but also when it includes disincentives to single-occupant auto use such as priced or restricted parking. We support key elements of the TDM proposal, including the requirement for residential and office buildings over a certain size threshold to provide residents and employees a "Mobility Incentive." We support allowing employees and residents to choose how they want to use their Mobility Incentive, whether it's for supporting walking, bicycling, or transit. We support the Incentive being substantive enough to change travel behaviors. The six month, $600 incentive level seems reasonable, as does providing incentives to new residents and new employees over time.	Pedestrian Advisory Committee	Thank you; we agree.	Email
Although, my employer does not offer any incentive for me to bike, I still think it's not a good idea to make employers to offer incentive. If the property manager are going to unbundle parking with the building and the city issue permits for street parking. The extra cost or cost saving potential should be enough to incentivize employers to encourage their employee to use alternate mode of transport. Besides, the big employers downtown are already offering one form of incentive or another to encourage transit or bikes.	Patrick Mok	We appreciate the comment. In 2016 we will engage stakeholders to determine whether building owners or employers would be responsible for providing TDM incentives and information to employees.	Email
Forcing employer to offer incentive for employee to use alternate transport is like giving them a raise so that they can pay for the bus or bike. It should be up to the employee to see the cost saving by not need to buy a parking permit. It's redundant.	Patrick Mok	We appreciate the comment. In 2016 we will engage stakeholders to determine whether building owners or employers would be responsible for providing TDM incentives and information to employees.	Email

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Section 14 TDM: Is there any way to require a TDM Plan when a mixed use building changes owners or undergoes a remodel (over a certain size or amount) in addition to requiring them when a new building is constructed?	Linda Nettekoven	We agree that expanding TDM to new buildings will be important in achieving our goals. We are partially addressing the issue by recommending that residential parking programs include a fee to fund TDM for existing multi-family buildings.	Email

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TSP Stage 2 Update Discussion Draft - October 2015: Public Feedback on Section 15: Parking Objectives and Code

TEG + Public Feedback	Commenter	Staff Response	Comment Source
What would be the downside to unbundling parking from housing in city policies?	Oct. TEG mtg	This would need to be carefully coordinated with other policies. For example, in much of the city, we require parking to be built. If it is "unbundled" and on-street parking is free, we would be requiring developers to build something that tenants would have less incentive to use, because they have a free alternative.	Oct. TEG mtg notes
When do all the different parking strategies come together?	Oct. TEG mtg	Then Citywide Parking Strategy is not one single item. It will be adopted by City Council through separate legislative actions (centers and Corridors permit program, Central City zoning code, Performance Based Parking Management, etc.).	Oct. TEG mtg notes
What about putting in charging stations for bikes and for cars in parking spots.	Oct. TEG mtg	We have car charging spaces several locations downtown. In general, the allocation of particular parking spaces is a Parking Operations issue and not a policy-level decision.	Oct. TEG mtg notes
At the last CC Parking Committee Meeting, it was said bike parking was an important consideration but it seems absent from the current parking discussion.	Oct. TEG mtg	Bicycle parking code updates are proposed to occur in TSP Stage 3.	Oct. TEG mtg notes

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

For more information, please visit: https://www.portlandoregon.gov/transportation/63710

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
Section 15: Parking Code Amendment - Commercial Parking in Mixed Use Zone: I have trouble following the pieces of this section as outlined - though they all are familiar as isolated subjects. **I also agree with the following points already submitted by Garlynn Woodsong:** **• Allowing commercial parking outright in more mixed use zones:** **• Parking in mixed use zones should be un-bundled, priced, and capped. With these three things in place, if the structured parking in a building is sold/leased to people who otherwise have no relation to the building -- who cares?** **• Surface parking lots should be discouraged, taxed, disincentivized, or outright banned.** **• Purpose-built commercial parking garages should be heavily discouraged in all zones, and only allowed through a conditional use process, anywhere in the city, so that their effect can be measured against observed demand, mode share targets, VMT targets, and other considerations including the opportunity cost of not allowing the site to be used for its highest and best use.**	Phil Selinger	See above.	Email/ TEG facilitator
Finally, there was some new language in Stage 1 related to new development (policies 9.62 as well as 9.10, 9.11 and 9.12). This language lacks a requirement that all new development construct street improvements consistent with the street classification. Seems obvious, but there are at least 12,500 examples where the city did not require developers to construct much needed transportation infrastructure at the time the property was developed. Now, many of the infrastructure gaps are on the Project List and particularly needed in Centers and Corridors. At a minimum, the TSP objectives need to elaborate on expectations for new development to avoid creating the same infrastructure gaps that we are dealing with in many parts of Portland today.	Marianne Fitzgerald	No change proposed. There are a number of TSP objectives for completion of transportation systems in a manner consistent with street classifications as part of both private development and public investments (e.g. modal street classification descriptions, and objectives 6.4.C, 6.22.B, 6.22. C, 11.11.B, 11.9.F, etc.) Recent neighborhood street plans (Cully, Division-Midway and Tryon-Stephens) were developed with the community to identify where traditional street improvements are needed most and the primary residential street connections, which are important parts of the active transportation networks despite being local service traffic streets. PBOT recently established a residential street program and is working on a Local Transportation Infrastructure Charge so developers can pay a fee in place of receiving a waiver of remonstrance. The LTIC is scheduled to go Council in March/April.	Email/ TEG facilitator

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
It seems that bicycle parking should be considered as part of this work.	Keith Liden	Bicycle parking code updates are proposed to occur in TSP Stage 3.	Email/ TEG facilitator
I am, however, in favor of unbundling parking from the rental contracts. The more choices the better. However, I do hope that there is at least one parking spot per family or apartment unit.	Patrick Mok	Comments shared with the PBOT Centers and Corridors Parking Study project.	Email

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TSP Stage 2 Update Discussion Draft - October 2015: Public Feedback on Section 16: Street Vacation Code

TEG + Public Feedback	Commenter	Staff Response	Comment Source
17.84.025 Approval Criteria (p. 3) should be amended to definitively include retaining street ROW for pedestrian and bike pathways. The wording (public "facilities" and "bicycle/pedestrian spacing") implies this is the case, but the code should be very clear. Using undeveloped street ROW for pathway connections in SW has been a huge benefit for mobility.	Keith Liden	Transportation function includes ped and bike.	Email/ TEG facilitator
On a related note, policies are in draft regarding the use of unimproved street ROW for pathways. As drafted, it includes a provision giving adjoining property owners veto power over the use of public street ROW for transportation purposes (walking/cycling). This approach is also found in the proposed Tryon-Stephens Plan heading to City Council. What is the status of this policy, and how does it relate to these code provisions?	Keith Liden	There is not a veto for neighbors here or in trails policy. Prior to a review property owner must demonstrate adjacent property owner support. The Tryon Stephens Plan recommendation relates to limiting auto access not allowing ped/bike access.	Email/ TEG facilitator
Section 16 street vacation code—approval criteria for vacating streets—it implies that vacation wouldn't happen if there was a trail or pathway needed—more specificity wanted.	Oct. TEG meeting notes	Transportation function can include trails.	TEG Notes
"There shall be no encroachments that impede movement on the right of way." There should be something in the TSP that says that with the regards to street vacations.	Oct. TEG meeting notes	Separate encroachment policies.	TEG Notes

The Discussion Draft public comment period was from Oct. 2, 2015 to Nov. 13, 2015.

For more information, please visit: https://www.portlandoregon.gov/transportation/63710

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TEG + Public Feedback	Commenter	Staff Response	Comment Source
I'm glad this is going into Title 17. There are some folks (hopefully no longer at PBOT) who didn't take policy very seriously.	Jeanne Harrison, informal comments from NWDA TC	Thanks!	Email
Someone in BPS told me that there will be no objectives to fill out the intent of the Policies in the Comp Plan (because there are so many of them). If this is true, how will the TSP objectives – many of them required by the Transportation Planning Rule (and currently incorporated into the existing Comp Plan) be adopted? We talked about this at our meeting, but it does seem problematic. I hope that the Policies of the Comp Plan, once adopted will be incorporated into the TSP with objectives – existing and new "assigned" to each Policy. It is so much easier on the reader if all the transportation policies and related objectives are in one place.	Jeanne Harrison, informal comments from NWDA TC	Comment is broader than street vacations; Objectives will be organized in the new 2035 TSP by Comp Plan "policy groupings" as shown in the Reference Section (p i-ii). This approach is consistent with the structure of the 2035 Comp Plan which grouped goals separately from policies.	Email
P 3. 17.84.025A1 change to "…needed for trails, public services, facilities,…"	Don Baack	Transportation function can include trails.	Email
A5 change to "…system of public streets, or trails, that is generally ……"	Don Baack	Transportation function can include trails.	Email
A6. Add "There is no evidence of current use as a trail nor community testimony suggesting a future use as a trail".	Don Baack	Unclear request, but trail needs to be an adopted in a plan, or proposed for inclusion in a plan. Additional trail analysis will be part of a future ped master plan update.	Email
The new criteria are an improvement, but neither here nor in the Comp Plan does there seem to be a process for engaging with area or modal representatives re: alternative uses for a street considered for vacation. Would street vacations fall under the notification system for the disposition of public property? At present there seems to be a 21 day notice process, too short for most neighborhoods or other groups that meet monthly to respond.	Linda Nettekoven	Process question and concern. Will work with appropriate PBOT and BPS Staff to look at these issues.	Email
Alternative use of streets/ROW There also needs to be a rethinking of the process and criteria that a community group could use if members have a plan for an alternative use of a street (bike or pedestrian path, community garden, parklet, etc.)	Linda Nettekoven	Process question and concern. Will work with appropriate PBOT and BPS Staff to look at these issues.	Email

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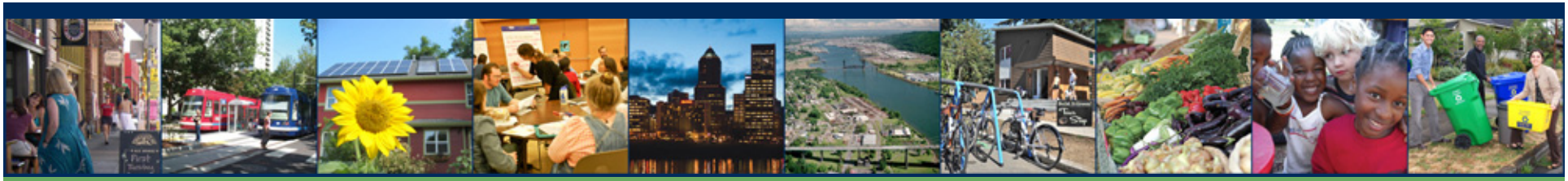

Campus Institutional Zoning Update

A Task 5 project of the 2035 Comprehensive Plan

January 26, 2016

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Campus Institutional Zoning Update Project and Zoning Map at PSC

PSC Brief	November 17, 2015
PSC Public Hearing	December 15, 2015
PSC Work session	January 26, 2016
Zoning Map Update Public Hearing	May 24, 2016 (tentative)

Campus Institutional Zoning Update Project - PSC Actions

- **Vote** on recommendation for Proposed Draft code changes as amended tonight.

- **Provide comments if needed on** Proposed Draft CI zone map changes, to be confirmed or amended following the public hearing on the citywide Zoning Map Update May 24, 2016.

Identified Zoning Code Issues

1. Expiration of Existing Master Plans
2. TDM and TIA Requirements
3. Nonconforming Uses/ Development Status
4. Request to Remove 3 lots from Legacy Emanuel Campus
5. Request to add "Residential" to Permitted Uses List
6. Small Scale Energy Production Allowance
7. Misc. Map Amendments
8. Request for Good Neighbor Agreements

Expiration of Existing Master Plans

Campus	Current Approval	Expiration/ End of Phase
Kaiser Medical Center	CUMP	2000
PCC Sylvania	CUMP	2003
University of Western States	CUMP	2008
Warner Pacific University	CUMP	2013
Legacy Good Samaritan	CUMP	2015
Adventist Medical Center	CUMP	2015
Concordia University	IMP	2017
Reed College	CUMP	2018
Lewis and Clark College	CUMP	2019
PCC Cascade	IMP	2021
Providence Medical Center	CUMP	2022
University of Portland	CUMP	2023
Legacy Emanuel	IMP	2024
Multnomah University	IMP	2025
PCC Southeast	Base Zone	NA

Expiration of Existing Master Plans

1. Affirm the proposed 2020 expiration date

2. Amend code to provide for later expiration date in 2023

TDM Requirements

- Existing Requirement

33.820.070 Components of a Master Plan

Projected transportation impacts. These include the expected number of trips (peak, events, and daily), an analysis of the impact of those trips on the adjacent street system, and proposed mitigation measures to limit any projected negative impacts.

33.848.070 Impact Mitigation Plan Requirements

Strategies to reduce the number of motor vehicle miles traveled by those traveling to and from the campus, i.e. students, patients, faculty, staff, and visitors

TDM Requirements cont.

Proposed Text

33.852.110 Approval Criteria for <u>Transportation Impact Review</u>

Adequate transportation demand management strategies will be implemented to reduce the number of trips made to the site by single-occupant vehicles, especially during peak commuting hours.

Substantive discussion part of TSP

PSC briefing: 2/9/16 PSC public hearing: 3/8/16

Nonconforming Uses

Non-conforming upgrades limited to:

- Landscaping and trees
- Pedestrian circulation
- Bike parking
- Screening
- Paving surface parking

Other standards (building development) are not required to come into conformance

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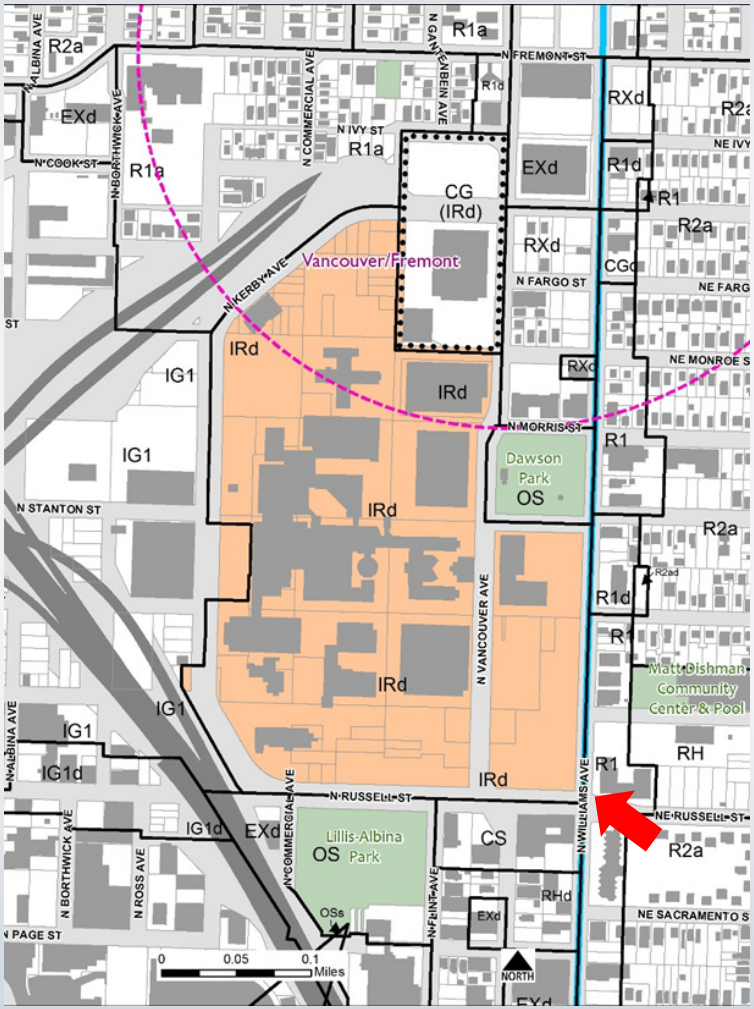
Nonconforming Uses

1. Affirm the proposed code
2. Amend code to add text exempting institutions from non-conforming use and development standards

Request to Remove 3 Lots From Legacy Emanuel Campus



Request to add "Residential" to Permitted Uses List

1. Affirm the Proposed Code (no independent residential uses)
2. Amend code to add "Residential Use" (with our without limitations) to allowed primary use table

Small Scale Energy Production Allowance

1. Affirm Proposed Code
2. Amend code to preclude delivery of "biological materials or by products from other sites".
   - From CI1 zone
   - From Both CI1 & CI2 zones

Good Neighbor Agreements

1. Affirm Proposed Code (no GNA requirement)
2. Add Good Neighbor Agreement requirement to section 33.150.050 Neighborhood Contact and Outreach
   - Good faith effort
   - No city enforcement role

Requested PSC Action

Recommend that City Council:

- Amend Title 33: Planning and Zoning as shown in Proposed Draft Report (as amended tonight)
- Adopt the November Proposed Draft Report as further findings and legislative intent.
- Direct staff to refine code text as necessary.

Map changes, to be confirmed or amended at the public hearing on the citywide Zoning Map Update tentatively scheduled for May 24, 2016.

Thank You

Questions ?

www.portlandoregon.gov/bps/institutions

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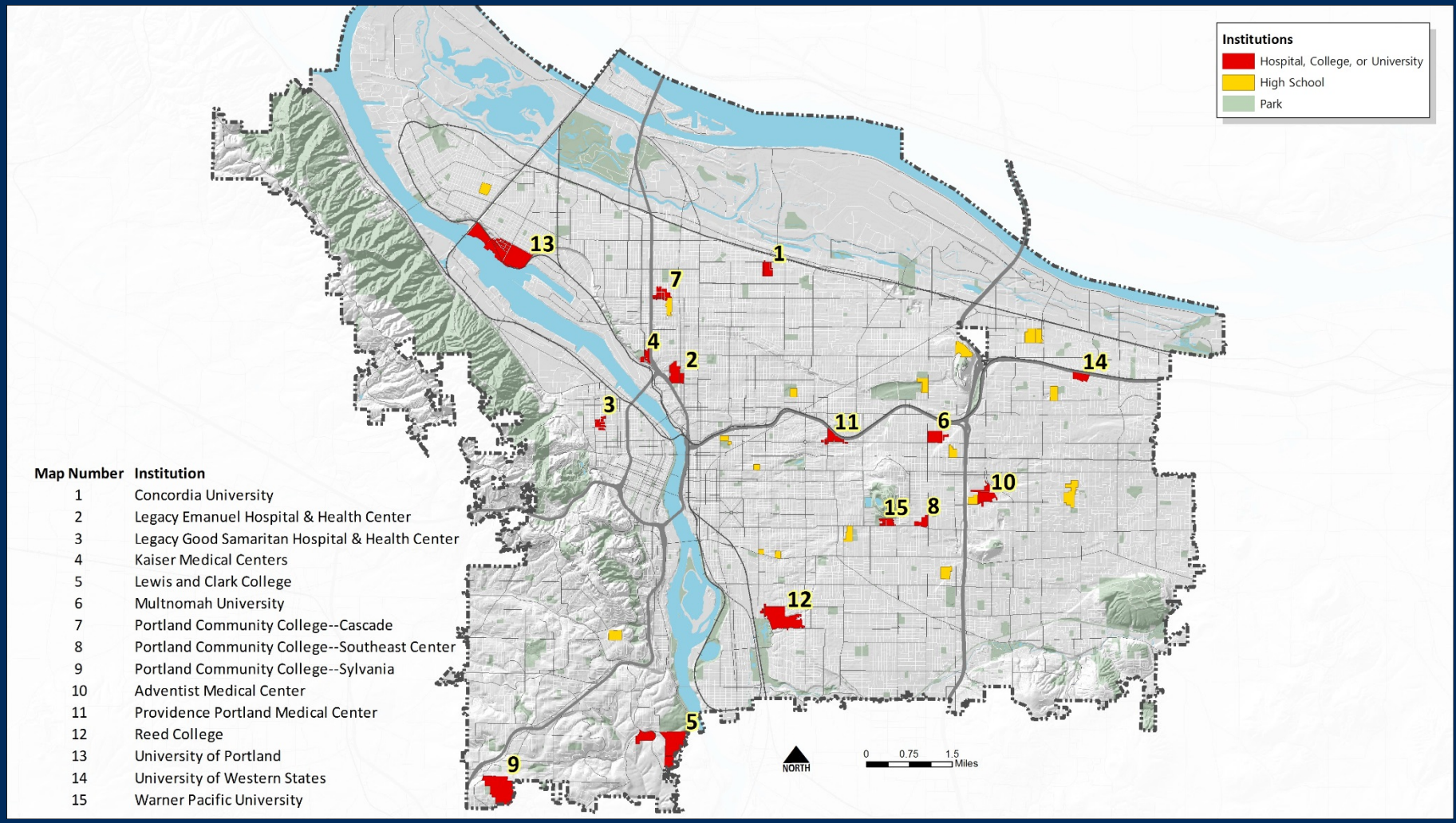
Campus Institutional Geographies



Map Number	Institution
1	Concordia University
2	Legacy Emanuel Hospital & Health Center
3	Legacy Good Samaritan Hospital & Health Center
4	Kaiser Medical Centers
5	Lewis and Clark College
6	Multnomah University
7	Portland Community College--Cascade
8	Portland Community College--Southeast Center
9	Portland Community College--Sylvania
10	Adventist Medical Center
11	Providence Portland Medical Center
12	Reed College
13	University of Portland
14	University of Western States
15	Warner Pacific University

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Transition Period Through 2020

Campus	Current Approval	Expiration/ End of Phase
Kaiser Medical Center	CUMP	2000
PCC Sylvania	CUMP	2003
University of Western States	CUMP	2008
Warner Pacific University	CUMP	2013
Legacy Good Samaritan	CUMP	2015
Adventist Medical Center	CUMP	2015
Concordia University	IMP	2017
Reed College	CUMP	2018
Lewis and Clark College	CUMP	2019
PCC Cascade	IMP	2021
Providence Medical Center	CUMP	2022
University of Portland	CUMP	2023
Legacy Emanuel	IMP	2024
Multnomah University	IMP	2025
PCC Southeast	Base Zone	NA

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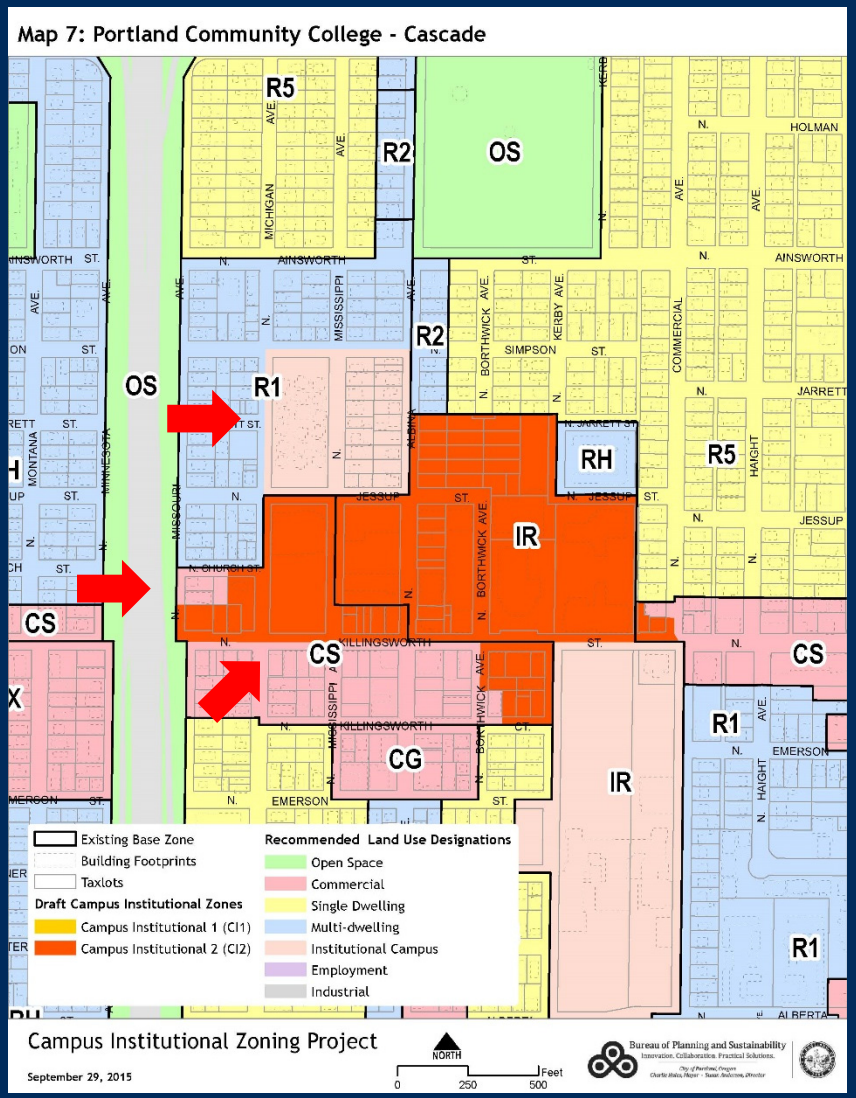
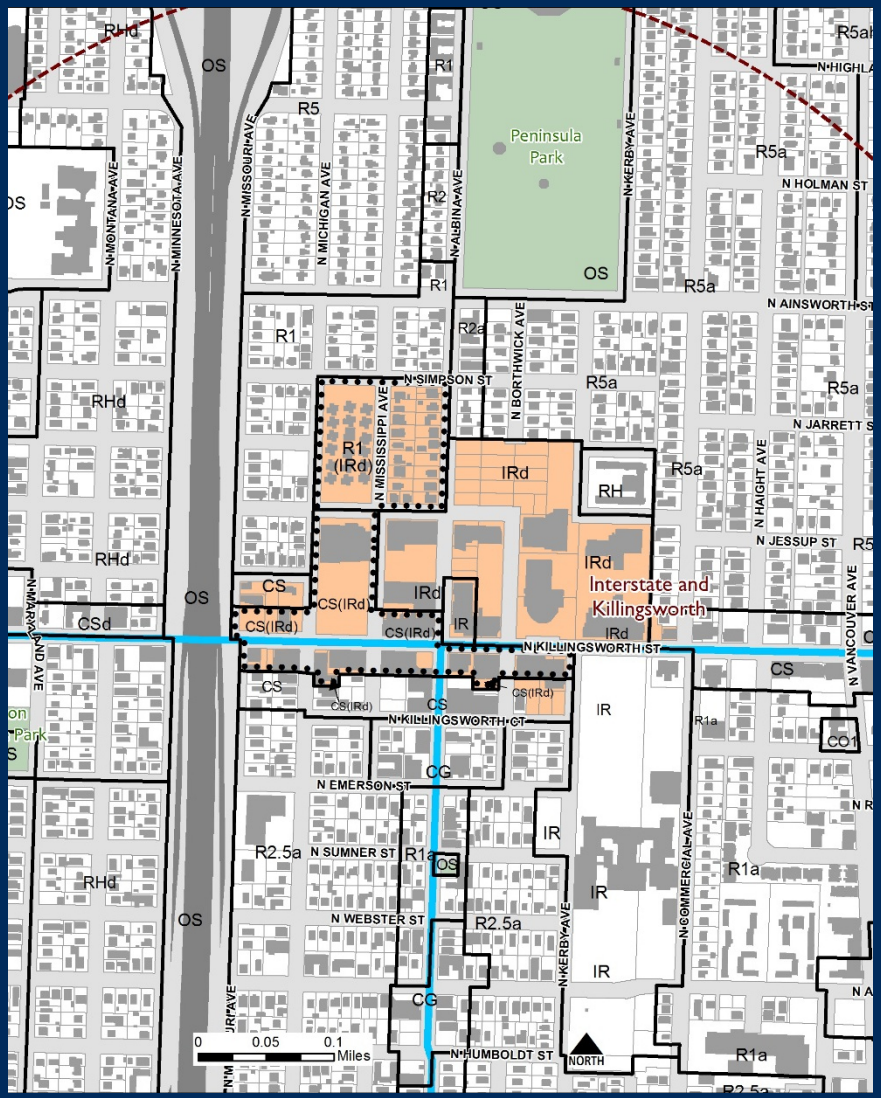
PCC Cascade





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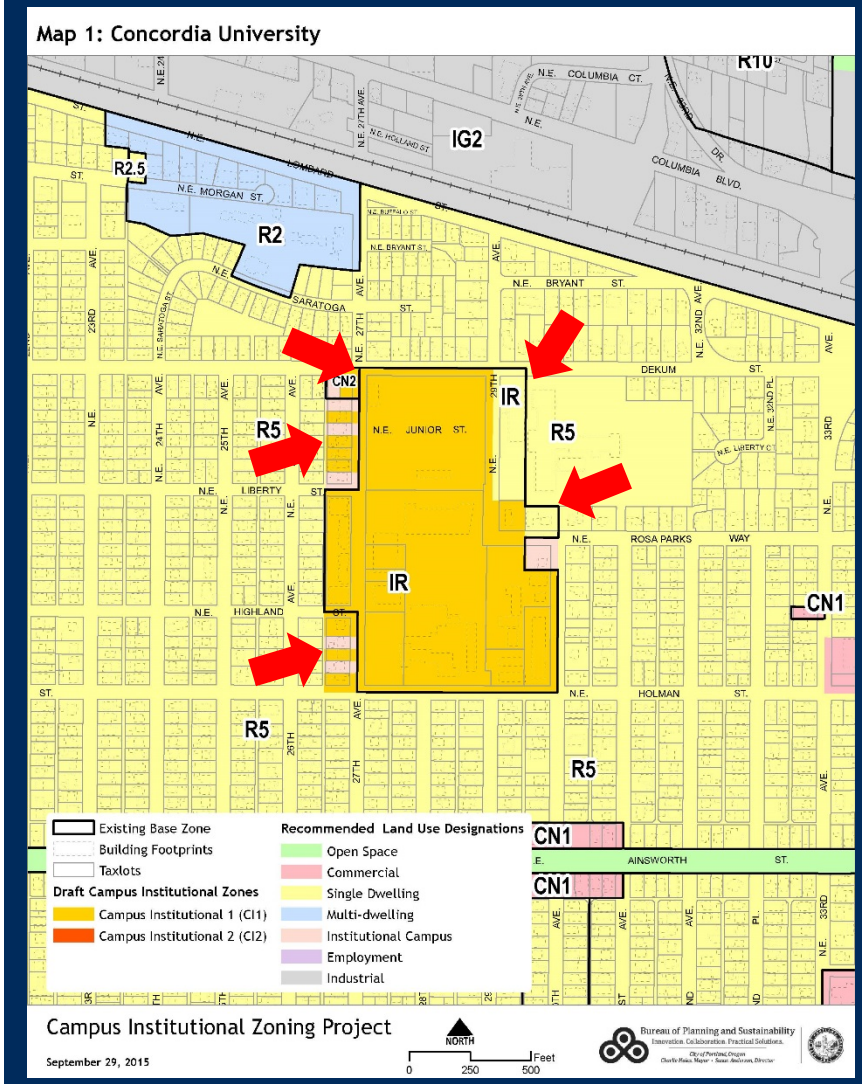
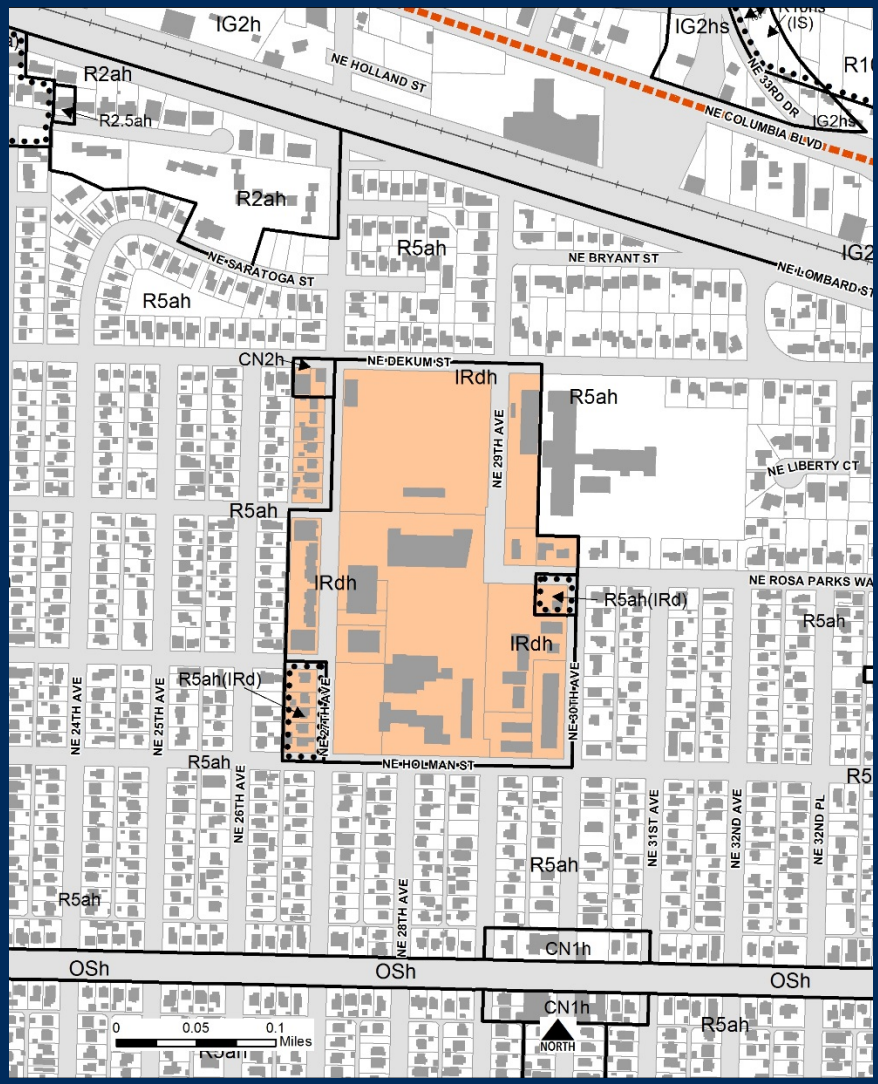
Concordia





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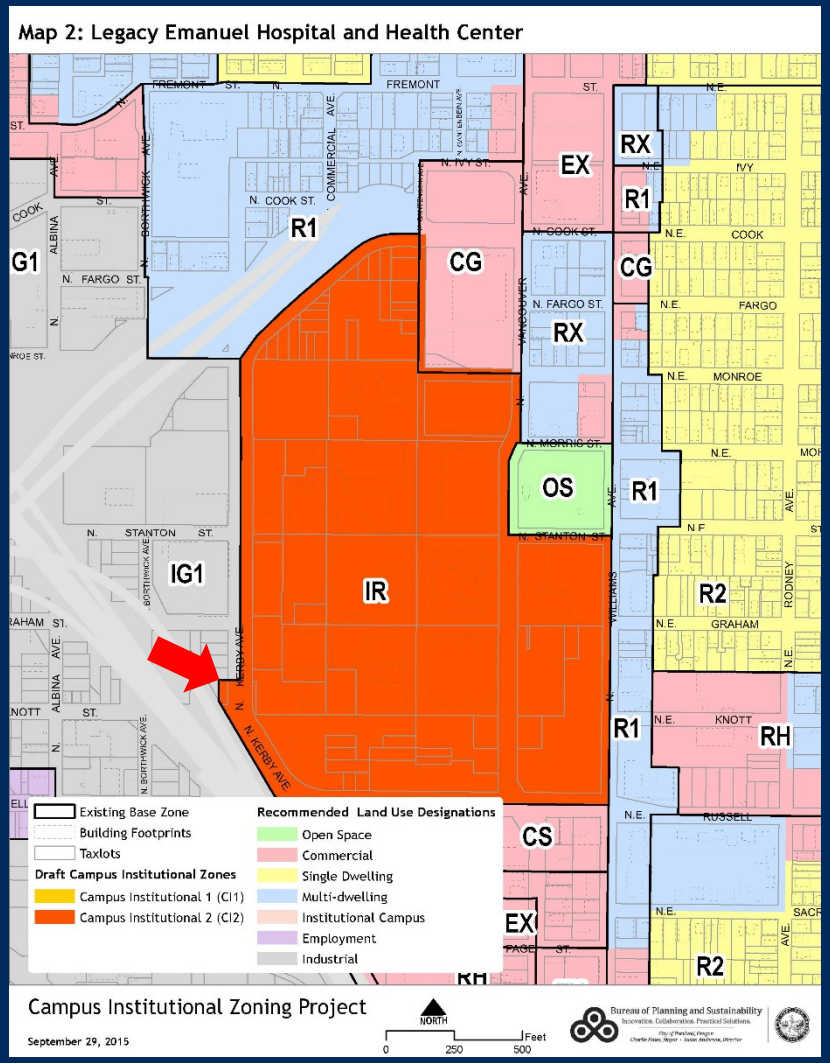
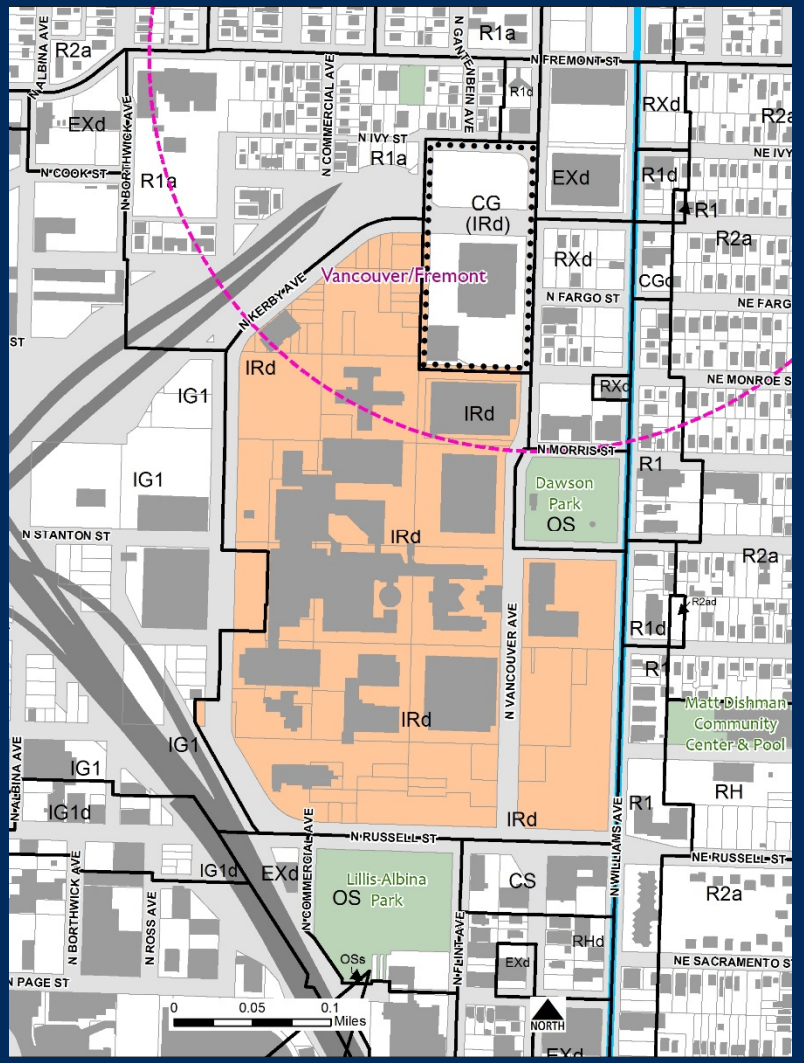
Legacy Emanuel





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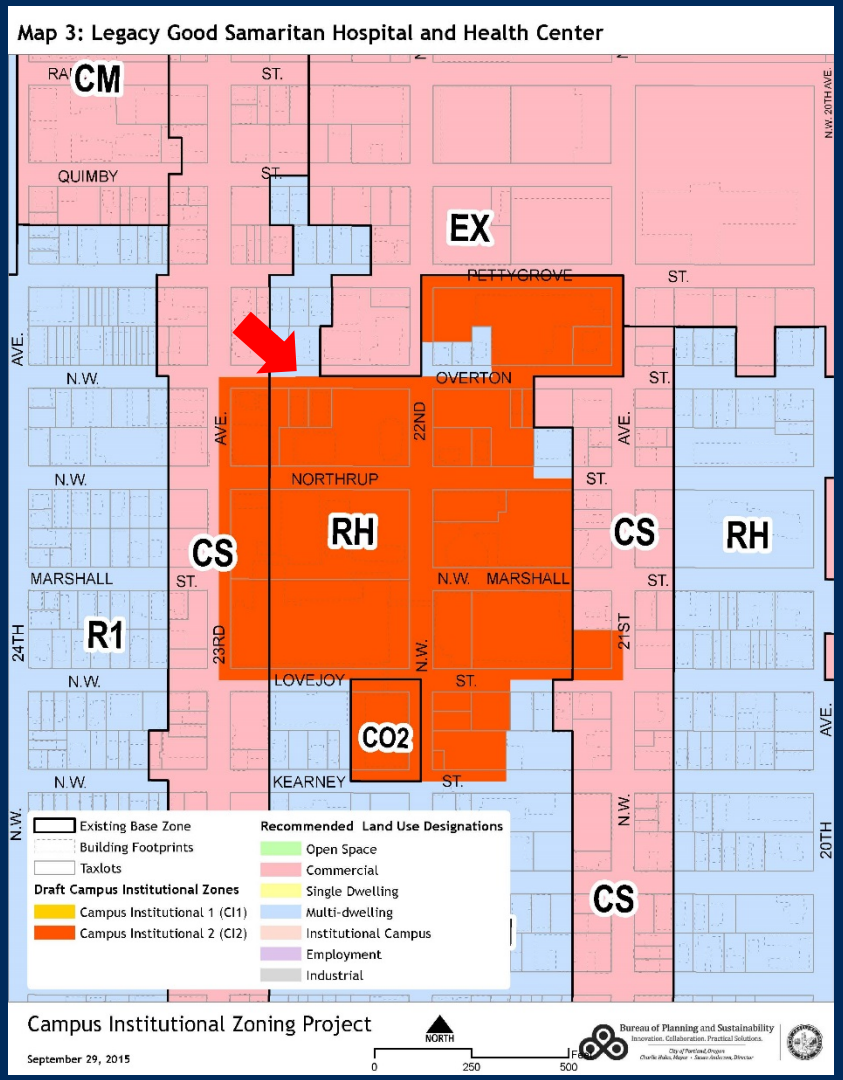
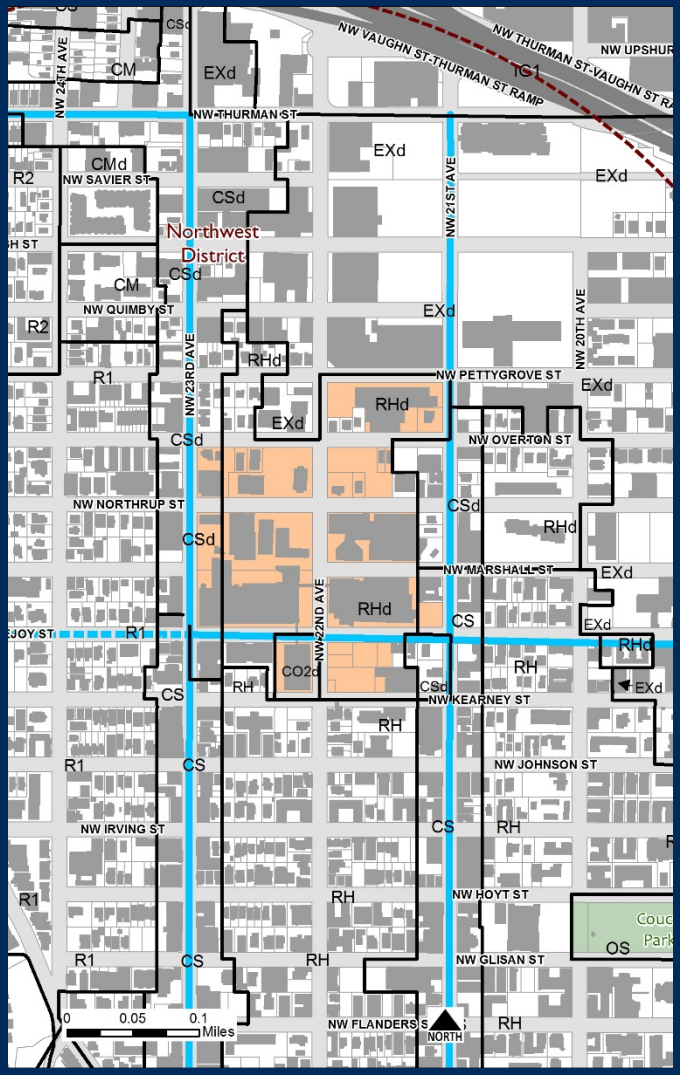
Good Samaritan





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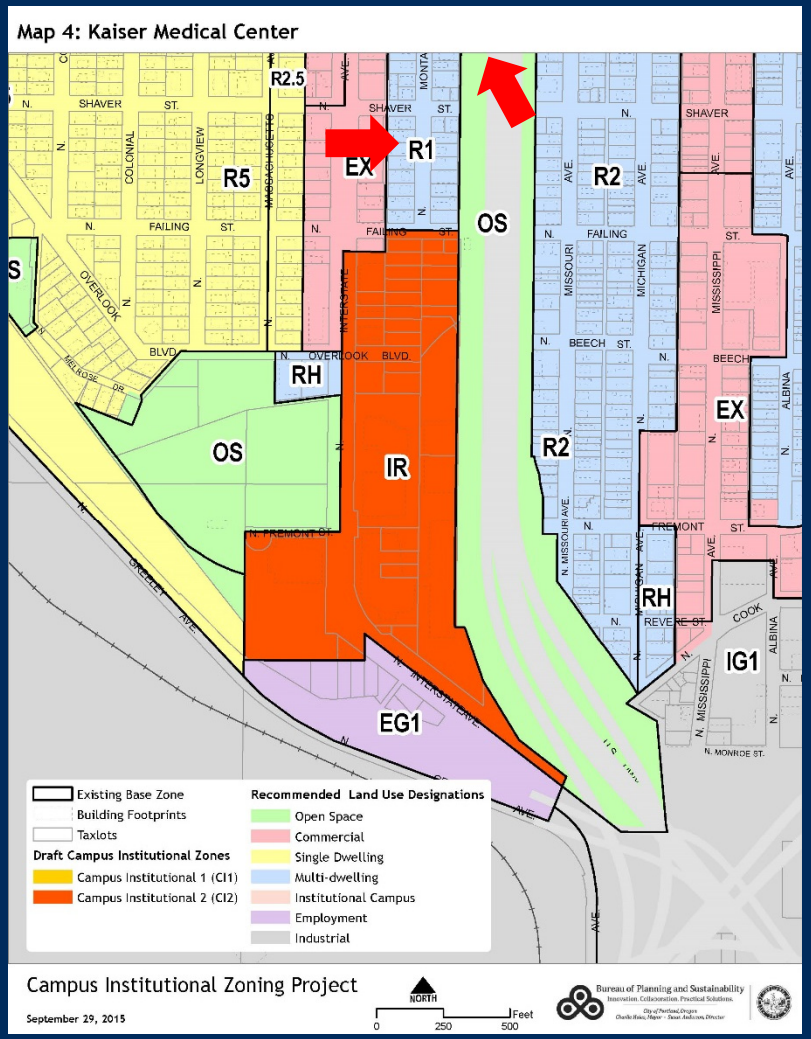
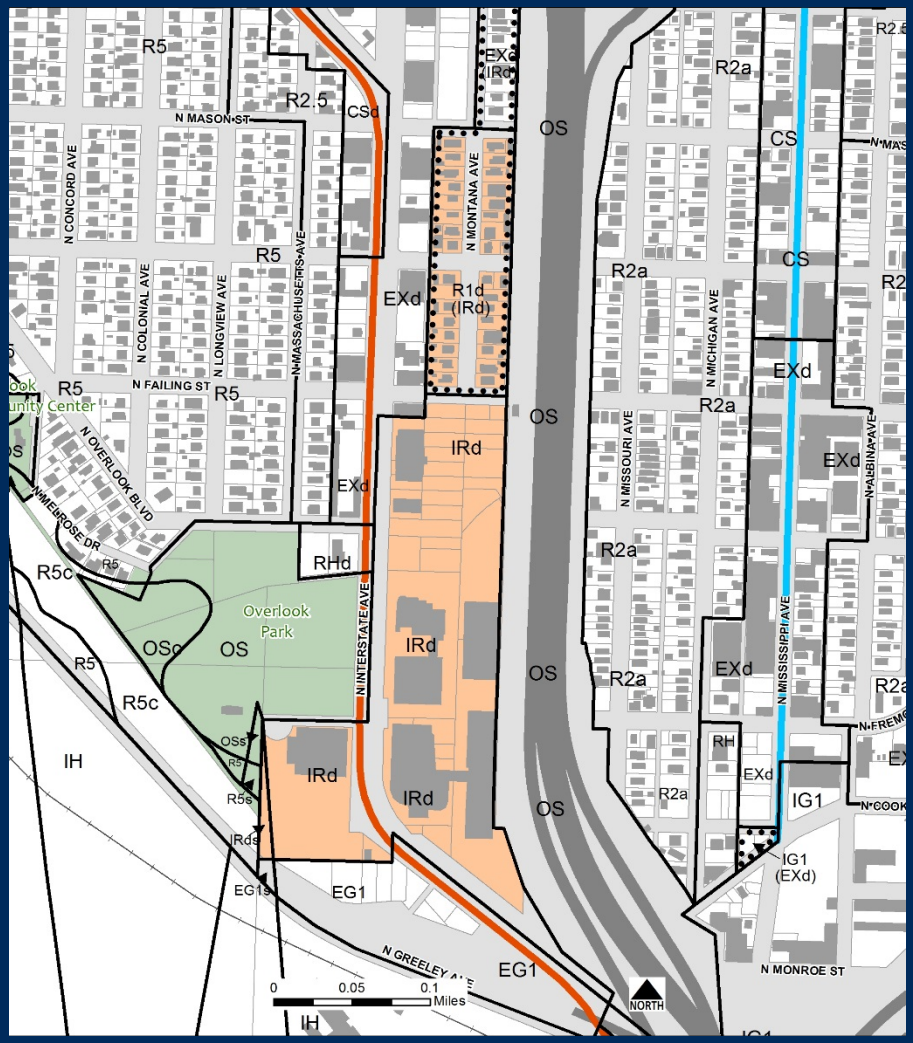
Kaiser





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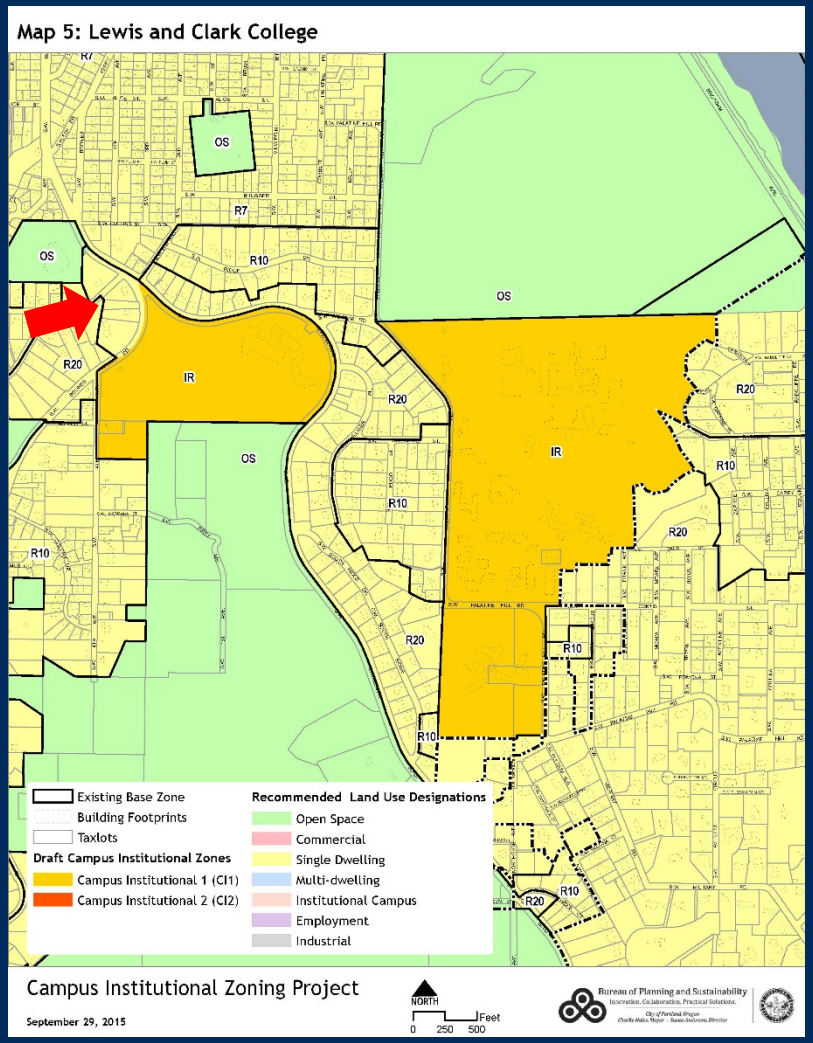
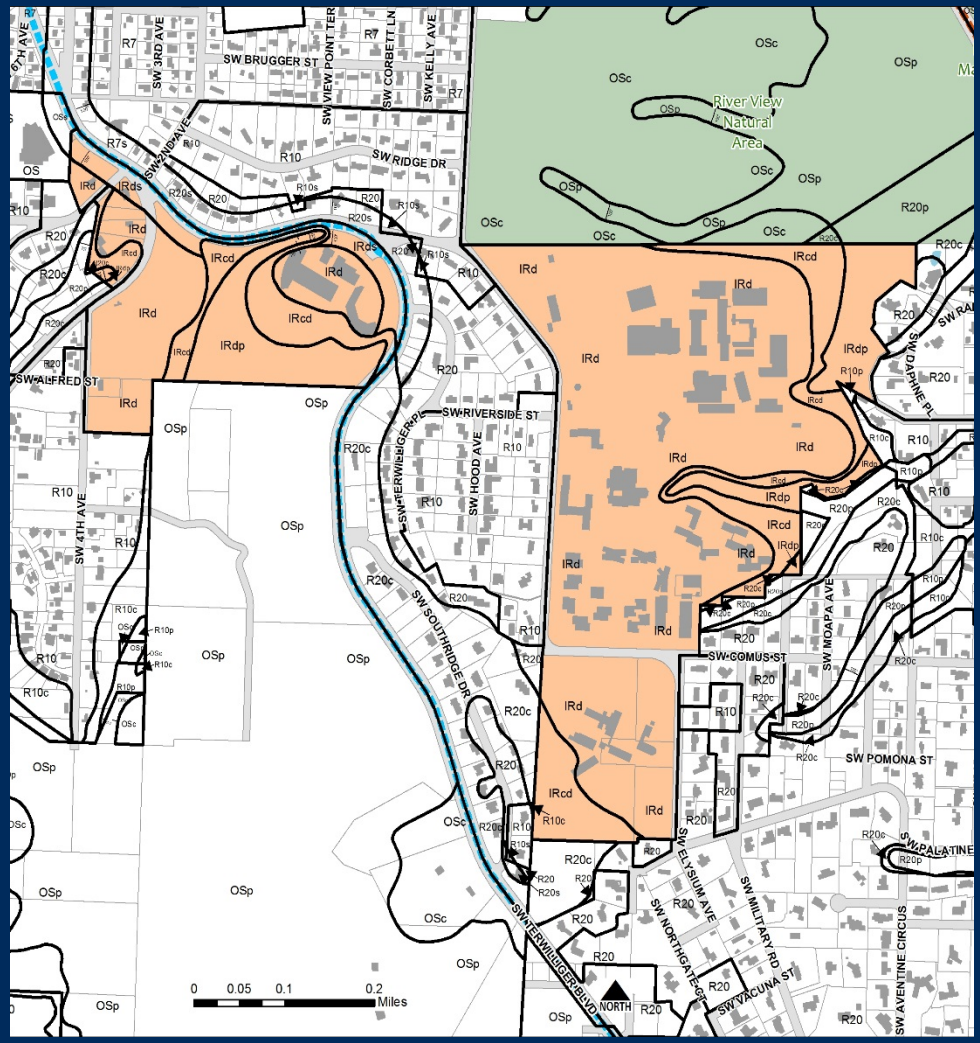
Lewis & Clark





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Campus Institutional Zoning Update Project

EARLY IMPLEMENTATION OF THE 2035 COMPREHENSIVE PLAN

Interim Recommended Draft: Recommended Code Changes and Map Changes Under Consideration

February 2016

Campus Institutional Zoning Update

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

How can I provide feedback to decision-makers?

The Planning and Sustainability Commission (PSC) held a public hearing to review the Campus Institutional Zoning Update Zoning Project on December 15, 2015. The PSC closed the hearing for testimony about the draft code-changes and held a work session on January 26, 2016 culminating with a vote to recommend approval of the proposed draft document subject to a number of revisions that were the subject of public comment and PSC deliberations. The draft code changes in this report are recommended by PSC to City Council, and you can testify to City Council about these recommended code changes in late 2016 (see Next Steps below).

You may still testify about proposed Map changes to the Planning and Sustainability Commission (PSC) in the following ways:

Testify in person at the PSC public hearing.

PSC Public Hearing on Composite Zoning Map

Tuesday, July 12, 2016
1900 SW 4th Avenue, Room 2500, Portland, OR
To confirm the time and date, check the PSC calendar at
www.portlandoregon.gov/bps/35452

Testify in writing between now and May 24, 2016.
Please provide your full name and mailing address.

- Email: *psc@portlandoregon.gov* with subject line "PSC Campus Institutional Zoning Map Testimony"
- U.S. Mail: Portland Planning and Sustainability Commission, Campus Institutional Zoning Map Testimony, 1900 SW 4th Ave., Suite 7100, Portland OR 97201
- Map App: *www.portlandmaps.com/bps/mapapp*, click on the "comments" form and provide your testimony

For more information please contact:

John Cole, Senior City Planner
Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201-5380
Phone: 503-823-3475 **Email:** john.cole@portlandoregon.gov

A digital copy of this report and additional project background information can be found at www.portlandoregon.gov/bps/institutions

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Acknowledgements

Portland City Council
Charlie Hales, *Mayor*
Nick Fish, *Commissioner*
Amanda Fritz, *Commissioner*
Steve Novick, *Commissioner*
Dan Saltzman, *Commissioner*

Portland Planning and Sustainability Commission
Katherine Schultz (Chair)
André Baugh (Vice Chair)
Katie Larsell
Elie Spevak
Jeff Bachrach
Mike Houck
Gary Oxman
Michelle Rudd
Chris Smith
Teresa St. Martin
Margaret Tallmadge

Bureau of Planning and Sustainability	**Project Advisory Group**
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Susan Anderson, Director	Elizabeth Decker, JET Planning
Joe Zehnder, Chief Planner	Tamara DeRidder, Rose City Park NA
Tom Armstrong, Supervising Planner	Justin Dollard, Portland Public Schools
Project Manager	David Ellis, Lewis and Clark College
John Cole, Senior Planner	Daniel Heffernan, N/NE Business Association
With Assistance From	Dave Johnston, Collinsview NA Resident
Marc Asnis, Urban Design Studio	Karen Karlsson, NWDNA
Shannon Buono, Senior Planner	Tom Karwaki, University Park NA
Julia Gisler, City Planner	Julia Kuhn, Kittleson and Associates
Neil Loehlein, GIS Intern	Sharon Maxwell, Contractor/Business Owner
Carmen Piekarski, GIS Analyst	Rebecca Ocken, Portland Community College
Bureau Representatives	Jill Punches, University of Western States
Douglas Hardy, BDS	Marty Stiven, Providence Medical Center
Rodney Jennings, PBOT	Mike Warwick, Eliot NA
Kurt Krueger, PBOT	Pamela Witherspoon, Legacy Emanuel
Mark Walhood, BDS	

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Map 13: University of Portland
Map 14: University of Western States
Map 15: Warner Pacific University

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Section I: Introduction

Project Summary

More than one third of the forecast job growth in Portland over the next 20 years is expected to be in the health care and education sectors, which is particularly concentrated in 19 large college and hospital campuses dispersed throughout the city. The City's draft Economic Opportunity Analysis (EOA) estimates that there is not enough suitably zoned developable land to accommodate this growth. Additionally, the Conditional Use Master Plan (CUMP) and Impact Mitigation Plan (IMP) land use reviews are considered cumbersome and expensive by many involved in the process, and they often generate conflict between the institutions and their neighborhoods.

To address these concerns, the Campus Institutional Zoning Update Project (CIZUP) will allow institutions more flexibility to develop on their campuses, while protecting adjoining neighborhoods from undesired offsite impacts, including encroachment of campus uses.

The primary policy goal of this project is to provide for the growth of Portland's major campus institutions as essential service providers, centers of innovation and major employers.

The project will:

1. Designate major campus institutions as a type of employment land and enhance transportation and public facilities.
2. Improve the campus master planning process to accommodate the changing needs of institutions while reducing development impacts to surrounding neighborhoods.
3. Encourage transitional development, including mixed use, along the edges of campus institutions and surrounding neighborhoods.
4. Encourage expanding institutions to develop satellite facilities in urban centers and corridors.
5. Improve ongoing communications between institutions and their surrounding communities.

The CIZUP achieves these objectives by designating 15 dispersed hospitals and colleges as "Institutional Campus" (IC) on the Comprehensive Plan Map, creating two new base zones in the Zoning Code (CI1 and CI2), and rezoning the 15 campuses to the corresponding CI zone in conformance with the 2035 Comprehensive Plan Map.

Why is this important?

Through the new Comprehensive Plan, the City of Portland is increasing the development potential for hospital and college campuses to provide enough land area to meet 20-year job growth forecasts. The recommended code changes and infrastructure investments will also enhance the ability for hospitals and colleges to meet the needs of a growing community.

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Reed College

What is in the interim report?

This interim report contains:

- Background information from the Employment Opportunity Analysis (EOA).
- Portland Plan and recommended 2035 Comprehensive Plan policies that prompted the Campus Institutional Zoning Update work program.
- Technical analysis and policy documents.
- Recommended code language with accompanying commentary.
- A series of maps portraying the proposed zone changes for each institution.
- Detailed maps and other documentation in the appendices that support the proposal.

A staff proposal was presented to the Planning and Sustainability Commission on December 15, 2015 before a public hearing on the same date. The PSC subsequently considered all testimony and voted to recommend approval of the proposed code changes at their January 26, 2016 work session subject to two amendments:

1. Extend the date at which time existing master plans in the campus institution zone expire from 12/31/2020 to 12/31/2023, and
2. Include language encouraging institutions to engage adjoining neighborhoods in on-going "good neighbor agreements".

Formal PSC consideration of the proposed zone map amendments was continued to the composite zone map public hearing tentatively scheduled for May 24, 2016.

City Council is tentatively scheduled to hold additional public hearings and take formal public testimony on the recommended code and map changes in the fall of 2016.

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Hospitals on Marquam Hill are assigned the (IC) Institutional Campus Comprehensive Plan designation in recognition of their current land use but are not candidates for either the (CI1) Residential Campus zone or (CI2) Urban Campus zone. This is because the Marquam Hill campuses are currently zoned (EX) Central Employment with a plan district that provides development standards and entitlements specific to these particular institutions. No zoning changes are expected on Marquam Hill as part of this project.

High schools are also assigned an Institutional Campus(IC) designation on the recommended Comprehensive Plan Map. This is intended to be an interim measure until such time as a high school base zone or alternative regulatory approach is developed in cooperation with the high schools and relevant stakeholders.

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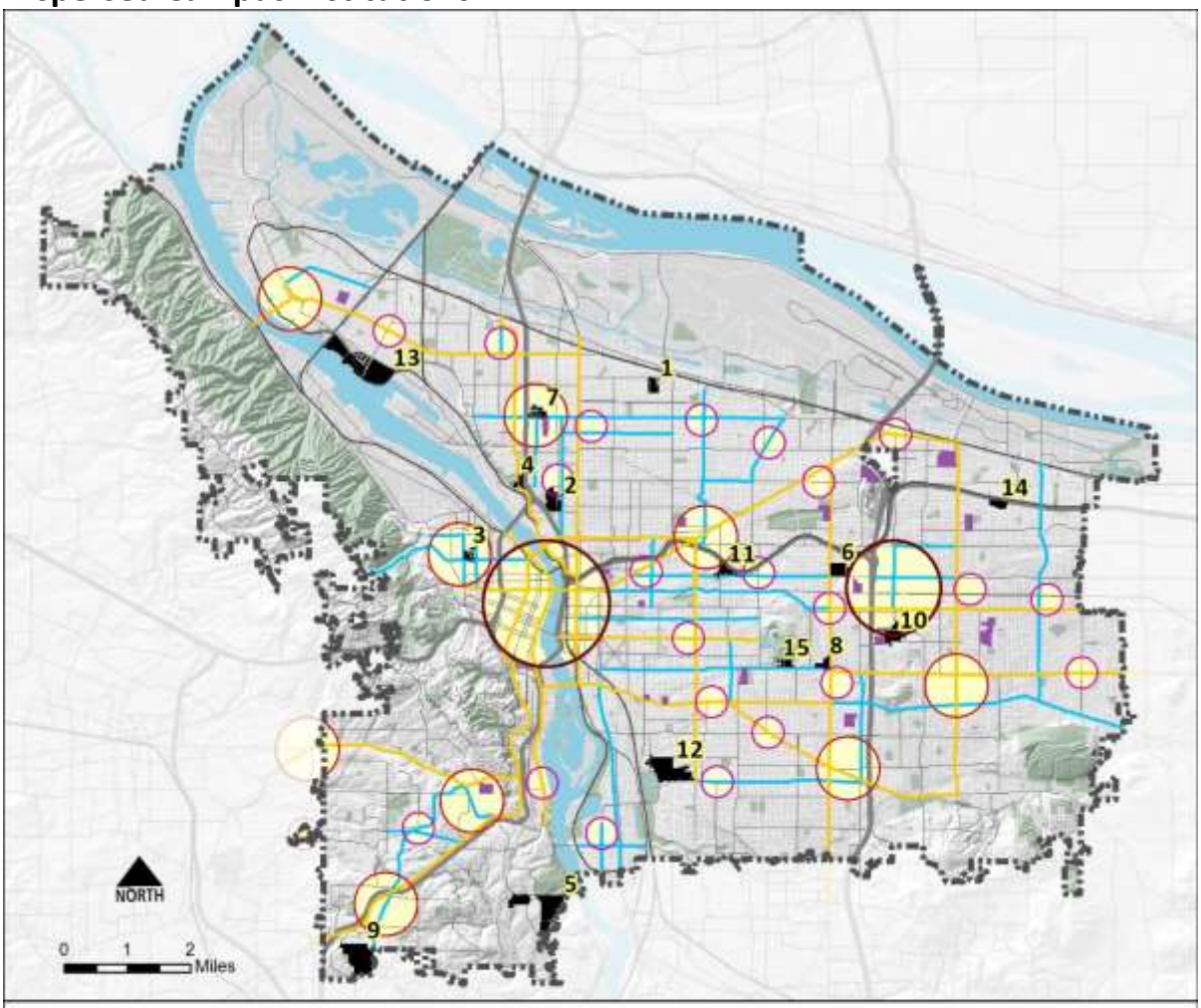
Dispersed Campus Institutions



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11	Providence Portland Medical Center
12	Reed College
13	University of Portland
14	University of Western States
15	Warner Pacific University

Institutions
- Hospital, College, or University
- High School

Centers
- Regional Center
- Town Center
- Neighborhood Center

Corridors
- Civic Corridor
- Neighborhood Corridor

Park

The 15 dispersed campus institutions considered in this update are located across the city. See Section VI and the Appendix for detailed campus boundary maps.

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Section II: Relationship to the Comprehensive Plan

The Campus Institutional Zoning Update is one of eight early implementation projects that are part of the City's Comprehensive Plan Update. It implements updated Comprehensive Plan Guiding Principles and Policies to provide adequate growth capacity in Portland's dispersed campus institutions, where roughly 22,700 new jobs are projected by 2035.

Comprehensive Plan Guiding Principles

The Campus Institutional Zoning Update Project implements the following guiding principles of the City of Portland Comprehensive Plan.

Economic prosperity. Support a low-carbon economy and foster employment growth, quality education and training, competitiveness and equitably distributed household prosperity.

> The Campus Zoning Update Project promotes economic prosperity by accommodating the projected job growth in healthcare and higher education employment sectors. This is significant because the draft Employment Opportunities Analysis (EOA) projects that these dispersed institutional campuses will gain some 22,700 healthcare and higher education jobs over the next 20 years. Jobs in healthcare and higher education are important to the local economy because they occur across a broad range of income levels and include traded sector jobs, which draw money into the local economy from outside the region in the form of tuition, research and specialized healthcare services.

Human health. Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

Environmental health. Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water, and land.

> The recommended zoning update also supports guiding principles related to human and environmental health. New base zone standards allow for continued development of medical centers to serve a growing regional population. Review procedures, allowable land use and development standards promote compatibility between the institutions and their surrounding neighborhoods. Development is encouraged to "grow up rather than out" into the surrounding neighborhood. Additionally, edge standards promote building design and land uses at the perimeter of these campuses that will support either a predominantly residential environment or contribute to active neighborhood commercial streetscapes.

Equity. Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-

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represented populations in decisions that affect them. Specifically recognize, address, and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

> Growing institutions advance equity principles through employment opportunities across all wage and training categories and expanded educational opportunities that provide a pathway for advancement. In particular, Portland Community College (PCC) campuses will be eligible for this new zoning, which facilitates their ability to expand to better serve the region. Development review procedures and design standards are recommended that will encourage institutions to build up rather than out while transportation impact mitigation requirements will limit encroachment on adjoining neighborhoods. By allowing more flexibility for campus alterations, PCC and other institutions will be able to respond to emerging industry training needs more rapidly and expand to serve a larger more diverse student body.

Resilience Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

> Resilience is supported by increased healthcare and higher education employment opportunities that support a diverse economy. More robust institutions can provide regional and neighborhood resources, such as emergency medical facilities and places of assembly after any future natural disasters. Campus institutions are leaders in development of green building and promotion of more sustainable transportation options. And the transportation demand management elements of this proposal will encourage institutions to play a leadership role in sustainable transportation.

Comprehensive Plan Goals and Policies

The recommeded Comprehensive Plan includes policy language directing the City to "provide for the growth of Portland's major campus institutions as essential service providers, centers of innovation, and major employers." Expanded policy language specific to campus institutions from the recommeded Comprehensive Plan, Chapter 6: Economic Development is included below:

Campus institutions

Health care and education sectors are concentrated in large hospital, college, higher education and high school campuses as well as dispersed smaller facilities. Major institutions are large employers with campuses that vary from pastoral expanses to more concentrated urban grounds. Health care and education are projected to be the city's leading job growth sectors, adding more than 50,000 new jobs by 2035 at campus institutions and in other commercial areas. Rapid growth of campus institutions is a national trend, and best practices offer opportunities to plan effectively for this campus growth, and reduce neighborhood impacts. Examples of new directions in the policies below include designation of major campuses as employment land, regulatory improvements, and transportation-related improvements.

Policy 6.55 ***Campus institutions****. Provide for the stability and growth of Portland's major campus institutions as essential service providers, centers of innovation, workforce development resources, and major employers.*

Policy 6.56 ***Campus land use****. Provide for major campus institutions as a type of employment*

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land, allowing uses typically associated with health care and higher education institutions. Coordinate with institutions in changing campus zoning to provide land supply that is practical for development and intended uses.

Policy 6.57 ***Development impacts.*** *Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design.*

Policy 6.58 ***Community amenities and services.*** *Encourage campus development that provides amenities and services to surrounding neighborhoods, emphasizing the role of campuses as centers of community activity.*

Policy 6.59 ***Campus edges****. Provide for context-sensitive, transitional uses and development at the edges of campus institutions to enhance their integration into surrounding neighborhoods, including mixed-use and neighborhood-serving commercial uses where appropriate.*

Policy 6.60 ***Satellite facilities****. Encourage opportunities for expansion of uses, not integral to campus functions, to locate in centers and corridors to support their economic vitality.*

The Campus Institutional Zoning Update Project addresses these policies through its recommended regulatory structure and application of these land use and development standards to 15 dispersed institutional campuses. Institutional Campus (IC) land uses are identified on the Comprehensive Plan Map and their impact accounted for in corresponding infrastructure and transportation system plans (policy 6.55, 6.56).

Two new corresponding Campus Institutional (CI) zones are recommended and applied with land use regulations, development standards and review procedures to support the policies described above (policy 6.57, 6.58, 6.59). Satellite facilities are allowed in mixed use zones and will be eligible for development incentives offered through those zones (policy 6.60). Possibilities for expansion into adjoining mixed use zones will be facilitated through the removal of Conditional Use Master Plan and Impact Mitigation Plan boundaries.



Portland Providence Medical Center

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Section III: Public Involvement

Campus Institutional Zoning Update Project outreach has been an extension of efforts begun during policy development in the Portland Plan and later in conjunction with the Economic Development Policy Expert Group (PEG) undertaken during Task 4 of the Comprehensive Plan Update.

Portland Plan (adopted in 2012)
The result of more than two years of research, dozens of workshops and fairs, hundreds of meetings with community groups, and 20,000 comments from residents, businesses and nonprofits, the Portland Plan's three integrated strategies and framework for advancing equity were designed to help realize the vision of a prosperous, educated, healthy and equitable Portland.

The Portland Plan's resulting **Economic Prosperity and Affordability Integrated Strategy** contains a goal to "expand economic opportunities to support a socially and economically diverse population by prioritizing business growth, a robust and resilient regional economy, and broadly accessible household prosperity." This strategy was further defined by the following policy and action plan, which are particularly relevant to the Campus Institutional Zoning Update Project.

> **Guiding policy P-22** instructs the city to "Provide capacity for Portland's campus institutions to grow and to remain competitive."
>
> **Five year action plan item 69 campus institutions** instructs the Bureau of Planning and Sustainability to "Develop, as part of the new Comprehensive Plan, new land use and investment approaches to support the growth and neighborhood compatibility of college and hospital campuses."

Comprehensive Plan Update
As part of its Comprehensive Plan Update, the City of Portland assembled an Economic Development Policy Expert Group (PEG) that met from June 2012 through September 2013 to advise on policy and map changes relevant to the Equity Framework and Economic Prosperity & Affordability strategies of the Portland Plan. Issues related to economic development, forecast shortfalls of industrial and institutional land supply, and brownfield redevelopment were of particular focus. A subset of this Policy Expert Group, including representatives of both campus institutions and neighborhood associations, convened three times to consider issues specific to healthcare and higher education. They addressed the following questions:

1. How should the city meet its growth capacity shortfall for campus institutions?

2. What are the components of neighborhood compatibility that both the City and institutions themselves should consider as part of campus expansions?

Zoning Project Advisory Group
At the conclusion of the PEG deliberations, Bureau of Planning and Sustainability staff commenced an effort to address the shortfall in campus institutional employment capacity through a review of the City's regulatory framework. A project advisory group was convened comprising institutional

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representatives and neighborhood stakeholders most involved in the Portland's dispersed campus institutions. This group met 11 times over the course of the CIZUP development. A roster of advisory group members is provided below. Agendas, meeting notes and background materials from these meetings are available on the project webpage at www.portlandoregon.gov/bps/institutions

Project Advisory Group

Beverly Bookin, Bookin and Associates
Elizabeth Decker, JET Planning
Tamara DeRidder, Rose City Park NA
Justin Dollard, Portland Public Schools
David Ellis, Lewis and Clark College
Daniel Heffernan, N/NE Business Association
Dave Johnston, Collinsview NA Resident
Karen Karlsson, NWDNA
Tom Karwaki, University Park NA
Julia Kuhn, Kittleson and Associates
Sharon Maxwell, Contractor/Business Owner
Rebecca Ocken, Portland Community College
Jill Punches, University of Western States
Marty Stiven, Providence Medical Center
Mike Warwick, Eliot NA
Pamela Witherspoon, Legacy Emanuel

Additional public outreach during the concept development phase included more than 20 meetings with neighborhood and business associations and 10 with institutional representatives as well as staffing two Comprehensive Plan Open Houses. See Appendix A for a partial list of project outreach meetings.

A project website has been maintained over the duration of this project. CIZUP updates were published on the project blog/news feed and in bureau e-newsletters (circ. 5,000 – 8,000). Both the Land Use Map and Zoning Map changes were reflected on the Comprehensive Plan interactive Map App, which has had more than 31,000 pages views since its release in late September.

These efforts are consistent with the Institutional Zoning Project Public Involvement Plan, reviewed and endorsed by the Comprehensive Plan Community Involvement Committee in November 2013.

Concept and Discussion Draft Input

Below is an abbreviated synopsis of public input that was submitted through a variety of channels over the course of the project's concept development and Discussion Draft report.

Institutions
Institutional representatives expressed concerns about the current review process. They cited the expense involved in preparing and submitting an adequate application and the conflict such reviews invariably generate between the institutions and their surrounding neighborhoods.

Given the realities of institutional funding and evolving trends in both healthcare and higher education, long range development master plans are imperfect planning tools for these institutions. The recurring, complex nature of City reviews can lead institutions to distort their expansion plans and limit their ability to take advantage of emerging opportunities.

Institutions seek a zoning designation that recognizes them as a permanent presence befitting their tenure in the neighborhoods that, in some cases, dates back 100 years.

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Institutions expressed concerns that they are often assigned more than their fair share of neighborhood traffic impact and the resulting mitigation expense.

Neighborhoods
There remains considerable support for the existing CUMP and IMP plan review process among neighborhood associations and individual neighbors despite the recurring effort required. They value the existing review processes' ability to address unique circumstances that accrue to individual institutions and neighborhoods and support the Hearings Officer as an independent authority who reviews the evidence submitted against the applicable law to render a fair judgment.

Traffic and parking issues related to institutional expansion and operations are the most predominant, substantive concerns of neighbors. Other offsite impacts, such as athletic field lighting, noise, off-campus housing, public safety and campus boundary expansions, are also common concerns.

Surrounding neighbors are more interested in building design and land uses that occur at the edge of a campus than buildings in the campus interior. Edge standards should contribute to the adjoining neighborhood character, whether that means accommodating a quiet single-family residential neighborhood or activating a neighborhood commercial district.

Satellite facilities within nearby commercially zoned centers and corridors may provide an alternative location for growth. However, consideration should be given to their relationship to the main campus, particularly where transportation issues are concerned, such as a requirement for a shuttle bus to reduce traffic.

Development that may be good for the region is not necessarily perceived as good for the neighborhood. Use of good neighbor agreements, community benefit agreements and other appropriate tools should be explored that would address non-land use issues and promote local hiring, contracting and procurement policies as components of the institutions' business operations.

City Service Bureaus
Service bureaus support development code options that are straightforward to administer. The Portland Bureau of Transportation is particularly interested in the continued ability to review transportation impacts from campus institutions and require proportional improvements to the affected transportation network. PBOT also wants to retain the requirement for institutions to develop and administer ongoing Transportation Demand Management (TDM) programs.

Proposed Draft Input

A Discussion Draft report was published on August 6, 2015. It included proposed Zoning Code that creates two new campus institutional zones and implements the concepts developed by staff through the Project Advisory Group deliberations. Comments regarding the Discussion Draft were solicited and submitted by a number of institutions and neighborhood associations. While not all proposed revisions were implemented, staff did make a number of changes to the proposed text in response to these comments, including two significant changes from the Discussion Draft:

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1. **Legislative Rezoning and Expiration of Existing Approvals**
   This proposal includes a component to *legislatively* rezone the 15 campuses and to include an expiration date (2020), at which point existing CUMPs and IMPs will expire. Subsequent development on the campuses will be subject to the underlying zone district regulations, in addition to any applicable overlay zone and plan district regulations that apply. This is a significant change from the project's Concept Report and Discussion Draft, which stopped short of applying the newly created zones and relied instead on future quasi-judicial zone change applications to apply the new zone standards.

   Staff proposed these changes in order to proactively move institutions toward the new base zone standards and procedures, as well as to resolve persistent concerns regarding administration of the increasingly complex combination of development regulations for campus institutions. Corresponding revisions have been made to the Transportation Impact Review and TDM sections to require ongoing traffic impact analysis and TDM programs that match transportation system improvements to development on campuses.

2. **Retail Sales and Service Use Designated a Conditional Use in CI1 Zone**
   In response to neighborhood concerns, Primary Retail Sales and Service Use has been reclassified as a conditional use and limited to 10,000 square feet in the CI1 zone. Through such a classification, limited neighborhood-serving retail opportunities are made available on CI1 zoned campuses. A heightened level of neighborhood input will also help ensure compatibility with the surrounding neighborhood.

Other suggestions, notably a call for "good neighbor agreements" as a requirement within the campus institutions zones, were considered but not included in the Proposed Draft because of administrative and legal concerns, consistency with other code sections, and conflict with project goals and objectives.

Planning and Sustainability Commission (PSC) Review and Recommendations

This report is the PSC's Interim Recommended Draft of the Campus Institutional Zoning Update Project. The report consists of draft zoning code amendments recommended by PSC to City Council and zoning map amendments that the PSC is still considering. The PSC deliberated and acted on the code-amendment portion of the project at their January 26, 2016, work session. After discussion of approximately seven code-amendment issues that were raised through public testimony or by individual commission members, the PSC adopted the Proposed Draft with two revisions: 1) extend the date at which time existing master plans in the campus instition zone expire from 12/31/2020 to 12/31/2023, and 2) include language encouraging institutions to engage adjoining neighborhoods in on-going "good neighbor agreements". See staff memo dated January 13, 2016 attached as Appendix c. for a further description of the possible amendments considered by the Planning and Sustainability Commission.

The PSC also acknowledged that further consideration of campus institutional zone map changes and the formal PSC vote on the same would be included in the upcoming public hearing on the citywide Composite Zoning Map Project scheduled for May 24, 2016.



University of Portland

Section IV: Analysis and Proposal

The primary policy goal of this project is:

> Provide for the growth of Portland's major campus institutions as essential service providers, centers of innovation, and major employers.

This goal is supplemented by the following objectives:

A. Designate major campus institutions as a type of employment land and enhance transportation and public facilities as needed to serve them, while minimizing development impacts to surrounding neighborhoods; or improve the campus master planning process to accommodate the changing needs of institutions while reducing development impacts to surrounding neighborhoods.
B. Encourage transitional development, including mixed use, along the edges of campus institutions and surrounding neighborhoods, providing opportunities for neighborhood enhancement and campus expansion.
C. Encourage expanding institutions to develop satellite facilities in urban centers and corridors to spur economic development and relieve growth pressures in residential neighborhoods.
D. Improve ongoing communication between institutions and surrounding communities to maximize the role of institutions as an asset to the community while reducing negative impacts.

With the help of project advisors and community members, staff developed seven review criteria to evaluate alternative methodologies for achieving the policy goal and objectives:

1. How well does this alternative recognize the distinctions between the different types of institutions?
2. Does this alternative provide opportunity for meaningful input for neighborhoods and other interested parties?
3. Does this alternative address the institutions' expressed desire for stability and flexibility?
4. Can this review process accommodate different levels of review between the interior of campuses and their perimeter?
5. Is this alternative straightforward for applicants to comply with during the application process, for interested parties to participate in and for the City to administer?
6. Can an institution readily transition from their current status to the new designation?
7. Is the review procedure required to expand the institutional campus boundary proportional to its potential impact on the neighborhood?

There are three parts to the implementation strategy:

1. Designate 15 dispersed hospitals and colleges as "Institutional Campus" (IC) on the Comprehensive Plan Map. This designation is applied to individual properties currently included

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within a City-approved conditional use master plan (CUMP) or impact mitigation plan (IMP) boundary. In circumstances where there is no current CUMP/IMP, this designation is applied to the contiguous ownership of the institution.

2. Draft two new base zones for the zoning code:

   Campus Institutional 1 (CI1) for application to college campuses that are predominantly surrounded by residential neighborhoods and are expected to develop at a lower intensity. Maximum heights of up to 75' may be permitted towards the interior of these campuses with an overall floor area ratio (FAR) of 0.5:1. Limited commercial activity in addition to that which is accessory to the primary institutional land uses is allowed subject to conditional use review at the periphery of the campus in order to provide for shared campus and neighborhood amenity.

   Campus Institutional 2 (CI2) for medical centers and select college campuses. Campuses assigned this zone are characterized by an urban level of development and are generally located along neighborhood or civic corridors and within, or adjacent to, Town and Neighborhood Centers. Development standards include allowed building heights up to 150 feet and floor area ratios (FAR) up to 3:1. Allowed land uses, which are comparable to those allowed in the draft Mixed Use Zones Project, include a wide range of commercial activity in addition to the primary medical and educational activities.

   The recommended lot coverage, floor area ratios and building height standards provide sufficient development capacity to meet the projected shortfall identified in the City's draft Employment Opportunity Analysis. Development standards, transportation impact analysis and demand management requirements of the new zones will act to successfully incorporate the institution into the surrounding neighborhood. Institutions will be able to more efficiently develop within their existing campus boundaries without the need to expand out into their surrounding neighborhoods.

   Finally, the existing Institutional Residential (IR) zone will be relocated from its current location within the multi-dwelling zone chapter of the Zoning Code (chapter 120). The existing procedural requirements, land use allowances and development standards of the IR zone are retained.

3. Legislatively rezone the 15 dispersed institutional campuses to the corresponding campus institutional zone in conformance with the 2035 Comprehensive Plan Map. Provide an 8 year transition period in which conditional use master plans and impact mitigation plans would remain in effect after which time development proposals will be reviewed against the applicable campus institution base zone criteria and proceed by right or subject to plan district, overlay zone, adjustment or conditional use reviews as indicated.

   Transportation impact review and transportation demand management plans, will be required in advance of significant development and updated on a recurring basis to determine adequacy of public services and to mitigate or prevent neighborhood impacts. Transportation Impact Review and Transportation Demand Management requirements are currently under

consideration by the Planning and Sustainability Commission as components of the Transportation System Plan scheduled for a PSC Public Hearinmg on March 22nd and work session/ recommendation on April 12, 2016.

Alternative approaches to achieving these objectives were further explored by staff, who were informed by the Project Advisory Group. The following five options for updating the zoning process and standards for these institutions were the result:

1. Update existing CUMP/IMP Process & Standards.
2. Add development standards for hospitals and higher education institutions.
3. Add new Campus Institution Overlay Zone(s).
4. Apply Plan District(s) to Campus Institutions.
5. Create new Campus Institution (CI) base zones.

There was advisory group support for more discussion about three of these options (1, 3 and 5), but there was no consensus on a single preferred alternative.

The Planning and Sustainability Commission recommends the new base zone option (5) as the best means of addressing Comprehensive Plan policy and objectives for the following reasons:

- Institutional Campus land uses will be reflected on the Comprehensive Plan Map. Their development impact will be more directly accounted for in underlying transportation and other infrastructure modelling.
- Prescriptive base zone development standards rather than subjective review processes simplify development review. Conditional use reviews will be retained for those land use proposals and adjustment reviews for physical develop that have the most potential for offsite impacts.
- Specific Comprehensive Plan Map boundaries and specific development standards encourage new development within the existing campus boundaries rather than expansion outward, which would displace existing housing and other neighborhood uses. Recommended use and development standards also promote edge standards that promote neighborhood compatibility.
- Legislative zone changes in conformance with the Comprehensive Plan, along with the establishment of a specific expiration date for the Conditional Use Master Plans and Impact Mitigation Plans, allow for a predictable transition from the current land use status to the new zones.
- Transportation impact analyses and transportation/parking demand management programs of most interest to the adjoining neighborhoods will be updated prior to significant development on campus and regularly thereafter to acknowledge changes to the background traffic in a surrounding neighborhood, in addition to proposed development on campus.

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Transportation Issues
Transportation issues are of significant concern to both institutions and their surrounding neighborhoods. Effective transportation and parking management strategies are vital for an institution's successful integration into its surrounding neighborhood — as are opportunities for public input throughout the initiation and administration of these programs. The recommended zoning code update requires both a current Traffic Impact Analysis and a Transportation Demand Management Plan as an ongoing obligation of a CI-zoned campus institution. Such requirements are referenced in sections 33.150, 33.266 and 33.807 of the zoning code, which establish the requirement and procedures. The specific components of particular impact analysis and mitigation and TDM programs will be presented in Title 17 of City Code pertaining to public improvements and permitting in the rights-of-way and related administrative guides.

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Section V: Zoning Code Amendments

The primary implementing mechanism for the Comprehensive Plan policies described in this report is the creation of a new zoning code chapter **150 Campus Institutional Zones.** Recommended chapter text is included in this section. Because the Zoning Code is an interrelated document, changes or additions in one section often effect other code sections as well. For this reason this report also includes recommended text changes to the following sections:

33.258 Nonconforming Situations
33.266 Parking and Loading
33.508.220 Maximum Development/Transportation Capacity
33.730.130 Expiration of an Approval
33.815 Conditional Uses
33.820 Conditional Use Master Plans
33.848 Impact Mitigation Plans
33.852 Transportation Impact Review
33.855 Zoning Map Amendments
33.900 General Terms

These chapter revisions are included because they contain substantive changes to either the standards or the procedural requirements of the code related to the Campus Institutional Zones. There will be other, minor amendments to the Zoning Code, largely in recognition of the new zone categories, that are not included in this report. These administrative amendments will be presented in a subsequent code amendment project that addresses not only the campus zones but task 5 changes made to the employment zones and mixed use zones as well.



Legacy Good Samaritan Hospital

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3.150 Campus Institutional Zones

150

Sections:

General
33.150.010 Purpose
33.150.020 List of the Campus Institutional Zones
33.150.030 Characteristics of the Zones
33.150.040 Other Zoning Regulations
33.150.050 Where This Chapter Does Not Apply
33.150.060 Neighborhood Contact and Outreach
Use Regulations
33.150.100 Primary Uses
33.150.110 Accessory Uses
33.150.120 Nuisance-Related Impacts
Development Standards
33.150.200 Lot Size
33.150.205 Floor Area Ratio
33.150.210 Height
33.150.215 Setbacks
33.150.220 Building Coverage
33.150.235 Building Length in the CI1 Zone
33.150.240 Landscaped Areas
33.150.245 Trees
33.150.250 Ground Floor Windows in the CI2 Zone
33.150.255 Building Length and Façade Articulation in the CI2 Zone
33.150.260 Screening
33.150.265 Transit Street Main Entrance
33.150.267 Development Standards for Institutional Campuses in the IR Zone
33.150.270 Exterior Display, and Storage
33.150.275 Trucks and Equipment
33.150.277 Drive-Through Facilities
33.150.280 Detached Accessory Structures
33.150.285 Fences
33.150.290 Demolitions
33.150.295 Nonconforming Development and Status of Previous Approvals
33.150.300 Parking, Loading and Transportation Demand Management
33.150.305 Signs
33.150.310 Superblock Requirements
33.150.315 Recycling Areas

Maps 150-1 through 150-4 Maximum Heights and Minimum Setbacks

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Commentary

A new chapter 150 contains the land use and development standards for two new Campus Institutional zones and a holding location for the existing IR Institution Residential zone relocated from the 120 Multi Dwelling zone chapter. Because all of the recommended text here is new (and none is proposed for deletion) the authors have not displayed the code text in the usual ~~struck~~ and underlined format.

The general format and subsections follow the broader code hierarchy and arrangement.

Two Campus Institutional (CI) zones are recommended to accommodate two campus typologies: CI1 zones generally found in residential areas, are characterized by lower intensity college campuses and CI2 for urban land uses and intensities are associated with hospitals and select college campuses. Typically these front on commercial streets or lie within or adjacent to mixed use centers. Two CI zones can better match the typologies than what is now contained in the single IR zone.

The existing (IR) Institutional Residential Zone and related land use and development standards have been relocated from their current location in the 33.120s multi-dwelling zones section of the Zoning Code to the 150s chapter. This will better match the land use designation hierarchy of the new Comprehensive Plan wherein Campus Institutional, Mixed-Employment and Industrial zones all implement the Employment Land comprehensive plan land use map designations.

33.150.010 Purpose

The campus institutional zones implement the campus institution policies and Institutional Campus (IC) land use designation of the Comprehensive Plan. The zones are for institutions such as medical centers and colleges that have been developed as campuses, and for other uses that are compatible with surrounding neighborhoods. The differences between the zones reflect the diversity and location of campus institutions. Allowed uses and development standards promote the desired character of each zone, and reflect the character and development intensity of surrounding neighborhoods. The CI1 and IR zones encourage development that is at a low to medium density residential scale, while the CI2 zone encourages development that is at a more intense, urban scale. The development standards allow flexibility for development and provide guidance to property owners, developers, and neighbors about the limits of what is allowed.

33.150.020 List of the Campus Institutional Zones

The full and short names of the campus institutional zones and their map symbols are listed below. When this Title refers to the campus institutional zones, it is referring to the three zones listed here. When this Title refers to the CI zones, it is referring only to CI1 and CI2.

Full Name	Short Name/Map Symbol
Campus Institutional 1	CI1
Campus Institutional 2	CI2
Institutional Residential	IR

33.150.030 Characteristics of the Zones

A. Campus Institutional 1 zone. The Campus Institutional 1 (CI1) zone is intended for large colleges and medical centers located in or near low and medium density residential neighborhoods. Retail Sales and Service and other uses that serve or support the campus and neighborhood are allowed. Development is intended to be internally focused and compatible with the scale of the surrounding neighborhood. Setback and open space requirements create a buffer between the institution and the surrounding community.

B. Campus Institutional 2 zone. The Campus Institutional 2 (CI2) zone is intended for large medical centers, colleges and universities located in or near a Regional, Town or Neighborhood Center, or along a civic or neighborhood corridor that is served by frequent transit service. Development is intended to be pedestrian-oriented and at a scale that encourages urban-scale medical and educational facilities, while also ensuring compatibility with nearby mixed-use commercial and residential areas. Retail Sales and Service and Office uses are allowed to support the medical or college campus, and to provide services to the surrounding neighborhoods.

C. IR zone. The IR zone is a multi-use zone that provides for the establishment and growth of large institutional campuses as well as higher density residential development. The IR zone recognizes the valuable role of institutional uses in the community. However, these institutions are generally in residential areas where the level of public services is scaled to a less intense level of development. Institutional uses are often of a significantly different scale and character than the areas in which they are located. Intensity and density are regulated by the maximum number of dwelling units per acre and the maximum size of buildings permitted. Some commercial and light industrial uses are allowed, along with major event entertainment facilities and other uses associated with institutions.

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33.150.040 Other Zoning Regulations

A number of the campuses subject to the recommended rezoning are also subject to a variety of overlay zones including but not limited to the "d" design overlay "c" and "p" environmental overlays and the "g" greenway overlay. Some institutions fall within geographically specific "plan districts". Additional regulations and entitlements from these overlay zones and plan districts will apply to development within the new campus zones as will specific use and development type regulations included in the zoning code 200's chapter.

33.150.050 Where This Chapter Does Not Apply

Institutions may retain their existing Conditional Use Master Plans and Impact Mitigation Plans until their expiration or through December 31, 2023 whichever comes first. This is roughly eight years from the City's Comprehensive Plan adoption and the application of the campus zones. During this transition period institutions may continue to develop according to the entitlements and obligations of their approved plans provided they have not expired.

33.150.060 Neighborhood Contact and Outreach

The neighborhood communications section ensures institutions coordinate with the surrounding neighborhood. The proposed neighborhood communications section has three components:

1) an annual meeting,
2) an early notification of any land use reviews the institution will apply for, and
3) an opportunity for the neighborhood association to meet with the institution prior to them submitting an application for a building permit resulting in 10,000 square or more in floor area.

During the course of the project's concept development and later in the review of discussion draft language, interest was expressed by a number of neighborhood or community based interests in including requirements for both "Good Neighbor Agreements" and for "Community Benefits agreements" as a component of the base zone. At the direction of the PSC, Good Neighbor Agreements are referenced in **33.150.050 Neighborhood Contact and Outreach** subsection D as an optional element of an institution's outreach effort.

Residential development allowed includes all structure types. Mixed use projects including both residential development and institutions are allowed as well as single use projects that are entirely residential or institutional. IR zones will be located near one or more streets that are designated as District Collector streets, Transit Access Streets, or streets of higher classification The IR zone will be applied only when it is accompanied by the "d" Design Review overlay zone.

33.150.040 Other Zoning Regulations

The regulations in this chapter state the allowed uses and the development standards for the base zones. Sites with overlay zones, plan districts, or designated historical landmarks are subject to additional regulations. The Official Zoning Maps indicate which sites are subject to the additional regulations. Specific uses or development types may also be subject to regulations in the 200s series of chapters.

33.150.050 Where This Chapter Does Not Apply

The regulations in this chapter do not apply to sites with a College or Medical Center use that are continuing to develop under an approved conditional use, conditional use master plan, or impact mitigation plan as allowed by 33.700.110.B.2.b. and 33.700.110.B.4. According to 33.700.110.B.2.b. and 33.700.100.B.4., Colleges and Medical Centers in the CI1 and CI2 zones that were approved conditional uses under prior regulations can continue to develop under the approved conditional use master plan or impact mitigation plan, and the base zone regulations that were in effect at the time the conditional use application was deemed complete, until the conditional use, conditional use masterplan, or impact mitigation plan expires, or December 31, 2020, whichever comes first. In this case, the regulations of this chapter do not apply to development on the site.

33.150.050 Neighborhood Contact and Outreach

A. Purpose. The requirements of this section promote ongoing communication between campus institutions and their surrounding communities. By regularly updating the community on campus operations and development proposals, all involved have the opportunity to discuss and resolve potential impacts or conflicts before the proposal has progressed to a quasi-judicial or permit review process. While the comments from the community are not binding, a collaborative approach is encouraged.

B. Where these regulations apply. The regulations in this section apply to Colleges and Medical Centers in the campus institutional zones.

C. Neighborhood contact. Neighborhood contact is required as follows:

1. When development on a site will require a land use review, the applicant must notify the neighborhood association and business association for the area at least 30 days before submitting the land use review application to the City. Notification must be by certified mail and the notice must provide information on the proposed development, types of activities, size, and location on the site. A copy of the notification and mailing list must be submitted with the land use review application.

2. Building permits, not otherwise subject to a land use review, that increase gross floor area by 10,000 square feet or more are subject to the neighborhood contact requirement as specified in Section 33.700.025, Neighborhood Contact. All of the steps in 33.700.025 must be completed before a building permit is requested.

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Commentary

33.150.100 B.1 Retail Sales And Services in the CI1 zone:

Up to 10,000 square feet of primary sales and service use may be permitted through a conditional use review on CI1 campuses. Specific conditional use approval criteria for retail sales and service uses within the CI1 zone are being added to Code section 33.815 Conditional Uses including criteria requiring demonstration that the proposed retail use will:

- be compatible with the adjacent residential neighborhood in building scale and size;
- not create significant adverse impact on surrounding residential uses from noise, lights or odors; and
- is served by a transportation system capable of supporting the proposed use.

The limited square foot allowances for primary retail sales help insure that the primary market area will be the surrounding neighborhood and not generate additional traffic to the neighborhood.

Accessory retail activity such as student bookstores and cafeterias are not subject to this square footage limitation.

Office uses are not given this same consideration. The rationale is that the retail uses will provide a neighborhood amenity while office uses would not provide the same neighborhood benefit.

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D. Annual meeting. Colleges and Medical Centers must conduct at least one community meeting per year. The annual community meeting is intended to ensure that the College or Medical Center updates the community at least one a year regarding future development and other potential changes that could affect the surrounding area, and to provide a forum for discussion of a Good Neighbor Agreement:

1. The following information must be provided during the meeting:
   a. The status of and any updates to the College's or Medical Center's Transportation and Parking Demand Management Plan, Transportation Impact Analysis, and related mitigation measures;
   b. Development that is anticipated to take place on the site during the next 12 months;
   c. Potential impacts of other on-site activities that could affect the surrounding neighborhood; and
   d. Updated contact information for the College or Medical Center ;
2. The College or Medical Center must send notice of the meeting to the neighborhood association and business association for the area at least 30 days before the meeting. Notice must be by registered or certified mail, and must include the following:
   a. The purpose of the meeting;
   b. Information on how to contact the institution regarding details about this meeting;
   c. The date, time, and location of the meeting.
3. A copy of the notification and mailing list must be retained by the College or Medical Center for at least 5 years and must be available for inspection by City staff upon request.

Use Regulations

33.150.100 Primary Uses

A. Allowed uses. Uses allowed in the campus institutional zones are listed in Table 150-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed development will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters.

B Limited uses. Uses allowed that are subject to limitations are listed in Table 150-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 150-1.

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Commentary

33.150.100 B.2 Manufacturing And Production and Industrial Services in the CI1 and CI2 zones:

Accommodation is made for Manufacturing And Production and Industrial Service uses in both the CI1 and CI2 zones to support campus institutions as centers of innovation and workforce development. Business incubators that may be affiliated with, but not strictly accessory to campus institutions are allowed as limited uses in both zones while additional Manufacturing And Production and/or Industrial Service Use may be permitted within the CI2 zone subject to conditional use approval.

33.150.100 B.5 Parks And Open Areas

Note that the limitations assigned to the allowed uses in this section apply only if they are not accessory to a campus use. For example a swimming pool built for students on a college campus is an accessory use and not subject to a conditional use as would be a pool built by Portland Parks and Rec.

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1. Retail Sales And Service uses in the CI1 zone. This regulation applies to all parts of Table 150-1 that have note [1]. Up to 10,000 square feet of Retail Sales And Service use per site may be allowed as a conditional use in the CI1 zone.

2. Manufacturing And Production and Industrial Service in the CI1 and CI2 zones. This regulation applies to all parts of Table 150-1 that have note [2]. In the CI 1 and CI2 zones, up to 10,000 square feet of Manufacturing And Production use and 10,000 square feet of Industrial Service use is allowed per site. More than 10,000 square feet of Manufacturing and Production use and 10,000 square feet of Industrial Service use may be allowed as a conditional use in the CI2 zone. More than 10,000 square feet of Manufacturing and Production and Industrial Service is prohibited in the CI1 zone.

3. Basic Utilities. These regulations apply to all parts of Table 150-1 that have note [3].

   a. Basic Utilities that serve a development site are accessory uses to the primary use being served on that site.

   b. Small Scale Energy Production that provides energy for on-site or off-site use are considered accessory to the primary use on the site. Installations that sell power they generate—at retail (net, metered) or wholesale—are included. However, they are only considered accessory if they generate energy primarily from biological materials or byproducts from the site itself, or conditions on the site itself. Not more than 10 tons per week of biological material or byproducts from other sites may be used to generate energy. Not more than 20 percent of the floor area on a site, exclusive of parking area may be devoted to small scale energy production. The requirements of Chapter 33.262, Off Site Impacts must be met.

   c. All other Basic Utilities are conditional uses.

4. Community Service. This regulation applies to all parts of Table 150-1 that have note [4]. Most Community Service uses are regulated by Chapter 33.815, Conditional Uses.

5. Parks And Open Areas. This regulation applies to all parts of Table 150-1 that have note [5]. Parks And Open Areas uses are allowed by right. However, certain accessory uses and facilities that are part of a Parks And Open Areas use require a conditional use review. These accessory uses and facilities that require a conditional use review are listed below.

   a. Swimming pools.

   b. Cemeteries, including mausoleums, chapels, and similar accessory structures associated with funerals or burial.

   c. Golf courses, including club houses, restaurants, and driving ranges.

   d. Boat ramps.

   e. Parking areas.

   f. Recreational fields for organized sports. Recreational fields used for organized sports are subject to the regulations of Chapter 33.279, Recreational Fields for Organized Sports.

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33.150.100 B.6.College Uses – Status of outdoor recreation fields
It is the intent of this code section, together with 33.700.110 2.b.(2) to continue operational requirements assigned to certain outdoor sports fields such as, but not limited to, soccer, football and baseball fields. These facilities, often host organized sporting events and may be lighted for evening activities, which can impact the adjoining residential neighborhoods. Limitations have been placed on these fields through conditional use master plans and impact mitigation plans that include hours of operation, frequency of events and requirements for event staffing. Restrictions and regulatory requirements will continue to apply to outdoor sports fields. Application to modify these restrictions or to develop a new outdoor sportsfield (above certain thresholds) will require a new conditional use application together with the attendant neighborhood notification and opportunity to participate in the review process.



Shown above is a four row 15 foot long (60 linear feet) bleacher unit with a 30 person capacity at 24" of bleacher width per spectator.

One of the thresholds included is a limit on spectator seating of 500 linear feet. This is greater than the 210 linear feet assigned to high schools under the assumption that more spectators will reside on campus and that the larger campus size allows for greater buffering from adjoining neighborhoods.

33.150.100 B.9. Group Living in the IR zone
33.150.100 B.10.Retail Sales And Services and Office uses in the IR zone
Use regulations for the existing IR zone have been relocated from their current location in Chapter 120 Multi-Dwelling Zones. No substantive changes are being made.

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6. Colleges. This regulation applies to all parts of Table 150-1 that have note [6]. Colleges are allowed by right. However, outdoor sports facilities that include more than 1,500 square feet of accessory building floor area, more than 500 linear feet of spectator seating, outdoor lighting, or voice amplification require a conditional use review.

7. Agriculture. This regulation applies to all parts of Table 150-1 that have note [7]. If the use and site do not meet the regulations of Chapter 33.237, Food Production and Distribution, Agriculture is prohibited.

8. Radio Frequency Transmission Facilities. This regulation applies to all parts of Table 150-1 that have an [8]. Some Radio Frequency Transmission Facilities are allowed by right. See Chapter 33.274.

9. Group Living in the IR Zone. This regulation applies to all parts of table 120-1 that have a note [9]. Group Living facilities in the IR zone are regulated as follows:

    a. Group Living facilities must be included in the mission statement of the campus's impact mitigation plan;

    b. The impact mitigation plan's implemented mitigation measures must accommodate the impacts the Group Living facility will create; and

    c. A facility located less than 150 feet from another residential zone must meet the standards for Group Living in that zone. Where two or more residential zones are within 150 feet of the Group Living development, the controlling regulations are those of the lower density zone.

10. Retail Sales And Services and Office uses in the IR zone. This regulation applies to all parts of Table 120-1 that have a note [10].

    a. Purpose. Retail Sales And Service uses are allowed as part of an institutional campus in recognition of the large size of such campuses and the needs of the people present for nearby goods and services. Office uses are allowed in recognition of the multifaceted nature of colleges and medical centers.

    b. Retail Sales and Service uses allowed as accessory activities. These uses are allowed by right when the use is identified as a permitted accessory use in the institution's approved impact mitigation plan or conditional use master plan; and

    c. Retail Sales and Service and Office uses are allowed on an institutional campus as primary uses when the following regulations are met:

        (1) The location is identified as a site for a primary retail, service or office use in the institution's approved impact mitigation plan;

        (2) The impact mitigation plan's mitigation measures for commercial use at the site are met; and

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Commentary

33.150.100 B.11. Schools, Colleges and Medical Centers in the IR zone
Use regulations for the existing IR zone have been relocated from their current location in Chapter 120 Multi-Dwelling Zones. No substantive changes are being made.

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(3) Retail Sales and Services uses in combination with office uses which are not listed as primary or accessory uses in the mission statement of the impact mitigation plan are limited. These uses are limited to no more than 50,000 square feet of floor area or 10 percent of the campus floor area, whichever is less. When structured parking is provided 250 square feet of parking structure floor area is included in the area subject to this floor area limitation for each required parking space. Size exceptions are prohibited.

d. Institutional Office uses allowed as accessory activities. These uses are allowed by right when the use is identified as a permitted accessory use in the institution's approved impact mitigation plan or conditional use master plan; and

e. Institutional Office uses allowed as primary uses. Office uses related to the mission of the institution are allowed by right when all of the following are met:

(1) The amount of office space development is mitigated for at the level specified in the institution's approved impact mitigation plan;

(2) The office uses allowed are limited to the following:

- Institutional administrative, faculty, staff, student, and educational offices;
- Blood collection facilities;
- Medical office space and medical office buildings; and
- Medical, scientific, educational research and development facilities and laboratories.

(3) Limit the aggregate size of medical, scientific, educational research and development facilities and laboratories; non institution-owned medical office buildings; and major event entertainment facilities and their associated structured parking to 30 percent or less of the campus floor area. Exceptions to the 30 percent maximum are prohibited.

11. Schools, Colleges, and Medical Centers in the IR zone. This regulation applies to all parts of Table 120-1 that have a note [11].

a. Purpose. High Schools, Colleges, and Medical Centers located in IR Zones are limited to the large institutional campuses the IR Zone is intended to foster. The IR zone was created in recognition of the role such institutions play in meeting the needs of Portland's citizens.

b. Regulations for institutional campuses. High Schools, Colleges, Hospitals, and Medical Centers are allowed to develop as institutional campuses when they meet the following regulations.

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Religious Uses
Religious uses are designated as a conditional use in all three zones. Chapels and other places of worship related to the primary education or medical use are considered accessory uses.

High Schools
High schools are being designated as Institutional Campus on the Comprehensive Plan Map and are allowed within the IR zone.

33.150.120 Accessory Uses:
There are a wide range of accessory uses allowed on campuses including but not limited to group housing (dormitories) household living (for faculty and staff) and retail sales (cafeterias and bookstores). Current code offers some guidelines for distinguishing between primary and accessory uses including, but not limited to 33.910 Definitions and proposed section 33.150.110.

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(1) The institution is located or is to be located on a site that is at least 5 acres in total area. Exceptions to this minimum size requirement are prohibited.

(2) The institution has an approved impact mitigation plan or conditional use master plan.

(3) Schools and business schools are commercial uses and are not allowed in an IR zone through a conditional use.

c. Regulations for other institutions. Schools, Colleges, Hospitals, and Medical Centers are allowed as a conditional use only.

d. Regulations for recreational fields for organized sports. Recreational fields used for organized sports on a school, school site, or in a park, are subject to the regulations of Chapter 33.279, Recreational Fields for Organized Sports.

12. Daycare in the IR zone. This regulation applies to all parts of Table 120-1 that have a note [11]. Daycare facilities are allowed if included in the institution's approved impact mitigation plan or conditional use master plan.

C. Conditional uses. Uses that are allowed if approved through the conditional use review process are listed in Table 150-1 with a "CU". These uses are allowed provided they comply with the conditional use approval criteria for that use, the development standards, and other regulations of this Title. Uses listed with a "CU" that also have a footnote number in the table are subject to the regulations cited in the footnote. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The conditional use review process and approval criteria are stated in Chapter 33.815, Conditional Uses.

D. Prohibited uses. Uses listed in Table 150-1 with an "N" are prohibited. Existing uses in categories listed as prohibited may be subject to the regulations of Chapter 33.258, Nonconforming Uses and Development.

33.150.110 Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory use and all applicable development standards. In addition, Retail Sales and Service, Manufacturing and Production, and Industrial Service uses that are on a site with a College or a Medical Center in a CI1 or CI2 zone that have exterior access within 150 feet of a public right-of-way or have exterior signage are primary uses. Retail Sales and Service, Manufacturing and Production, and Industrial Service uses that have exterior access more than 150 from a public right-of-way and do not have exterior signage are accessory uses.

33.150.120 Nuisance-Related Impacts

A. Off-site impacts. All uses, including accessory uses, must comply with the standards of Chapter 33.262, Off-Site Impacts.

B. Other nuisances. Other nuisances are regulated by Title 29, Property and Maintenance Regulations

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Commentary

Table 150-1

As noted previously, there are three campus zones included in this new chapter:

- Campus Zone 1 (CI1) provides for college and related accessory uses with limited provision for additional neighborhood serving Retail Sales And Service Uses as a conditional use. Outdoor recreation facilities beyond certain thresholds are also conditional uses due to their potential impact on adjoining neighborhoods.

- Campus Zone 2 (CI2) is a more intensive zone allowing a wider range of primary commercial uses in addition to college and medical center uses. It is intended for hospitals and colleges located along commercial street frontages.

- Institutional Residential (IR) is an existing zone currently located within Zoning Code Multi-Dwelling Residential Chapter 120. Staff has made limited changes to this "legacy" zone which remains applicable to many of the city's high schools.

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Table 150-1 Campus Institutional Zone Primary Uses			
Use Categories	**CI1**	**CI2**	**IR**
Residential Categories			
Household Living	N	N	Y
Group Living	N	N	Y [9]
Commercial Categories			
Retail Sales And Service	CU [1]	Y	L/CU [10]
Office	N	Y	L/CU [10]
Quick Vehicle Servicing	N	N	N
Vehicle Repair	N	N	N
Commercial Parking	N	Y	N
Self-Service Storage	N	N	N
Commercial Outdoor Recreation	N	N	N
Major Event Entertainment	CU	CU	CU
Industrial Categories			
Manufacturing And Production	L [2]	L/CU [2]	N
Warehouse And Freight Movement	N	N	CU
Wholesale Sales	N	N	N
Industrial Service	L [2]	L/CU [2]	N
Railroad Yards	N	N	CU
Waste-Related	N	N	N
Institutional Categories			
Basic Utilities	L/CU [3]	L/CU [3]	L/CU [3]
Community Service	CU [4]	Y	CU [4]
Parks And Open Areas	L/CU [5]	L/CU [5]	L/CU [5]
Schools	N	N	L/CU [11]
Colleges	Y/CU [6]	Y/CU [6]	L/CU [11]
Medical Centers	Y	Y	L/CU [11]
Religious Institutions	CU	CU	CU
Daycare	Y	Y	L/CU [12]
Other Categories			
Agriculture	L [7]	L [7]	L [7]
Aviation And Surface Passenger Terminals	N	N	N
Detention Facilities	N	N	N
Mining	N	N	N
Radio Frequency Transmission Facilities	L/CU [8]	L/CU [8]	L/CU [8]
Rail Lines And Utility Corridors	CU	CU	CU

Y = Yes, Allowed
L = Allowed, But Special Limitations
CU = Conditional Use Review Required
N = No, Prohibited

Notes:

- The use categories are described in Chapter 33.920.
- Regulations that correspond to the bracketed numbers [ ] are stated in 33.150.100.B.
- Specific uses and developments may also be subject to regulations in the 200s series of chapters.

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Commentary

33.150.200 Lot Size

This will be treated the same as commercial zones in all campus zones. An amendment to 33.613 is required to add reference to CI zones.

33.150.205 Floor Area Ratio

A maximum 3:1 Floor Area Ratio assigned to the CI-1 Urban Campus Zone combined with the available building heights allows for significant development potential on all of the urban campuses. The 0.5:1 FAR allowed for CI-2 residential campus zones is a reduction from existing development allowed in the IR zone but still results in significant development potential beyond what is currently built on these residential campuses. Together the proposed zones will meet the City's Goal 9 obligation to provide for additional dispersed campus institutional development capacity.

33.150.210 Height

The 75 foot CI1 zone maximum height limit is equivalent to the existing IR zone standard. This accommodates prevalent educational campus design as described in the Bookin Group LLC and THA Architects authored white paper *"Determinants of College/University Campus Development Patterns"* prepared initially for the Economic Development Policy Expert Group and subsequently presented as background to the Campus Institutional Zoning Update Project .

A CI2 maximum height limit of 150 feet will accommodate modern nursing care facilities as demonstrated by the new Providence Cancer Center and Randall Children's Hospital towers and as further described in the Bookin Group/ THA Architects white paper *"Determinants of Medical Center Development Patterns"* also presented to the Project Advisory Group as background material.

Setbacks and height at campus perimeter

In both the CI1 and CI2 zones, a reduced initial height limit at the perimeter of the campus is intended to match the allowed height of the adjoining zone. Subsequent maximum height limits are established back and away from the campus perimeter where greater height will not "encroach" on adjoining structures or yards.

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Development Standards

33.150.200 Lot Size

There is no required minimum lot size for development of land or for the creation of new lots in campus institution zones. Creation of new lots is subject to the regulations of Chapter 33.613, Lots in Commercial and Campus Institutional Zones.

33.150.205 Floor Area Ratio

A. Purpose. Floor area ratios (FARs) regulate the amount of use (the intensity) allowed on a site. FARs provide a means to match the potential amount of uses with the desired character of the area and the provision of public services. FARs also work with the height, setback, and building coverage standards to control the overall bulk of development.

B. FAR standard. The floor area ratios are stated in Table 150-2 and apply to all development.

33.150.210 Height

A. Purpose. Maximum height limits work with other development standards to control the overall scale of buildings. The height limits in the CI zones allow for urban scale development that generally reflects the intent of each zone. Height limits adjacent to residential and mixed use areas preserve light, air, and the potential for privacy in the adjacent zones, and discourage buildings that visually dominate adjacent development.

B. Maximum height. The maximum height standards for all structures are stated in Table 150-2, or are shown on Maps 150-1 through 150-4. Maximum height is reduced adjacent to certain zones as described in Subsection C. The maximum heights shown on Maps 150-1 through 150-4 supersede the maximum height standards in Table 150-2 and Subsection C. Exceptions to all the maximum height standards are stated in Subsection E.

C. Reduced maximum height. Maximum height is reduced adjacent to certain zones.

1. In the CI1 zone, maximum height is reduced as follows.

   a. On the portion of the site within 60 feet of a lot line abutting or across the street from a site zoned OS or RF through R2.5, the maximum height is 30 feet. See Figure 150-1.

   b. On the portion of the site within 40 feet of a lot line abutting or across the street from a site zoned R3 through RX or commercial/mixed use zones the maximum height is 45 feet. See Figure 150-2.

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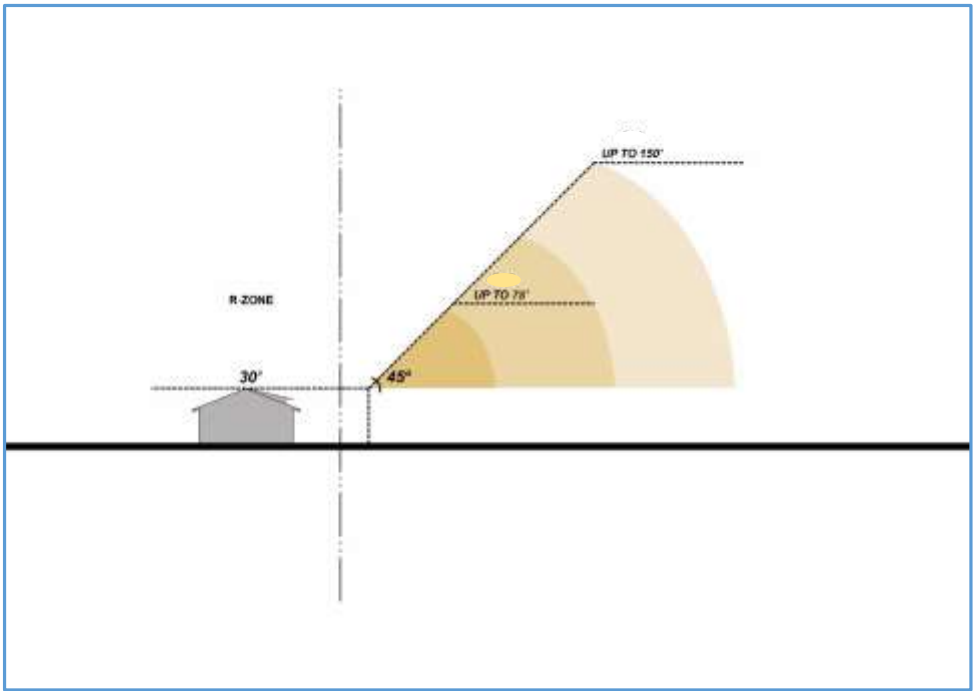
33.150.210.c Reduced maximum height

Together with building setback requirements, building height limits are intended to match building heights at the perimeter of campuses to the context of the neighborhood and locate taller buildings towards the interior of campuses.

A thirty-foot initial height limit is recommended for both CI1 and CI2 zoned property where it abuts, or is across the street from open space or single dwelling zones. This is consistent with the thirty-foot height limit now applicable in the RF through R5 single dwelling zones.

A forty-five (45)-foot initial height limit is recommended for CI1 and CI2 zones property where it abuts, or is across the street from multi-dwelling or mixed use commercial zones. This height is compatible with the R1-R3 multi-dwelling zone height limits which range from 35 to 45 feet in height and the proposed 35-65 foot height limits of the CM1-CM3 mixed use zones.

These initial height limits increase away from the campus perimeter where additional building height and mass will not have as great an impact on adjoining properties.



Generally, initial building height matches allowed height in adjacent zones and increases towards the interior of a campus.

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2. CI2 zone.

   a. Maximum height is reduced on sites in the CI2 zone that abut or are across the street from a site zoned OS, or RF through R2.5 as follows:

      (1) On the portion of the site within 60 feet of a lot line abutting or across the street from a site zoned OS, or RF through R2.5, the maximum height is 30 feet. See Figure 150-1.

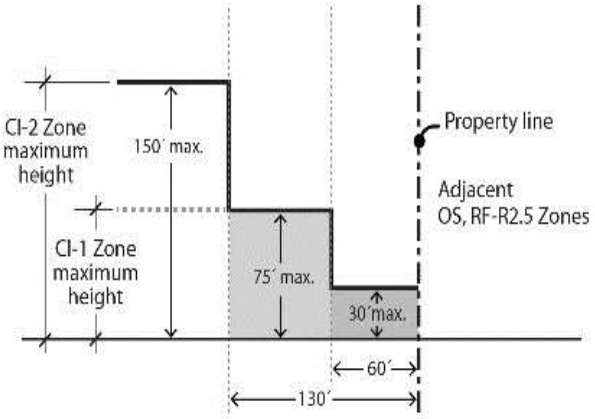
      (2) On the portion of the site that is more than 60 feet but within 130 feet of a lot line abutting or across the street from a site zoned OS, or RF through R2.5, the maximum height is 75 feet. See Figure 150-1.

   b. Maximum height is reduced on sites in the CI2 zone that abut or are across the street from a site zoned R3 through RX, or commercial/mixed use zones as follows:

      (1) On the portion of the site within 40 feet of a lot line abutting or across the street from a site zoned R2 through RX, or commercial/mixed use zones, the maximum height is 45 feet. See Figure 150-2.

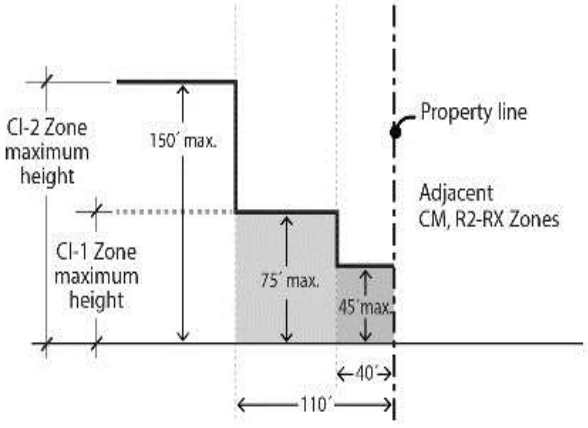
      (2) On the portion of the site more than 40 feet but within 110 feet of a lot line abutting or across the street from a site zoned R2 through RX, or commercial/mixed use zones, the maximum height is 75 feet. See Figure 150-2.

Figure 150-1



1. See Section 33.150.215 Setbacks for required building setback.

Figure 150-2



1. See Section 33.150.215 Setbacks for required building setback.

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33.150.210 D. Maximum height in the IR Zone.
This is existing text applicable in the IR zone. It is retained here although there are currently no IR zoned properties subject to the 4 to 1 FAR and 100 foot height limit except for Adventist Hospital where such entitlements are a function of the Gateway Plan District.

33.150.210 E. Exceptions
This is existing text applicable in various zones where height restrictions are described.

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D. Maximum height in the IR Zone. In the IR zone, the maximum height is 75 feet, except on sites within 1,000 feet of a transit station that have an FAR of 4 to 1, where the maximum height is 100 feet.

E. Exceptions

1. Chimneys, flag poles, satellite receiving dishes, and other items similar with a width, depth, or diameter of 5 feet or less may extend 10 feet above the height limit, or 5 feet above the highest point of the roof, whichever is greater. If they are greater than 5 feet in width, depth, or diameter, they are subject to the height limit.
2. All rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical equipment may extend up to 16 feet above the height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit.
3. Antennas, utility power poles, and public safety facilities are exempt from the height limit.
4. Small wind turbines are subject to the standards of Chapter 33.299. Roof mounted solar panels are not included in height calculations, any may exceed the maximum height limit if the following are met:
   a. For flat roofs or the horizontal portion of mansard roofs, they may extend up to 5 feet above the top of the highest point of the roof.
   b. For pitched, hipped, or gambrel roofs, they must be mounted no more than 12 inches from the surface of the roof at any point, and may not extend above the ridgeline of the roof. The 12 inches is measured from the upper side of the solar panel.
5. Towers and spires with a footprint of 200 square feet or less may exceed the height limit, but still must comply with the setback standard.

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Development Standards, Generally

Development standards assigned to the CI2 zone have been modelled on mixed use zone standards and are designed to achieve a commercial development environment. The lower scale CI1 zone standards are largely derived from the existing IR zone and table 110-5 Institutional Development Standards within single family zones to produce development that is compatible with adjoining residential neighborhoods. Some specific comparisons are outlined below:

FAR: CI1 zone-0.5:1 FAR = table 110-5 Institutional development in single dwelling zones standard
CI2 zone-3:1 FAR = CM3 zone standard

Max Height CI1 zone-75' allowed height is the same as currently allowed in the IR zone
CI2 zone-150' allowed height proposed to accommodate modern nursing tower design.

Building Coverage CI1 zone-50% max coverage= table 110-5 allowance
CI2 zone-85% max coverage = CM1 and CM2 and CM3 zone allowances

Max building length CI1 zone-110 ft. maximum length is same as Mixed Use Zones
CI2 zone – 110 ft. maximum length is same as Mixed Use Zones

Min Landscape CI1 zone-25% = Table 110-5 Institutional Development. Standards in Single Dwelling Residential Zones
CI2 zone-15% = CM1, CM2 and CM3 zone allowances

Landscape abutting residential zone property lines
CI1 zone 10 feet@ L3 = Table 120-5 Institutional Development Standards in Multi-dwelling zone
CI2 zone 5 feet @ L3 = commercial/mixed use zone standard

Landscape across ROW from residential zone
CI1 zone 10 feet@ L1 = Table 120-5 Institutional Development Standards in Multi-dwelling zone
CI2 zone 5 feet @ L1 = commercial/mixed use zone standard

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Table 150-2
Summary of Development Standards in Campus Institutional Zones

Standard	CI1	CI2	IR
Maximum FAR [1] (see 33.150.205)	0.5 to 1	3 to 1	2 to 1
Maximum Height (see 33.150.210)	75 ft. [2].	150 ft. [2]	75/100 ft.
Minimum Building Setbacks [1] (see 33.150.215)			
-Lot line abutting or across the street from an OS, RF-R2.5 zoned lot	15 ft.	10 ft.	1 ft. for every 2 ft. of building height but not less than 10 ft.
-Lot line abutting or across the street from an R2-RX,IR zoned lot	10 ft.	10 ft.	
-Lot line abutting or across the street from a C,CI,E, or I zoned lot	0 ft.	0 ft.	
Maximum Building Setbacks Street Lot Line, Transit Street or Pedestrian District (See 33.150.215)	None	10 ft.	10 ft.
Maximum Building Coverage [1] (see 33.150.225)	50% of site area	85% of site area	70% of site area
Maximum Building Length [1] (see 33.150.235)	100 ft.	None	None
Minimum Landscaped Area (see 33.150.240)	25% of site area	15% of site area	20% of site area
Landscaping Abutting an R zoned lot (see 33.150.240.C)	10 ft. @ L3	5 ft. @ L3	10 ft. @L3
Landscaping across the street from an R zoned lot (see 33.150.240.C)	10 ft. @ L1	5 ft. @ L1	10 ft. @L1
Building Facade Articulation [1] (see 33.150.255)	No	Yes	No
Ground Floor Window Standards [1] (see 33.150.250)	No	Yes	Yes
Transit Street Main Entrance [1] (See 33.150.265)	No	Yes	No

Notes:
[1] For Colleges and Medical Centers, the entire CI zone is treated as one site regardless of ownership. In this case, FAR is calculated based on the total square footage of the parcels within the zone rather than for each individual parcel, and setbacks, building length, façade articulation, ground floor windows and transit street main entrance regulations are measured from, or only apply to, the perimeter of the zone.
[2] Heights reduced on sites that are across the street from, or adjacent to, certain zones. See 33.150.210.C.

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Commentary

33.150.215 Setbacks

Minimum and maximum setback requirements are included in the campus institutional zones. There is also a map series in this section that establishes specific height and setback standards for four campuses where specific adjustments or other development standard design features were included in the applicable conditional use master plan or impact mitigation plan. These maps will allow these institutions to continue to develop according to these fundamental design parameters approved through these earlier review procedures.

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33.150.215 Setbacks

A. Purpose. The required building setbacks promote streetscapes that are consistent with the desired character of the campus institutional zones, and reflect the diversity of neighborhoods within which the campus institutional zones are located. In instances where a campus institutional zone abuts a residential zone, the required setbacks centers complement the residential character of surrounding neighborhood and result in development that will maintain light, air, and the potential for privacy for adjacent residential zones. In instances where a campus institutional zone abuts a mixed-use zone, pedestrian district and/or transit street, the setback requirements promote buildings and activity that are inviting to pedestrians, and contribute to an active pedestrian environment.

B. Minimum building setbacks. The minimum building setback standards apply to all buildings and structures on the site. Minimum required building setbacks are stated in Table 150-2, or are shown on Maps 150-1 through 150-4. Minimum building setbacks shown on Maps 105-1 through 150-4 supersede Table 150-2. Exceptions to the minimum building setback standards are stated below:

1. Minor projections allowed. Minor features of a building, such as eaves, chimneys, fire escapes, water collection cisterns and planters, bay windows, uncovered stairways, wheelchair ramps, and uncovered decks or balconies, may project into a required building setback up to 20 percent of the depth of the setback. However, they may not be within 3 feet of a lot line. Bays and bay windows extending into the setback also must meet the following requirements:

    a. Each bay and bay window may be up to 12 feet long, but the total area of all bays and bay windows on a building façade cannot be more than 30 percent of the area of the façade;

    b. At least 30 percent of the area of the bay which faces the property line requiring the setback must be glazing or glass block;

    c. Bays and bay windows must cantilever beyond the foundation of the building; and

    d. The bay may not include any doors.

2. Full projection allowed. In addition to Paragraph 1 above, the following features are allowed to fully project into required building setbacks:

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Mixed Use Zone Coordination

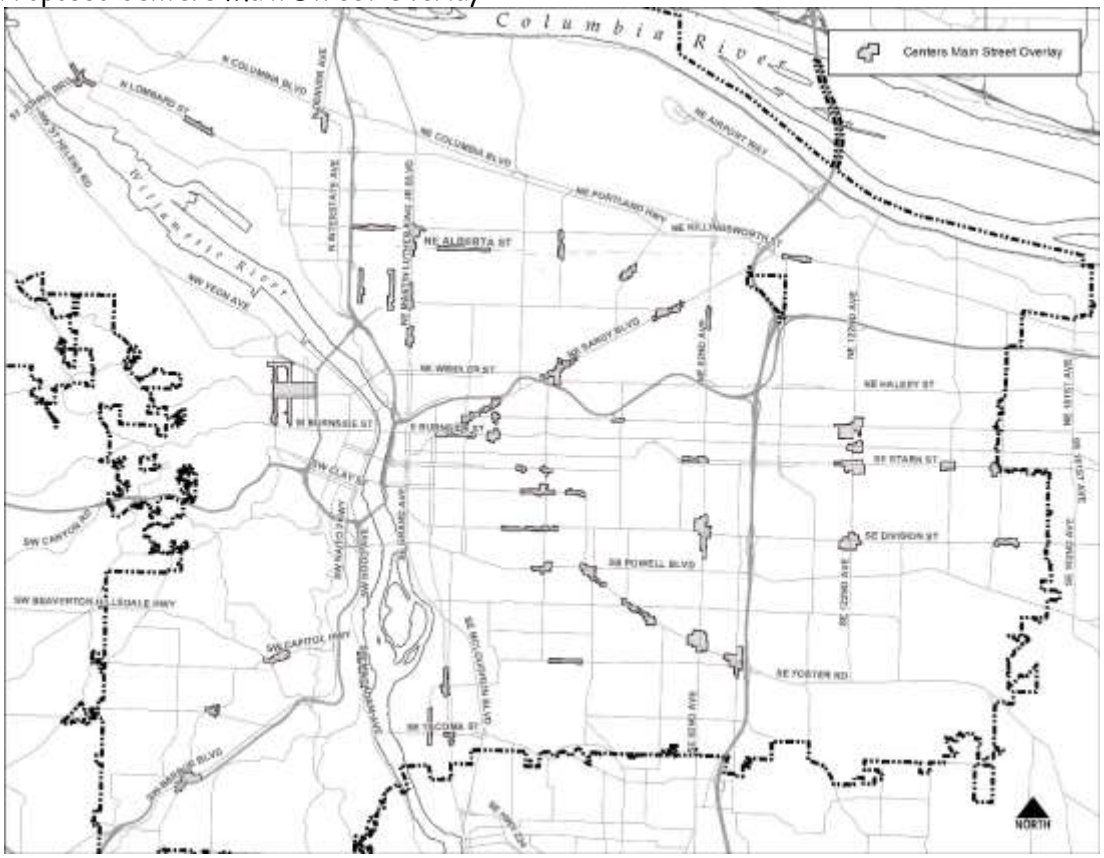
The development standards in the CI2 Campus Institution Zone are the same as the Mixed Use Commercial Zones Discussion Draft to promote an active, pedestrian-friendly environment along the city's commercial corridors and centers. The intention is that development within CI2 zones should be as supportive of these objectives as development within the mixed use zones themselves. Some standards have been modified in recognition of the relatively large site sizes available to campus institutions.

33.150.215 C. Maximum building setbacks in the CI2 Zone.
33.150.250 Ground Floor Windows in the CI2 Zone
33.150.255 Building Length and Façade Articulation in the CI2 Zone,
33.150.265 Transit Street Main Entrance

Centers Overlay Zone

Two institutional campuses; PCC Cascade and PCC SE, will also be subject to a new "Centers Overlay zone", presented in more detail as part of the Mixed Use Zone Project, requiring enhanced design standards and vehicular access limitations.

Proposed Centers Main Street Overlay



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a. Canopies, marquees, awnings, and similar features may fully extend into a street setback;

b. Uncovered stairways and wheelchair ramps that lead to one entrance on the street-facing façade of a building may fully extend into a street setback;

c. Uncovered decks and stairways that are no more than 2-1/2 feet above the ground may fully extend into a required building setback; and

d. On lots that slope down from the street, vehicular and pedestrian entry bridges that are no more than 2-1/2 feet above the average sidewalk elevation may fully extend into a required building setback.

3. Projections not allowed. Attached mechanical structures such as heat pumps, air conditioners, emergency generators, and water pumps are allowed in a street setback but not a required setback from an abutting residential zone.

C. Maximum building setbacks in the CI2 zone. Except as stated in Subsection C.3, the maximum building setback standards are stated below.

1. Maximum setback standards. Unless otherwise specified, the maximum a building can be set back from a transit street or street lot line within a pedestrian district is 10 feet. At least 50 percent of the length of the ground level street-facing façade of the building must meet the maximum setback standard.

2. Applying the standard.

a. Where an existing building is being altered, the standards apply to the ground level, street-facing façade of the entire building. See Figures 150-3 and 150-4.

b. Where there is more than one building on the site, the standards of this paragraph apply to the combined ground level, street-facing facades of all of the buildings. See Figures 150-5 and 150-6.

c. For buildings where all of the floor area is in residential use, the street-facing façade of an open porch that meets the following standards is included as part of the ground level, street-facing façade of the building:

(1) For houses, attached houses and duplexes, the porch must be at least 25 square feet in area. For multi-dwelling structures, the porch must be at least 9 feet wide and 7 feet deep;

(2) The porch must have at least one entrance facing the street; and

(3) The porch must have a roof that is:

- No more than 12 feet above the floor of the porch; and
- At least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with a trellis or other open material if no more than 70 percent of the area of the material is open.

d. If the site has street lot lines on three or more streets, the maximum setback standard only applies to two of the streets. When this occurs, the standard must be applied to the streets with the highest transit street classifications. If multiple

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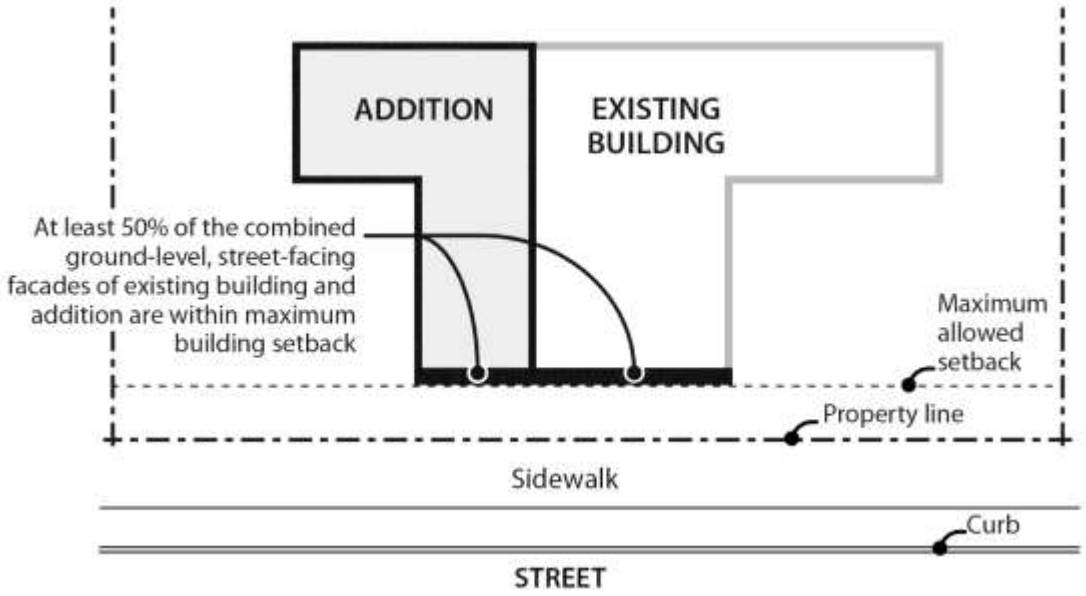
streets have the same highest transit street classification, the applicant may choose which streets to apply the standard.

3. Exception. The maximum building setbacks do not apply to primary structures under 500 square feet in floor area, or to detached accessory structures. The street-facing facades of detached accessory structures do not count towards meeting maximum setback standards. See Figure 150-6.

D. Improvements within maximum building setbacks. At least 50 percent of the setback area between the street lot line and the portion of the building that complies with the maximum building setback must be hard surfaced for use by pedestrians. Residential buildings are exempt from this standard.

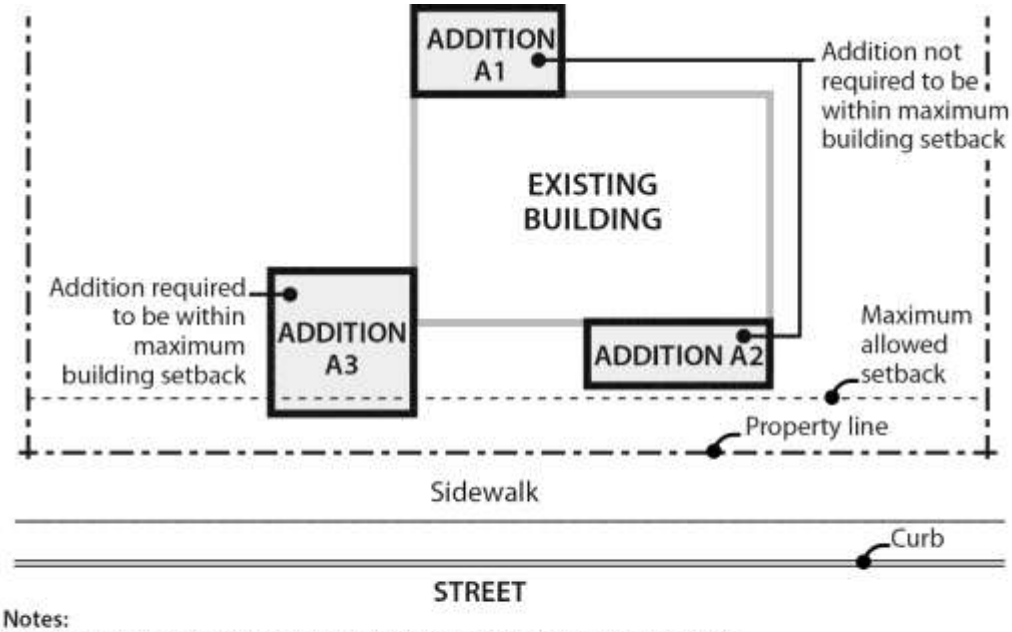
Figure 150-3
Alteration to Existing Building in Conformance with Maximum Setback Standard



Ord. 188177, Vol. 2.5, page 15253

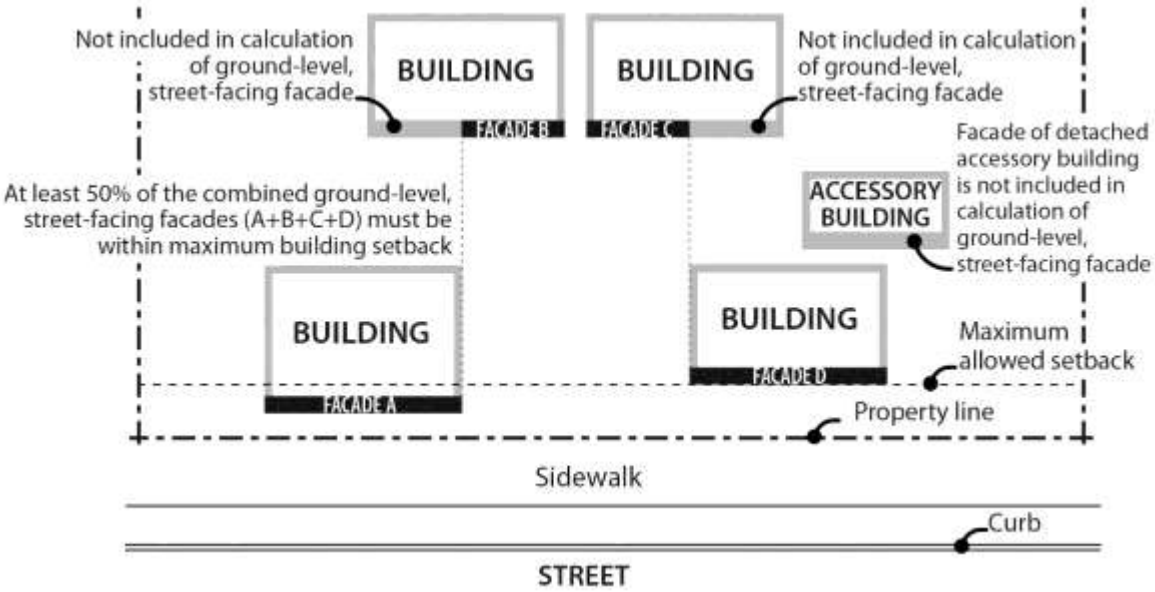
Ord. 188177, Vol. 2.5, page 15254

Figure 150-4
Alterations to Existing Building



Notes:
Addition A1. Not subject to maximum setback standard because addition has no street-facing facade.
Addition A2. Brings building closer to conformance with maximum setback standard because it does not increase the length of the street-facing facade, and it brings building closer to maximum building setback line.
Addition A3. Because addition increases length of street facing facade, 100% of addition facade must be within maximum setback until maximum setback standard for entire building is met.

Figure 130-5
Calculating Maximum Building Setback When More Than One Building On Site



Ord. 188177, Vol. 2.5, page 15255

Commentary

33.150.220 Building Coverage

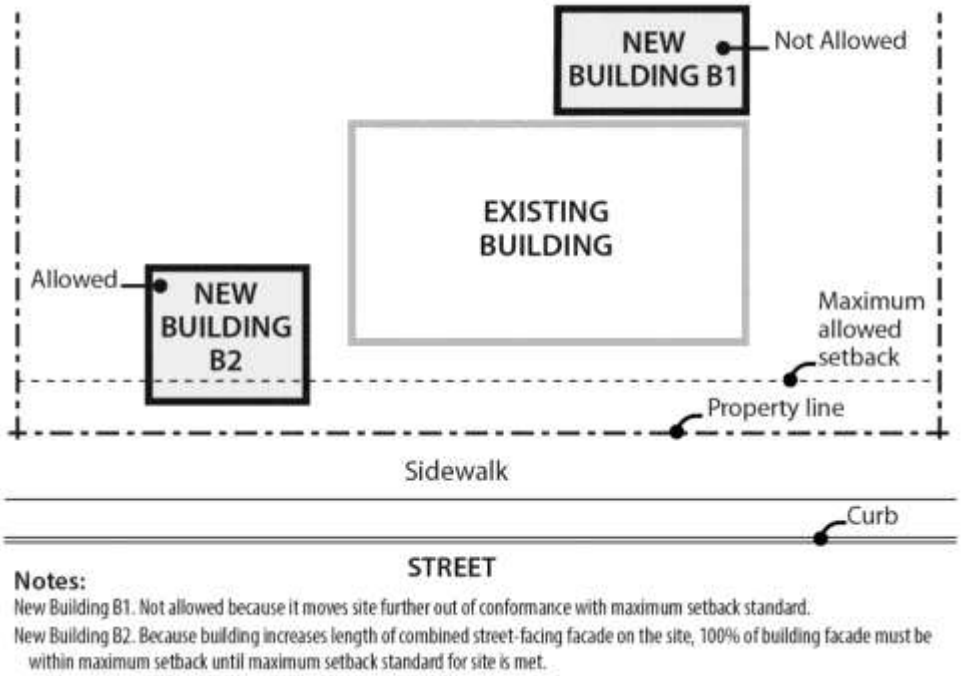
The standard considers the entire campus as one site, similar to the treatment of institutions in multi-dwelling zones.

33.150.235 Building Length in the CI1 Zone

The maximum building length standard applicable in the CI1 zone is intended to match building massing at the perimeter of campuses with surrounding residential areas. It is similar to standards applied in multi-dwelling zones.

Ord. 188177, Vol. 2.5, page 15256

Figure 150-6
New Buildings on Sites with Buildings That Do Not Meet the Maximum Building Setback



33.150.220 Building Coverage

A. Purpose. The building coverage standards limit the footprint of buildings and work with the FAR, height, and setback standards to control the overall scale of development. The standards promote development consistent with the desired character of the zone. In the CI1 zone, the standard promotes open spaces, both formal and informal, together with buildings at a scale that are compatible with surrounding single family residential development. In the CI2 zone the standards allow for buildings that represent an urban level of development and are consistent with adjacent mixed use zones.

B Building coverage standards. The maximum building coverage covered structures are stated in Table 150-2

33.150.235 Building Length in the CI1 Zone

A. Purpose. The maximum building length standard, along with the height and setback standard, limits the amount of bulk that can be placed close to the street. The standard assures that long building walls close to streets will be broken up into separate buildings. This will provide a feeling of transition from lower density development and help create the desired character of development in these zones.

B. Maximum building length. In the CI1 Zone, the maximum building length for the portion of buildings located within 30 feet of a street lot line is 110 feet. The portions of buildings subject to this standard must be separated by a minimum of 20 feet when located on the same site.

Ord. 188177, Vol. 2.5, page 15257

33.150.250 Ground Floor Windows in the CI2 Zone.
The campus institution zone standard requiring 40 percent of the ground level wall area of street-facing facades that are 20 feet or closer to rights of way is consistent with requirements and exceptions proposed in the Mixed Use Zones Discussion Draft. Such requirements are generally seen to promote an engaging pedestrian environment by increasing visibility and activity at the sidewalk level. Exceptions for public art and vegetated green walls provide options for institutional activity that may be incompatible with such window standards.

Ord. 188177, Vol. 2.5, page 15258

33.150.240 Landscaped Areas

A. Purpose. Landscaping is attractive and it helps to soften the effects of built and paved areas. Landscaping also helps cool the air temperature, intercept rainfall and reduce stormwater runoff by providing non-paved permeable surface. Landscaping is required for all campus institutional zoned lands that abut or are across a street from residential zoned lands to provide buffering and promote the livability of the residential lands.

B. Minimum landscaped area. The required amount of landscaped areas is stated in Table 150-2. Required landscaped areas must be at ground level and comply with at least the L1 standard as stated in Chapter 33.248, Landscaping and Screening. However, up to one-third of the required landscaped area may be improved for active or passive recreational use, or for use by pedestrians. Examples include walkways, play areas, plazas, picnic areas, and unenclosed recreational facilities. Any required landscaping, such as for required setbacks or parking lots, applies towards the landscaped area standard.

C. Landscaping required in minimum building setbacks. Landscaping is required in minimum building setbacks from lot lines abutting or across the street from a residential zoned lot. The depth and type of required landscaping are stated in Table 150-2.

33.150.245 Trees

Requirements for street trees and for on-site tree preservation, protection, and overall tree density are specified in Title 11. See Chapter 11.50, Trees in Development Situations.

33.150.250 Ground Floor Windows in the CI2 Zone.

A. Purpose. In the CI2 Zone, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of active street level uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

B. Ground floor window standards.

1. General standard. The following ground floor window standards apply in the CI2 Zone. Houses, attached houses, manufactured homes, and duplexes are exempt.

    a. Windows must cover at least 40 percent of the ground level wall area of street-facing facades that are 20 feet or closer to a street lot line or publicly-accessible plaza. For the purposes of this standard, ground level wall areas include all exterior wall areas from 2 feet to 10 feet above the finished grade.

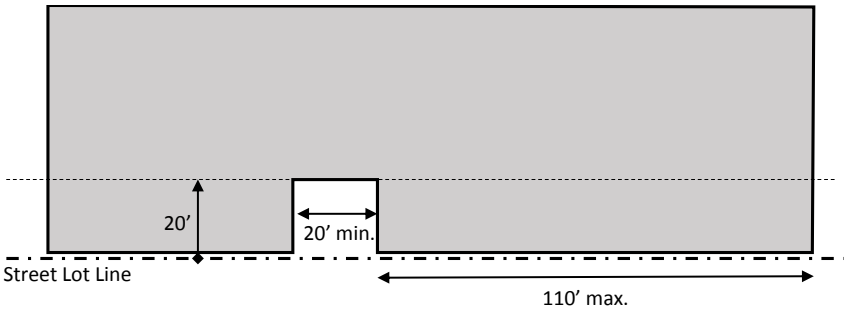
Ord. 188177, Vol. 2.5, page 15259

33.150.255 Building Length and Façade Articulation in the CI2 Zone

Campus Institution Zone standards establishing a maximum building length for that portion of a building located within 20 feet of a street lot line at 110 feet is consistent with that being proposed for commercial structures in the Mixed Use Zones Discussion Draft. Façade articulation standards require large building wall planes to be divided into smaller components. This is in response to community concerns expressed about large building masses and their negative impact on the adjacent streetscape and desire for increased architectural interest.

Maximum building length. This requirement is derived from a standard that applies in some of the multi-dwelling zones. The maximum building length standard of 110 feet relates to common development patterns in many commercial areas (commercial lots with 100 feet of frontage are common in many main street areas), but is intended to provide flexibility for building divisions to occur in locations other than just the middle of 200-foot wide block frontages. This limitation only applies within 20 feet of a street lot line, so that building volumes may be attached beyond this distance. This standard requires that the resulting building volumes, when located on the same site, be separated by a minimum of 20 feet in order to create a clear break in the building massing and to provide a usable space between them.

Maximum building length standard in CI2Zone



Ord. 188177, Vol. 2.5, page 15260

b. If the lot has more than one street frontage, then the ground floor window standard in Subparagraph B.1.a applies to the façade that faces the highest transit street classification according to the Transportation Element of the Comprehensive Plan. If two or more streets have the same highest transit street classification, then the applicant may choose on which street to meet the standard. All other street-facing facades that are 20 feet or closer to the street lot line must have windows that cover 25 percent of the ground level wall area.

c. Structured parking. If the building is structured parking, the ground floor window standards in Paragraph B.1 apply, except that the ground floor window standard does not apply to the secondary frontages that are required to have windows that cover 25 percent of the ground level wall area if the façade is setback 5 feet and landscaped to the L2 standard.

C. Qualifying window features. Required ground floor window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Windows into storage, parking, garbage and recycling areas, and display cases attached to outside walls, do not qualify. The bottom of the windows must be no more than 4 feet above the finished grade.

D. Exception for Public Art. Public art may be used to meet up to one half of the required window coverage of the ground floor window provision. Covenants for the public art will be required, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the public art. To qualify for this exception, documentation of approval by the Regional Arts and Culture Council must be provided prior to approval of the building permit.

E. Exception for Vegetated Green Walls. Vegetated green walls may be used to meet up to one half of the required window coverage of the ground floor window provision. Covenants for the vegetated green wall will be required, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the vegetated green wall. Vegetated green walls must be set back at least 2 feet from street lot lines and must meet the standards for vegetated green walls in Chapter 33.248, Landscaping and Screening.

33.150.255 Building Length and Façade Articulation in the CI2 Zone

A. Purpose. These standards, along with the height and setback standards, limit the bulk of buildings close to the street. These standards help ensure that large buildings will be divided into smaller components that relate to the scale and patterns of Portland's commercial/mixed-use areas and add visual interest and variety to the street environment.

B. Maximum building length. In the CI2, zone, the maximum building length for the portion of a building located within 20 feet of a street lot line is 110 feet. The portions of buildings subject to this standard must be separated by a minimum of 20 feet when located on the same site.

Ord. 188177, Vol. 2.5, page 15261

33.150.260 Screening

Recommended screening text uses existing code language from other code sections where screening requirements are in place.

Ord. 188177, Vol. 2.5, page 15262

C. Building Façade articulation in the CI2 Zone.

1. The standard applies to buildings more than 35 feet high and that have more than 3,500 square feet of street-facing façade area within 20 feet of a street property line.

2. The standard. At least 25 percent of each façade within 20 feet of a street lot line must be divided into façade planes that are off-set by at least 2 feet from the rest of the façade. Façade area used to meet the façade articulation standard may be recessed behind, or project out from, the primary façade plane, but projections into street right-of-way do not count toward meeting this standard.

33.150.260 Screening

A. Purpose. The screening standards address specific unsightly features that detract from the appearance of campus institutional areas.

B. Garbage and recycling collection areas. All exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt. Screening must comply with at least the L3 or F2 standards of Chapter 33.248, Landscaping and Screening.

C. Mechanical equipment. Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation. Screening must comply with at least the L2 or F2 standards of Chapter 33.248, Landscaping and Screening, and be tall enough to screen the equipment. Mechanical equipment placed on roofs must be screened in one of the following ways, if the equipment is within 50 feet of an R zone:

1. A parapet along facades facing the R zone that is as tall as the tallest part of the equipment;

2. A screen around the equipment that is as tall as the tallest part of the equipment; or

3. The equipment is set back from roof edges facing the R zone 3 feet for each foot of height of the equipment.

Ord. 188177, Vol. 2.5, page 15263

33.150.265 Transit Street Main Entrance

The recommended standards are consistent with the mixed-use zone requirements intent to promote street facing active uses along the city's neighborhood commercial streets. Note that the 200 foot distance between entrances has been established with an acknowledgement that certain institutional uses do not readily lend themselves to frequent public entranceways.

Ord. 188177, Vol. 2.5, page 15264

33.150.265 Transit Street Main Entrance

A. Purpose. Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

B. Applicability.

1. Generally. All sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, or residential use in a multi-dwelling structure, must meet the following standards. If the site has frontage on more than one transit street, the standards of Subsection C must be met on at least one of the transit streets;
2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of 33.130.250.C, Residential Main Entrance, instead of the requirements of this section.

C. Location. For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor, and one main entrance to a multi-dwelling structure must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent transit street grade. The main entrance must:

1. Be within 25 feet of the transit street;
2. Allow pedestrians to both enter and exit the building; and
3. Meet one of the following:
   a. Face the transit street;
   b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-7; or
   c. If it is an entrance to a multi-dwelling structure:
      (1) Face a shared courtyard that is connected to the transit street by a 6 foot wide pathway that is landscaped to at least the L1 level, or hard-surfaced for use by pedestrians; and
      (2) Be within 50 feet of the transit street.

D. Distance between entrances. For portions of a building with any nonresidential uses within the maximum building setback, a minimum of one entrance is required for every 200 feet of building length.

Ord. 188177, Vol. 2.5, page 15265

Commentary

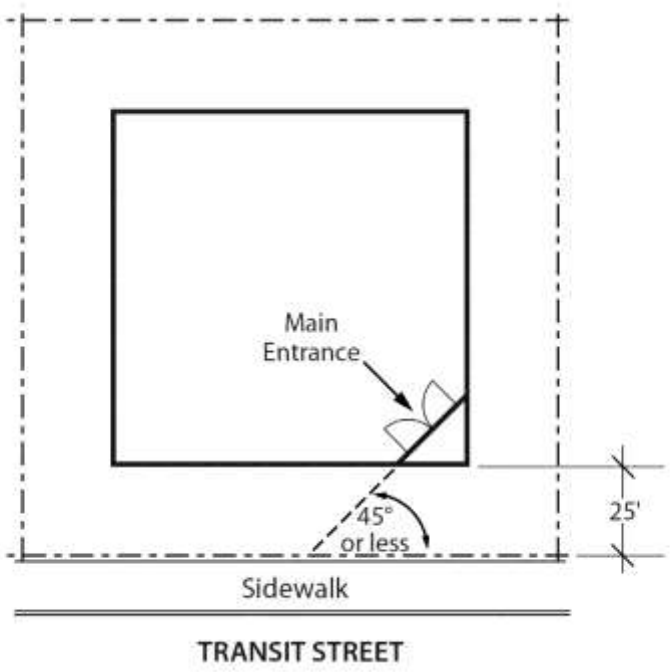
33.150.267 Development Standards for Institutional Campuses in the IR Zone

The Institutional Residential (IR) zone allowed use and development standards have been relocated from their current location in the zoning code, Chapter 33.120 "Multi-Dwelling Zones" in order to more accurately match zoning code chapters with their corresponding Comprehensive Plan Map land use categories. An effort has been made to carry forward the relevant text to Chapter 150 however, in a limited number of circumstances, reference to chapter 120 standards are included in order to fully retain the current IR requirements without duplicating text in both chapters.

No changes have been made to the land use regulations, development standards or procedural requirements applied to development within the IR zone.

Ord. 188177, Vol. 2.5, page 15266

Figure 150-7
Transit Street Main Entrance



33.150.267 Development Standards for Institutional Campuses in the IR Zone

A. Purpose. The general base zone development standards in the IR zone are designed for institutional campuses with approved impact mitigation plans. The intent is to maintain compatibility with and limit negative impacts on surrounding areas.

B. Where these standards apply. The standards of this section apply to all development that is part of an institutional campus with an approved impact mitigation plan or conditional use master plan in the IR zone, whether allowed by right, allowed with limitations, or subject to a conditional use review. The standards apply to new development, exterior alterations, and conversions from one use category to another.

C. The standards.

1. Access to accessory Retail Sales And Service uses must be from an interior space, or from an exterior space that is at least 150 feet from a public right of way.
2. Exterior signage for accessory Retail Sales And Service uses is prohibited.
3. The following subsections apply to development in the IR zone unless superseded by development standards in an approved impact mitigation plan or approved conditional use master plan:
   a. 33.120.200 Housing Types Allowed;
   b. 33.120.232 Street-Facing Facades;
   c. 33.120.240 Required Outdoor Areas; and
   d. 33.120.255 Pedestrian Standards.

Ord. 188177, Vol. 2.5, page 15267

Commentary

33.150.270 Exterior Display and Storage

33.150.275 Trucks and Equipment

Text for these sections is similar to code language used elsewhere in the code.

Ord. 188177, Vol. 2.5, page 15268

33.150.270 Exterior Display and Storage,

A. Purpose. The standards of this section are intended to assure that exterior display, storage, and work activities:

- Will be consistent with the desired character of the zone;
- Will not be a detriment to the overall appearance of a commercial area;
- Will not have adverse impacts on adjacent properties, especially those zoned residential; and
- Will not have an adverse impact on the environment.

B. Exterior display. Exterior display of goods is prohibited except for the display of plants and produce.

C. Exterior storage. Exterior storage is allowed when the following are met:

1. Exterior storage is limited to 10 percent of the site area; and
2. Exterior storage areas must be set back 10 feet from lot lines and the setback area must be landscaped to at least the L3 standard. Exterior storage areas located more than 100 feet from an exterior property line are exempt from the landscape requirement.

C. Paving. All exterior display and storage areas, except for plant nurseries, must be paved.

33.150.275 Trucks and Equipment

A. Purpose. The parking and storage of trucks and equipment is regulated to ensure that it will be consistent with the desired character of the campus institutional zones, and to limit adverse effects on adjacent residential lands.

B. Truck and equipment parking standards. The standards for truck and equipment parking apply to business vehicles that are parked regularly at a site. The regulations do not apply to pick-up and delivery activities, to the use of vehicles during construction, or to services at the site that occur on an intermittent and short term basis. The truck categories are defined in Chapter 33.910.

1. Light trucks. The parking of passenger vehicles, light trucks, and similar equipment is allowed in all campus institutional zone areas that comply with the development standards for auto parking areas.
2. Medium trucks. The parking of pickup trucks in the medium truck category is allowed in all campus institutional zones. The parking of all other medium trucks and similar equipment is allowed only in the CI2 zone. Truck parking areas must comply with the development standards for auto parking areas.
3. Heavy trucks. The parking of heavy trucks and similar equipment is not allowed in any campus institutional zone.

33.150.277 Drive-Through Facilities

Drive-through facilities are prohibited in the campus institutional zones.

Ord. 188177, Vol. 2.5, page 15269

33.150.280 Detached Accessory Structures

33.150.285 Fences

Text for these sections is similar to code language used elsewhere in the code.

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Ord. 188177, Vol. 2.5, page 15270

33.150.280 Detached Accessory Structures

A. Purpose. These standards are intended to maintain separation and privacy for abutting residential zoned lots from nonresidential development.

B. General standards.

1. The regulations of this section apply to detached accessory structures.
2. The height and building coverage standards of the base zone apply to detached accessory structures.

C. Setbacks.

1. Uncovered accessory structures. Uncovered accessory structures such as flag poles, lamp posts, signs, antennas and dishes, mechanical equipment, uncovered decks, play structures, and tennis courts are allowed in a street setback, but not in a required setback from an abutting residential zone.
2. Covered structures.
   a. Covered structures such as storage buildings, greenhouses, work shed, covered decks, and covered recreational structures are subject to the setbacks for buildings.
   b. Water cisterns that are 6 feet or less in height are allowed in side and rear setbacks, including setbacks for abutting a residential zone.

33.150.285 Fences

A. Purpose. The fence regulations promote the positive benefits of fences without negatively impacting the community or endangering public or vehicle safety. Fences near streets are kept low in order to allow visibility into and out of the site and to ensure visibility for motorists. Fences in any required side or rear setback are limited in height so as to not conflict with the purpose for the setback.

B. Types of fences. The standards apply to walls, fences, and screens of all types whether open, solid, wood, metal, wire, masonry, or other material.

C. Location and heights.

1. Fences abutting both external and internal street lot lines and pedestrian connections. Within 10 feet of a street lot line or lot line that abuts a pedestrian connection, fences that meet the following standards are allowed:
   a. Fences that are more than 50 percent sight-obscuring may be up to 3-1/2 feet high.
   b. Fences that are 50 percent or less sight-obscuring may be up to 8 feet high.
2. Fences abutting other lot lines. Fences up to 8 feet high are allowed in required building setbacks along all other lot lines.
3. Fences in all other locations. The height for fences in locations other than described in Paragraphs C.1 and C.2 is the same as the regular height limits of the zone.

Ord. 188177, Vol. 2.5, page 15271

Commentary

33.150.300 Parking, Loading and Transportation Demand Management
Campus specific Transportation Impact (TIA) and Transportation Demand Management (TDM) plans will supersede the standard parking and loading requirements of Table 266-2. Development permits for projects adding more than 20,000 square feet of building area or 4 parking spaces to a campus must be accompanied by approved TIA/TDM plans unless they are already contemplated or otherwise accounted for by an existing, approved Transportation Impact Analysis.

Please refer to recommended Zoning Code text amendments to Chapters 33.266 Parking Loading and Transportation Demand Management and 33.807 Transportation Impact Review for additional discussion.

Ord. 188177, Vol. 2.5, page 15272

D. Reference to other regulations

1. Building permits. Building permits are required by BDS for certain fences pursuant to the building code.

2. Fence materials regulated by other bureaus. Electrified fences are regulated under Title 26, Electrical Regulations. The use of barbed wire is regulated under Title 24, Building Regulations.

33.150.290 Demolitions

A. Generally. Demolition on a site that requires a demolition permit is subject to the tree preservation and protection requirements of Title 11, Trees. See Chapter 11.50, Trees in Development Situations.

B. Historic resources. Demolition of a historic resource is regulated by Chapter 33.445, Historic Resource Overlay Zone.

C. Landscaping. Sites must be landscaped within 6 months of the demolition of buildings unless there is an approved development for the site. Approved development means a project approved through a land use review or building permit. The landscaping must meet at least the L1 standard of Chapter 33.248, Landscaping and Screening, except that no shrubs or trees are required.

3.150.295 Nonconforming Development

Existing development that does not conform to the development standards of this chapter may be subject to the regulations of Chapter 33.258, Nonconforming Situations.

33.150.300 Parking, Loading and Transportation Demand Management

The standards pertaining to the minimum required and maximum allowed number of auto parking spaces, minimum required number of bicycle parking spaces, parking lot placement, parking lot setbacks, and landscaping are stated in Chapter 33.266, Parking, Loading and Transportation Demand Management.

33.150.305 Signs

The sign regulations are stated in Title 32, Signs and Related Regulations.

33.150.310 Superblock Requirements

Development on land that includes vacated rights-of-way may be subject to the superblock standards of Chapter 33.293, Superblocks.

33.150.315 Recycling Areas

Requirements for recycling areas are regulated by the Bureau of Planning and Sustainability. See Section 17.102.270, Businesses and Multifamily Complexes Required to Recycle, of the Portland City Code.

Ord. 188177, Vol. 2.5, page 15273

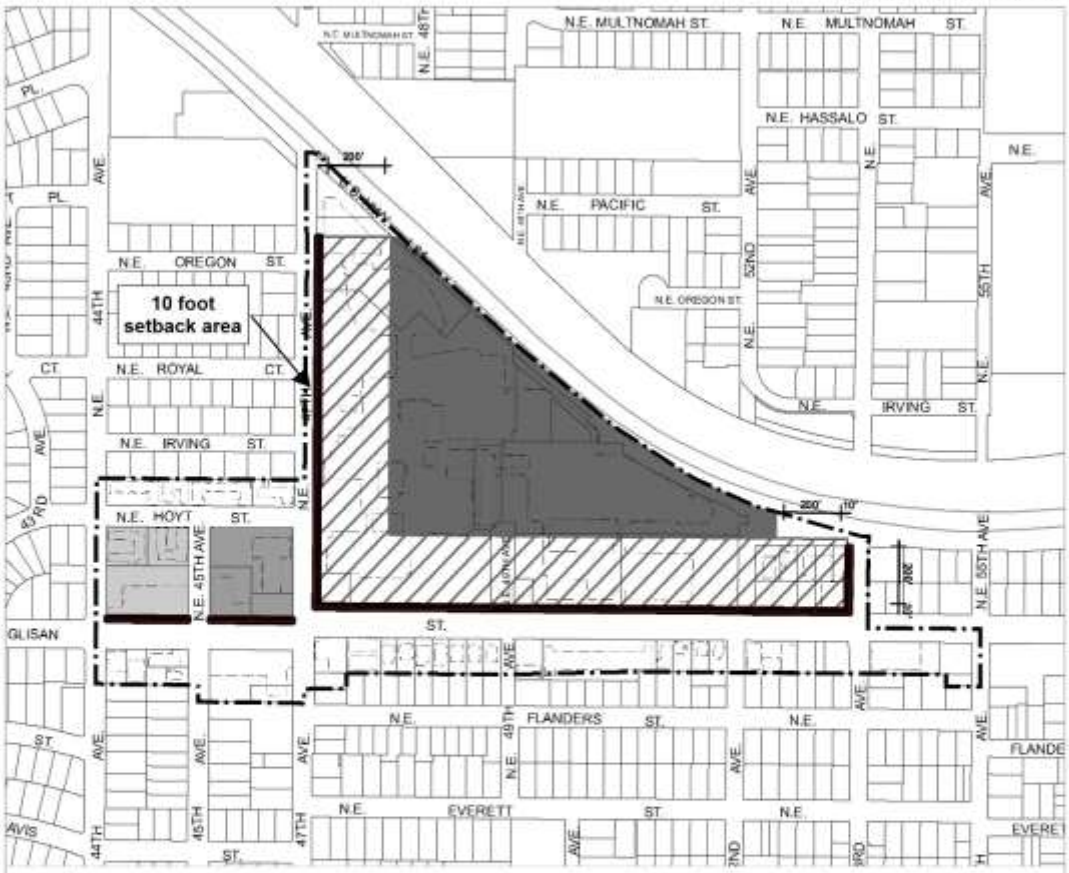
Campus Map Series
In those circumstances where specific height or building setback standards have been established through an approved Impact Mitigation Plan or Conditional Use Master Plan and they exceed the proposed standards established in 33.150 these alternative height and setback standards are portrayed in a map series that supersedes the applicable chapter text

Ord. 188177, Vol. 2.5, page 15274

Maximum Heights and Minimum Setbacks
Providence Portland Medical Center

Map 150-1

Map Revised Xxxxx X, 2015



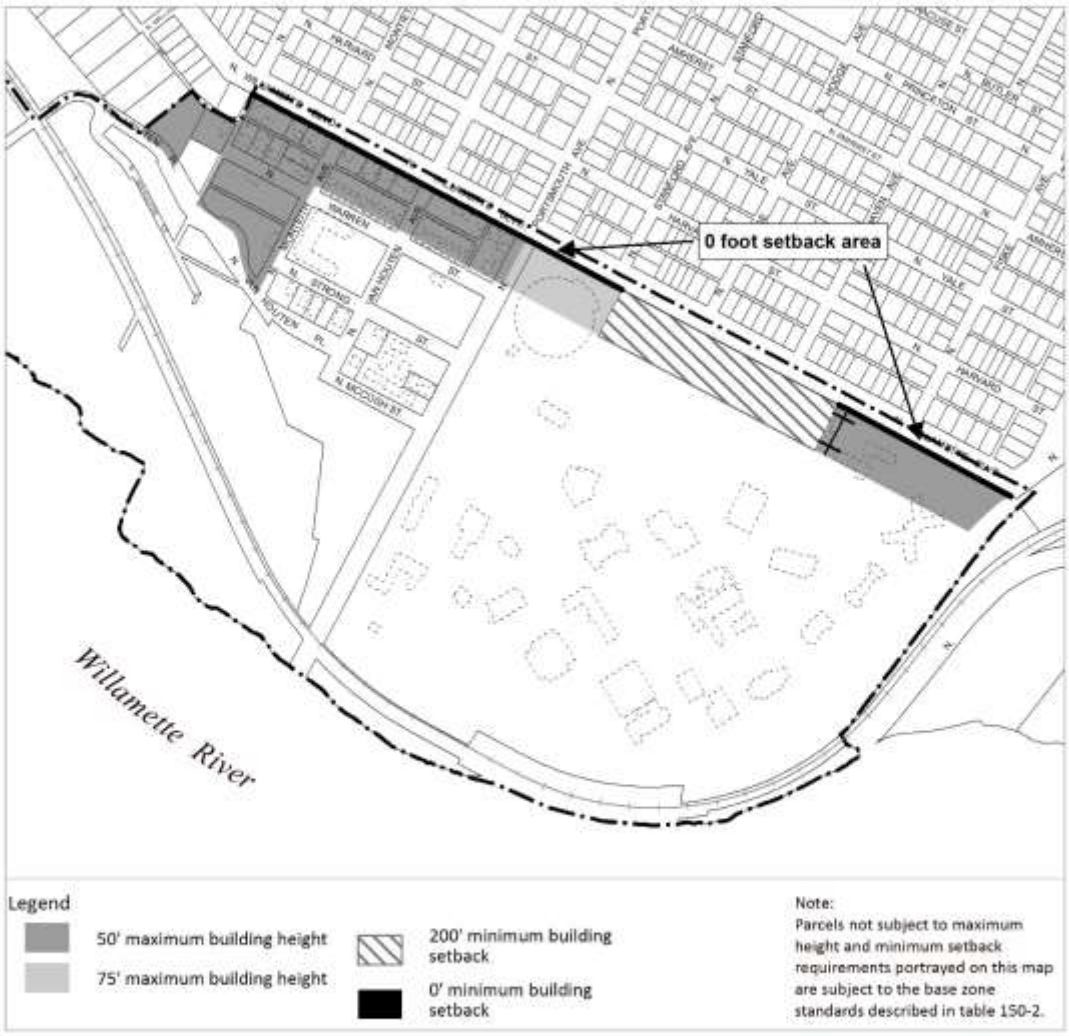
Ord. 188177, Vol. 2.5, page 15275

Ord. 188177, Vol. 2.5, page 15276

Maximum Heights and Minimum Setbacks University of Portland

Map 150-2

Map Revised Xxxxx X, 2015



Ord. 188177, Vol. 2.5, page 15277

Ord. 188177, Vol. 2.5, page 15278

Maximum Heights and Minimum Setbacks
Legacy Emanuel Hospital and Health Center

Map 150-3

Map Revised Xxxxx X, 2015

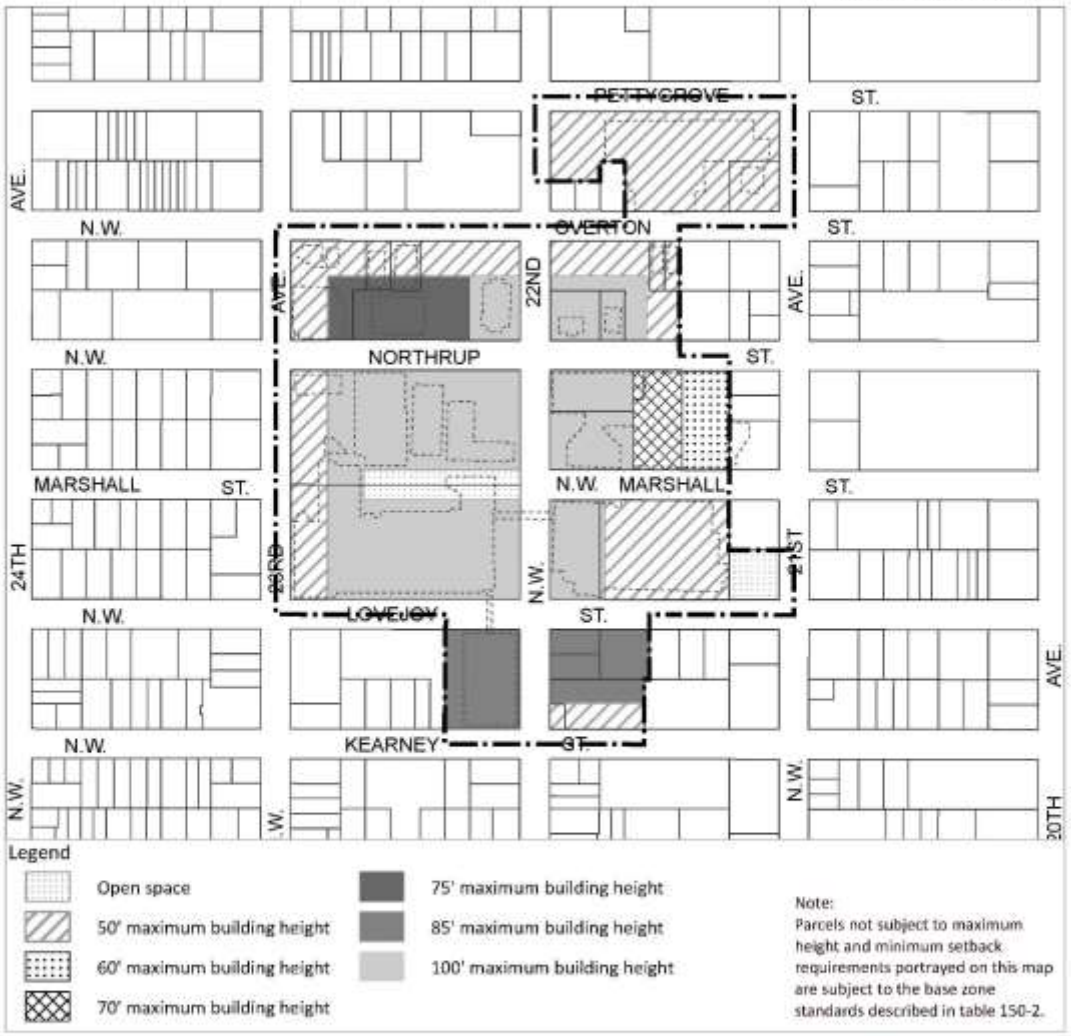


Ord. 188177, Vol. 2.5, page 15279

Ord. 188177, Vol. 2.5, page 15280

Maximum Heights and Minimum Setbacks — Map 150-4
Legacy Good Samaritan Hospital and Health Center

Map Revised Xxxxx X, 2015



Ord. 188177, Vol. 2.5, page 15281

Commentary

266 PARKING LOADING AND TRANSPORTATION DEMAND MANAGEMENT

Chapter 266 is amended to reference the new Campus Institutional zones in the regulations. The chapter is further amended to include requirements for Transportation Demand Management.

Sections:
The changes add the new Transportation Demand Management requirements to the list of sections.

33.266.010 Introduction
The changes add text to include the new requirements for Transportation Demand Management plans.

CHAPTER 33.266 PARKING, ~~AND~~ LOADING, AND TRANSPORTATION DEMAND MANAGEMENT

266

Sections:

33.266.010 Introduction
Motor Vehicle Parking
33.266.100 General Regulations
33.266.110 Minimum Required Parking Spaces
33.266.115 Maximum Allowed Parking Spaces
33.266.120 Development Standards for Houses and Duplexes
33.266.130 Development Standards for All Other Development
33.266.140 Stacked Parking Areas
33.266.150 Vehicles in Residential Zones
Bicycle Parking
33.266.200 Purpose
33.266.210 Required Bicycle Parking
33.266.220 Bicycle Parking Standards
Loading
33.266.300 Purpose
33.266.310 Loading Standards
Transportation Demand Management
33.266.410 Purpose
33.266.420 Transportation Impact Review in the Campus Institutional Zones

33.266.010 Introduction

This chapter establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, and standards for on-site loading areas, and requirements for transportation demand management plans. Other titles of the City Code may regulate other aspects of parking and loading.

Ord. 188177, Vol. 2.5, page 15283

33.266.410 Purpose
The purpose statement describes the need and rationale for the Transportation Demand Management (TDM) requirements. TDM plans are intended to reduce trips by automobiles and encourage use of alternative transportation modes. They may also reduce the need for corollary parking demand.

33.266.420 Standards for the Campus Institutional Zones
These regulations explain the thresholds and procedure for a Transportation Impact Review for Campus institutions. A Transportation Impact Review (33.852) involves a Transportation Impact Analysis for anticipated development, and will result in a TDM Plan and potentially other mitigation requirements. This section applies to development that adds more than 20,000 square feet of floor area or more than 4 new parking stalls in the campus institutional zones. Note that comprehensive Transportation Impact Analyses and Demand Management Programs can be prepared for entire campuses anticipating development over many years. In such instances development larger than 20,000 square feet or more that 4 parking spaces will not necessarily trigger the need for a new Transportation Impact Review provided it is anticipated in an existing analyses and program.

Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

Transportation Demand Management

33.266.410 Purpose

Transportation demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system, and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand. TDM strategies help reduce traffic congestion, reduce the amount of money that must be spent to expand transportation system capacity, improve air quality, and ensure road capacity is available for those who need it most.

33.266.420 Transportation Impact Analysis in the Campus Institutional Zones

Development on a site with a College or Medical Center use must conform to an approved Transportation Impact review. Transportation Impact review is not required if the development:

A. Does not increase the net building area on the campus by more than 20,000 square feet; or

B. Does not increase the number of parking spaces on the campus by more than 4.

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33.508/Cascade Station/Portland International Center Plan District

33.508.220 Maximum Development/Transportation Capacity

Transportation impact analysis requirements are being relocated from this code section to new code section 33 852. These standards are referenced in a number of code sections including 33.266.420.

Ord. 188177, Vol. 2.5, page 15286

33.508.220 Maximum Development/Transportation Capacity

A. Purpose. [No change.]

B. Limitations on the amount of development allowed. [No change.]

C. Cascade Station/Portland International Center Transportation Impact ~~Analysis~~ Review. An applicant may propose development that exceeds the allocation limits of Table 508-1 through a land use review that is based on a Transportation Impact Analysis (TIA). This approach allows an applicant more flexibility but is more complex to use. In addition to the application requirements of Section 33.730.060, the applicant must prepare a TIA that includes the elements and analysis listed in 33.852.105~~this subsection~~. The TIA may be used to exceed the maximum allocation limits in Table 508-1 or to establish lower trip generation rates. The TIA may not be used to exceed the total trips in Table 508-1.

~~1. Description of recommended development;~~

~~2. Delineation of the study area, and rationale for the delineation;~~

~~3. Description of existing uses and conditions in the study area;~~

~~a. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;~~

~~b. Any approved TIA must be reflected in the BDS tracking report;~~

~~4. Traffic forecasts and distribution;~~

~~5. Primary traffic access routes to and from the study area;~~

~~6. Recommended mitigation measures, including transportation system management, transportation demand management, and needed roadway improvements on or for local roads and State highways; and~~

~~7. Evaluation of:~~

~~a. Impacts on street function, capacity and level of service;~~

~~b. Impacts on on-street parking;~~

~~c. Access requirements;~~

~~d. Impacts on transit operations and movements;~~

~~e. Impacts on pedestrian and bicycle routes and safety; and~~

~~f. Impacts on the immediate airport area and adjacent neighborhoods.~~

Commentary

33.700.110 Prior Conditions of Land Use Approvals

Subsection 2.b.(1) Colleges and Medical Centers in the CI1 and CI2 zones establishes the regulatory framework under which colleges and hospitals will operate through the transition period, that time between the effective date of the new zones and the expiration of adopted Conditional Use Master Plans and Impact Mitigation Plans on December 31, 2023.

The expiration date proposed is roughly eight years after the adoption of the Comprehensive Plan and significantly, after the last existing conditional use master plan expires This will minimize disruption to development plans that institutions may pursue in reliance on their existing approvals while moving all institutions to the new base zone in a discrete time period that supports larger Tansportation System Plan goals and administrative certainty.

Campus	**Current Approval**	**Duration**
Reed College	CUMP	2008-2018
University of Portland	CUMP	2013-2023
Lewis and Clark College	CUMP	2009-2019
PCC Sylvania	CUMP	1993-2003[1]
Concordia University	IMP	2003-2017
Warner Pacific University	CUMP	2001-2013
Multnomah University	IMP	2000-2025
University of Western States	CUMP	1998-2008
Providence Medical Center	CUMP	2012-2022
Kaiser Medical Center	CUMP	1989-2000[2]
Legacy Emanuel	IMP	1994-2024
Legacy Good Samaritan	CUMP	2005-2015
Adventist Medical Center	CUMP	2005-2015
PCC Cascade	IMP	2001-2021
PCC Southeast	Base Zone	NA

1. BDS is allowing PCC to complete projects described in CUMP document
2. Expiration under dispute by Kaiser

Ord. 188177, Vol. 2.5, page 15288

33.700.110 Prior Conditions of Land Use Approvals

This section addresses situations where a use, development, or land division was approved with conditions as part of a land use review under zoning or land division regulations that no longer apply to the site. Over time, there are instances when uses or development previously approved with conditions are subject to new zoning or land division regulations. This may result from a change of the content of zoning or land division regulations or from legislative zone changes including annexation rezonings.

A. Conditions of approval prior to 1981. Conditions of approval for a land use review applied for prior to 1981 no longer apply to a site, except for conditions on all types of land divisions, Planned Unit Developments (PUD), or any other quasi-judicial review approved in association with a land division or PUD.

B. Conditions of approval after 1981. The regulations stated below apply to all prior conditions of approval for all types of land divisions, Planned Unit Developments (PUD), and any other quasi-judicial review approved in association with a land division or PUD, and for land use reviews applied for after January 1, 1981, unless the conditions of approval or the ordinance adopting the conditions provide for their continuance.

1. Zone changes. If a site is subject to conditions as the result of a zone change, the conditions continue to apply if the site is rezoned to a comparable zone as part of an annexation rezoning or as part of a legislative remapping. The conditions of the original zone change do not apply if the site is rezoned to a noncomparable zone. Comparable zone changes are single-dwelling to single-dwelling, multi-dwelling to multi-dwelling, commercial to commercial, employment to employment, and industrial or manufacturing to industrial zones. Also, changes from a City M3 or Multnomah County LM, M3, or M4 zone to a C, E, or I zone retain all conditions of approval on the site. Other zone changes are considered noncomparable.

2. Conditional uses.

   a. An allowed conditional use. If a use was an approved conditional use under the prior regulations or had a Community Service overlay zone, and is a conditional use under the new regulations pertaining to the site, any conditions of approval continue to apply.

   b. Use allowed by right. If the use is now allowed by right, the conditions of approval no longer apply, except for the following:

      (1) Colleges and Medical Centers in the CI1 and CI2 zones. If a College or Medical Center in a CI1 or CI2 zone was an approved conditional use under the prior regulations, and the conditional use has not expired, the applicant can continue to develop under the approved conditional use review, the conditional use master plan, or the impact mitigation plan until the review expires, or December 31, 2023, whichever comes first. If the applicant chooses to develop under the approved conditional use, the conditional use master plan, or the impact mitigation plan they must develop under the base zone regulations that were in effect on the date the land use application was deemed complete. Amendments to the conditional use are prohibited.

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Commentary

33.700.110 B.2.b.(2)

Outdoor sportsfields above a specified threshold are conditional uses under the campus institutional zones. This subsection is intended to carry forward the operational conditions attached to outdoor sports fields within existing conditional use master plans and impact mitigation plans. Such restrictions include but are not limited to, time limitations on when field lighting is allowed and restrictions on the number of major events that can be hosted at the fields.

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(2) Conditions of approval continue to apply to outdoor sports facilities that are on a site with a College or Medical Center that was an approved use under the prior regulations.

c. Use no longer allowed. If the use was a conditional use without an expiration date and is no longer allowed, it becomes a nonconforming use under the new regulations, and must continue to meet the conditions as well as the nonconforming use regulations. If the use was a conditional use with an expiration date and is no longer allowed, it is subject to the same regulations as revocable permits, as stated in Paragraph 120.C.1 below.

3. Variances and adjustments. If the variance or adjustment was for development that is now allowed by right, and the development on the site conforms to the current regulations, then the prior conditions of approval no longer apply.

4. Other land use actions. If the use or development was approved with conditions under a review ~~which~~ that is no longer in effect on the site (such as site review, design review, significant environmental concern review), the conditions no longer apply.

Ord. 188177, Vol. 2.5, page 15291

33.730 Quasi-judicial Procedures

33.730.130 Expiration of an Approval

This section also references 33.852 where a ten year duration is assigned to Transportation Impact Reviews. Such a time limit is necessary to account for changes in the surrounding transportation network even if no changes occur on an institutional campus itself.

Ord. 188177, Vol. 2.5, page 15292

33.730.130 Expiration of an Approval

A. Expiration of unused land use approvals issued prior to 1979. [No Change.]

B. When approved decisions expire.

1. Land use approvals, except as otherwise specified in this section, expire if:

   a. Generally.

      (1) Within 3 years of the date of the final decision a City permit has not been issued for approved development; or

      (2) Within 3 years of the date of the final decision the approved activity has not commenced.

   b. Exception. Final decisions that became effective between May 27, 2006 and December 31, 2008 or between May 16, 2009 and June 30, 2011 expire if a City permit has not been issued for approved development or the approved activity has not commenced by June 30, 2014.

2. Zoning map and Comprehensive Plan map amendments do not expire.

3. Conditional Use Master Plans, ~~and~~ Impact Mitigation Plans, and Transportation Impact Reviews expire as specified in Chapters 33.820, ~~and~~ 33.848, and 33.852, or in the plans themselves.

4.-12. [No change.]

C. Deferral of the expiration period. [No Change.]

D. Expiration of adjustments approved prior to March 16, 2001. [No Change.}

Ord. 188177, Vol. 2.5, page 15293

33.815 Conditional Uses

Amendments to section 815 Conditional Uses are necessary to reference the new recommended base zones and acknowledge that the IR Zone has been relocated within the Zoning Code. Approval criteria for conditional uses within the CI zones are generally established to mitigate off-site impacts on adjoining residential uses.

33.815 Conditional Uses

815

Sections:

General
33.815.010 Purpose
33.815.020 How to Use this Chapter
33.815.030 Automatic Conditional Use Status
33.815.040 Review Procedures
33.815.050 Loss of Conditional Use Status
33.815.060 Development Standards for Conditional Uses
33.815.070 Sites With Split Zoning
33.815.080 Approval Criteria in General
Approval Criteria
33.815.100 Uses in the Open Space Zone
33.815.105 Institutional and Other Uses in R and IR Zones and Outdoor Sports Facilities in CI Zones
33.815.107 Short Term Housing in R and IR Zones
33.815.110 Office and Retail Sales And Service Uses in the RX Zone
33.815.115 Specified Uses in Commercial Zones
33.815.120 Commercial Parking Facilities in the RX, CX, CG, and E Zones, Outside the Central City Plan District, the Columbia South Shore Plan District and the Cascade Station/Portland International Center Plan District
33.815.121 Commercial Parking Facilities in the RX, CS, and CX Zones, in the Hollywood Plan District
33.815.122 Nonresidential Uses on Specified Sites located in the RX Zone within the Central City Plan District
33.815.125 Specified Uses in Industrial Zones
33.815.126 Office Uses in the IG1 Zone in the Central City Plan District
33.815.127 Accessory Offices and Headquarters Offices in the IH Zone in the Guild's Lake Industrial Sanctuary Plan District
33.815.128 Retail Sales And Service Uses in the EG Zones
33.815.129 Office Uses in Specified Historic Resources in the Industrial Zones in the Central City Plan District
33.815.130 Residential Uses in the EG1, EG2, IG1, IG2, and IH Zones
33.815.132 Office Uses in the IG1 Zone in the Employment Opportunity Subarea in the Central City Plan District
33.815.140 Specified Group Living Uses in the C and EX Zones
33.815.200 Aviation And Surface Passenger Terminals
33.815.205 Detention Facilities
33.815.210 Helicopter Landing Facilities
33.815.215 Major Event Entertainment

Ord. 188177, Vol. 2.5, page 15295

Commentary

33.815.105 Institutional and Other Uses in R and IR Zones and Retail Sales And Service and Outdoor Sports Facilities in CI Zones

This section provides the approval criteria that will be used in the review of conditional use reviews of both primary retail activity at the perimeter of campuses and outdoor sportsfields that are above a specified threshold of improvement (field lighting, amplified sound and spectator bleachers). In both of these instances the potential impact on adjoining residential neighborhoods requires additional review and an opportunity for adjoining property owners to participate in the review. Specific approval criteria proposed are standard to reviews where development adjoins residential neighborhoods.

Ord. 188177, Vol. 2.5, page 15296

33.815.220 Mining and Waste-Related
33.815.222 Park-and-Ride Facilities for Mass Transit
33.815.223 Public Safety Facilities
33.815.225 Radio Frequency Transmission Facilities
33.815.230 Rail Lines and Utility Corridors
33.815.300 Commercial Parking Facilities in the Columbia South Shore Plan District
33.815.301 Industrial Businesses in the Columbia South Shore Plan District
33.815.302 Professional / Technical Facilities in the Columbia South Shore Plan District
33.815.303 Retail Sales and Service Uses in the Columbia South Shore Plan District
33.815.304 Retail Sales And Service Uses on Specified Sites in the South Waterfront and the River District Subdistricts
33.815.305 Replacement Parking Facilities in the Central City Plan District
33.815.308 Commercial Parking in Multi-Dwelling Zones and Commercial Parking Access from Main Streets in the Northwest Plan District
33.815.310 Industrial Uses in the IR Zone
33.815.315 Utility Scale Energy Production in Specified C Zones

33.815.105 Institutional and Other Uses in R and IR Zones and Retail Sales And Service and Outdoor Sports Facilities in CI Zones

Unless specifically listed in sections below, ~~T~~these approval criteria apply to all conditional uses in R and IR zones and to Retail Sales And Service uses in CI1, and outdoor sports facilities in CI1 and CI2~~except those specifically listed in sections below~~. The approval criteria allow institutions and other non-Household Living uses in a residential zone, Retail Sales And Service uses in CI1, and outdoor sports facilities on college campuses that maintain or do not significantly conflict with the appearance and function of residential areas. Criteria A through E apply to institutions and other non-Household Living uses in residential zones. Criteria B through E apply to Retail Sales And Service uses in CI1 and outdoor sports facilities in CI 1 and CI2. The approval criteria are:

A. Proportion of Household Living uses. The overall residential appearance and function of the area will not be significantly lessened due to the increased proportion of uses not in the Household Living category in the residential area. Consideration includes the proposal by itself and in combination with other uses in the area not in the Household Living category and is specifically based on:

1. The number, size, and location of other uses not in the Household Living category in the residential area; and
2. The intensity and scale of the proposed use and of existing Household Living uses and other uses.

B. Physical compatibility.

1. The proposal will preserve any City-designated scenic resources; and
2. The proposal will be compatible with adjacent residential developments based on characteristics such as the site size, building scale and style, setbacks, tree preservation, and landscaping; or

Ord. 188177, Vol. 2.5, page 15297

Commentary

33.815.107 Short Term Housing in R and IR Zones

Minor edit to include approval criteria now applicable to the IR zone after it has been relocated in the code

Ord. 188177, Vol. 2.5, page 15298

3. The proposal will mitigate differences in appearance or scale through such means as setbacks, screening, landscaping, tree preservation, and other design features.

C. Livability. The proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to:

1. Noise, glare from lights, late-night operations, odors, and litter; and
2. Privacy and safety issues.

D. Public services.

1. The proposal is supportive of the street designations of the Transportation Element of the Comprehensive Plan;
2. The transportation system is capable of supporting the proposal in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;
3. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

E. Area plans. The proposal is consistent with any area plans adopted by the City Council as part of the Comprehensive Plan, such as neighborhood or community plans.

33.815.107 Short Term Housing in R and IR Zones

These approval criteria apply to Community Service uses that provide short term housing in existing structures in R and IR zones. The approval criteria are:

A. Livability. The proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to:

1. Noise, glare from lights, late-night operations, odors, and litter; and
2. Privacy issues.

B. Minimum spacing. The service provided by the proposed use is different from others provided within 750 feet of the site.

Ord. 188177, Vol. 2.5, page 15299

33.815.210 Helicopter Landing Facilities

Minor edit to include Campus Institutional zones

Ord. 188177, Vol. 2.5, page 15300

33.815.210 Helicopter Landing Facilities

A. The following approval criteria apply to all helicopter landing facilities reviewed through a Type III procedure.

1. The facility meets the safety standards required by state or federal agencies. The facility must be approved by State Aeronautics and the FAA;
2. The facility is located so that the flights may take advantage of existing natural flight corridors. Locations close to natural flight corridors such as freeways are preferred;
3. Consolidating the HLF with other existing nearby HLFs is not possible or feasible;
4. In C, E, ~~or~~ I, or campus institutional zones, the facility will not have a greater impact than allowed uses. If the facility will have significantly greater impacts, then it must be found that the public benefits of the HLF outweigh the harm of the impacts. Locations more than 500 feet from land with residential zoning will be viewed more favorably by the review body;
5. In OS, R, CN, CO, and CM zones, the facility will not have a significant negative impact on the livability of the area or a significant detrimental environmental impact;
6. The facility meets all development standards contained in 33.243.040; and
7. The facility meets all noise regulations of the State of Oregon Department of Environmental Quality and Title 18 of the City Code.

B. The following criterion applies to helicopter landing facilities reviewed through a Type II procedure: The proposal will not result in an increase in the number of flights, changes in flight path, number or type of aircraft, hours of operation, or changes in required distances from other uses.

Ord. 188177, Vol. 2.5, page 15301

Commentary

33.815.215 Major Event Entertainment

Minor edit includes CI1, CI2 and IR zones in Major Event Entertainment approval criteria.

Ord. 188177, Vol. 2.5, page 15302

33.815.215 Major Event Entertainment

These approval criteria ensure that the potentially large size and impacts of these uses are not harmful to surrounding areas and that transportation services are or will be sufficient to serve the use. The approval criteria are:

A. Public services.

1. The proposed use is in conformance with the street designations shown in the Transportation Element of the Comprehensive Plan;
2. If the proposed use will be located in an industrial zone, it will not have a significant adverse effect on truck and freight movement;
3. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes; and
4. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

B. Appearance. The appearance of the facility is consistent with the intent of the zone in which it is to be located and with the character of the surrounding uses and development;

C. Benefit. Public benefits of the proposed use outweigh any impacts that cannot be mitigated

D. In the ~~IR zone~~ campus institutional zones. These approval criteria allow Major Event Entertainment facilities to be part of an institutional campus. They also ensure that the impacts of the facility on nearby areas are mitigated and that affected neighbors have an opportunity to comment on the proposals for mitigation. The approval criteria are:

1. The facility is to be established as part of a school or college. Such facilities are prohibited as part of a medical center campus;
2. The facility is limited to events that feature the athletic or performance skills of students, faculty or staff or which supplement the institution's programs;
3. In the IR zone ~~T~~the facility is listed in the mission statement as part of the institution's impact mitigation plan;
4. In the IR zone ~~T~~the mitigation activities completed to implement the impact mitigation plan are adequate to mitigate for the expected impact of the facility. The location chosen and mitigation measures used are consistent with the institution's approved impact mitigation plan; and

Ord. 188177, Vol. 2.5, page 15303

Commentary

33.815.225 Radio Frequency Transmission Facilities

Edit picks up CI1, CI2 and IR zones in approval criteria.

Ord. 188177, Vol. 2.5, page 15304

5. All approved limited uses and major event entertainment uses in aggregate occupy 30 percent or less of all campus floor area. Calculation of total floor area of campus used by major event entertainment uses includes portions of parking structures associated with these uses. If campus facilities include structured parking 250 square feet of structured parking will be associated with the major event entertainment facility for each parking space required for the facility. Size exceptions are prohibited.

33.815.225 Radio Frequency Transmission Facilities

These approval criteria allow Radio Frequency Transmission Facilities in locations where there are few impacts on nearby properties. The approval criteria are:

A. Approval criteria for personal wireless service facilities proposing to locate on an existing building or other non-broadcast structure in an OS, CI1, IR, or R zone, or in a C, CI2, E, or I zone within 50 feet of an R zone:

1. The visual impact of an antenna must be minimized. For instance, it can be hidden behind a compatible building feature such as a dormer, mounted flush to the facade of the building and painted to match, mounted on a structure designed with minimal bulk and painted to fade into the background, or mounted by other technique that equally minimizes the visual impact of the antenna;

2. Accessory equipment associated with the facility must be adequately screened. If a new structure will be built to store the accessory equipment, the new structure must be designed to be compatible with the desired character of the surrounding area and be adequately screened; and

3. The regulations of Chapter 33.274, Radio Frequency Transmission Facilities are met.

B. Approval criteria for personal wireless service facilities proposing to locate on a tower in an OS, CI1, IR, or R zone, or in a C, CI2, E, or I zone within 50 feet of an R zone:

1. The applicant must prove that a tower is the only feasible way to provide the service, including documentation as to why the proposed facility cannot feasibly be located in a right-of-way;

2. The tower, including mounting technique, must be sleek, clean, and uncluttered;

3. The visual impact of the tower on the surrounding area must be minimized. This can be accomplished by one or more of the following methods:

   a. Limiting the tower height as much as possible given the technical requirements for providing service and other factors such as whether the tower will provide co-location opportunities;

   b. Planting or preserving trees around the tower as a way to soften its appearance. The variety and spacing of the trees will be determined based on the site characteristics, tower height, and other co-location factors;

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c. Shielding the tower and antennas from view by enclosing or concealing them within another structure that has less visual impact.

d. Placing the tower away from land uses that are more sensitive to the visual impacts, such as adjoining residences or open spaces; or

e. Other methods that adequately minimize visual impact;

4. Accessory equipment associated with the facility must be adequately screened. If a new structure will be built to store the accessory equipment, the new structure must be designed to be compatible with the desired character of the surrounding area;

5. Public benefits of the use outweigh any impacts which cannot be mitigated; and

6. The regulations of Chapter 33.274, Radio Frequency Transmission Facilities are met.

C. Approval criteria for personal wireless service facilities, proposing to locate on a tower in a C, CI2, or EX zone more than 50 feet from an R zone:

1. The applicant must prove that a tower that is taller than the base zone height standard allows or is within 2,000 feet of another tower is the only feasible way to provide the service, including documentation as to why the proposed facility cannot feasibly be located in a right-of-way;

2. The tower, including mounting technique, must be sleek, clean and uncluttered;

3. Accessory equipment associated with the facility must be adequately screened. If a new structure will be built to store the accessory equipment, the new structure must be designed to be compatible with the desired character of the surrounding area;

4. The visual impact of the tower on the surrounding area must be minimized;

5. Public benefits of the use outweigh any impacts which cannot be mitigated; and

6. The regulations of Chapter 33.274, Radio Frequency Transmission Facilities are met.

D. Approval criteria for all other Radio Frequency Transmission Facilities:

1. Based on the number and proximity of other facilities in the area, the proposal will not significantly lessen the desired character and appearance of the area;

2. The facility will be located so that impacts on mature trees and tree groves are minimized;

3. Public benefits of the use outweigh any impacts which cannot be mitigated; and

4. The regulations of Chapter 33.274, Radio Frequency Transmission Facilities are met.

Ord. 188177, Vol. 2.5, page 15307

Commentary

33.820 Conditional Use Master Plans

Section includes expiration date of December 31, 2023 for existing, master plans as part of the proposal's transition.

Ord. 188177, Vol. 2.5, page 15308

33.820 Conditional Use Master Plans

820

33.820.060 Duration of the Master Plan

The master plan must include proposed uses and possible future uses that might be proposed for at least 3 years and up to 10 years. Generally, ~~A~~an approved master plan remains in effect until development allowed by the plan has been completed or the plan is amended or superseded, however if an approved master plan for a site in a CI1 or CI2 zone has an expiration date later than December 31, 2023, the master plan expires on December 31, 2023.

Ord. 188177, Vol. 2.5, page 15309

33.848.060 Phases and Duration

Section includes expiration date of December 31, 2023 for existing, Impact Mitigation Plans as part of the proposal's transition.

Ord. 188177, Vol. 2.5, page 15310

33.848 Impact Mitigation Plans

848

33.848.060 Phases and Duration

An impact mitigation plan remains in effect until all phases of development included in the plan have been completed. An impact mitigation plan may include a specific expiration date. After all phases of development provided for in their impact mitigation plan have been completed, the plan remains in effect until it is amended, or updated, or superseded. Mitigation plans for sites in a CI1 or CI2 zone expire on December 31, 2023 and are superseded by the base zone.

Ord. 188177, Vol. 2.5, page 15311

Commentary

CHAPTER 33.852 TRANSPORTATION IMPACT REVIEW

This new code section establishes the purpose, procedure and approval criteria for Transportation Impact Analysis and mitigation efforts applied to both campus institutions and mixed use projects. This chapter works in conjunction with Chapter 266 to establish an ongoing process for addressing parking and multi-modal transportation needs for institutions and their surrounding neighborhoods.

Note that Chapter 33.852 replaces existing code section 33.207 Cascade Station/Portland International Center Transportation Impact Analysis Review and expands the circumstances in which a TIA is required.

Ord. 188177, Vol. 2.5, page 15312

CHAPTER 33.852~~07~~ ~~CASCADE STATION/PORTLAND INERNATIONAL CENTER~~ TRANSPORTATION IMPACT ~~ANALYSIS~~ REVIEW

852~~07~~

Sections:

33.852~~07~~.010 Purpose
33.852~~07~~.100 Procedure
33.852.105 Supplemental Application Requirements
33.852~~07~~.110 Approval Criteria
33.852.115 Duration of a Transportation Impact Review

33.852~~07~~.010 Purpose

~~Cascade Station/Portland International Center Transportation Impact Analysis (TIA) Review allows additional flexibility for development in the CS/PIC Plan District, while ensuring that the roadway systems are capable of supporting the recommended development.~~ Transportation Impact review provides a mechanism to evaluate whether the multimodal transportation system is capable of supporting proposed development. The review includes evaluation of a Transportation Impact Analysis, as well as consideration of recommended mitigation measures, and transportation and parking demand management actions. The development thresholds that trigger a Transportation Impact review can be found in other chapters of this Title. Transportation Impact review provides surrounding businesses, neighborhoods and the City with information about, and an opportunity to comment on, development that may impact the transportation system. Transportation Impact review may be completed at various levels of detail. Generally, the more specific the proposal, the less review will be required as future development is built.

33.852~~07~~.100 Procedure

~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Rreviews are processed through a Type II procedure. An amendment to an existing Transportation Impact review for a site in a commercial/mixed use zone is processed through a Type I procedure.

33.852.105 Supplemental Application Requirements

In addition to the application requirements of Section 33.730.060, an application for a Transportation Impact review requires a transportation impact analysis. The transportation impact analysis must include:

A. Description of proposed development;

B. Delineation of the study area, and rationale for the delineation;

C. Description of existing uses and conditions in the study area. If the application is for development in the Cascade Station/Portland International Center Plan District, the following are also required:

1. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;

2. Any approved TIA must be reflected in the BDS tracking report;

D. Traffic forecasts and distribution;

E. Primary traffic access routes to and from the study area;

F. Analysis of the proportional responsibility of the proposed development to mitigate forecasted impacts;

G. Recommended mitigation measures, including transportation system management, transportation and parking demand management, and needed transportation improvements; and

H. Evaluation of:

1. Impacts on street function, capacity and level of service;

2. Impacts on on-street parking;

3. Access requirements;

4. Impacts on transit operations and movements;

5. Impacts on pedestrian and bicycle routes and safety; and

6. Impacts on the immediate area and adjacent neighborhoods.

33.852~~07~~.110 Approval Criteria for ~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Reviews~~s~~

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met:

A. The transportation system is capable of supporting the recommended development in addition to the existing uses in the area, as shown by the TIA. Evaluation factors include street capacity, level of service, access to arterials; connectivity; transit availability; availability of pedestrian and bicycle networks; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety.

B. Adequate transportation demand management strategies will be implemented ~~plan is recommended that includes measurers~~ to reduce the number of trips made to the site by single-occupant vehicles, especially during peak commuting hours.

Commentary

33.852.115 Duration of a Transportation Impact Review

Please note that a ten year expiration date has been added since previous versions to recognize changes to the surrounding transportation network and development that may have an impact on the transportation system.

Ord. 188177, Vol. 2.5, page 15316

C. Adequate measures to mitigate on- and off-site transportation impacts are proposed ~~recommended~~. Measures may include~~, but are not limited to the following:~~ transportation improvements to on-site circulation, public street dedication and improvement or private street improvements,street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit stop improvements; and

D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

33.852.115 Duration of a Transportation Impact Review

An approved Transportation Impact review remains in effect for ten years or until development allowed by the review has been completed whichever occurs first.

Commentary

CHAPTER 33.855 Zoning Map Amendments

Recommended subsection D. establishes the requirement for a Transportation Impact Review further described in CHAPTER 33.852 as a component of a complete zoning map amendment application to the CI1 or CI2 Zone.

Ord. 188177, Vol. 2.5, page 15318

Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

CHAPTER 33.855 Zoning Map Amendments

855

Sections:

33.855.050 Approval Criteria for Base Zone Changes
An amendment to the base zone designation on the Official Zoning Maps will be approved (either quasi-judicial or legislative) if the review body finds that the applicant has shown that all of the following approval criteria are met:

A. Compliance with the Comprehensive Plan Map. [No change.]

B. Adequate public services. [No change.]

C. When the requested zone is IR, Institutional Residential. [No change.]

D. When the requested zone is CI1 or CI2. When the requested zone is CI1 or CI2, a Transportation Impact review is required as part of the zoning map amendment.

~~D~~**E. Location.** The site must be within the City's boundary of incorporation. See Section 33.855.080.

Commentary

Description of Use Catagories

33.920.410 Colleges
Minor amendment to Accessory Uses to include housing for faculty and staff.

33.920.450 Medical Centers
Minor amendment to Medical Center definition to recognize housing for patient families (such as Ronald McDonald houses) as accessory uses.

Ord. 188177, Vol. 2.5, page 15320

33.920 Descriptions of the Use Categories

920

33.920.410 Colleges

A. Characteristics. This category includes colleges and other institutions of higher learning which offer courses of general or specialized study leading to a degree. They are certified by the State Board of Higher Education or by a recognized accrediting agency. Colleges tend to be in campus-like settings or on multiple blocks.

B. Accessory Uses. Accessory uses include offices, housing for faculty, staff and students, food service, food membership distribution, laboratories, health and sports facilities, theaters, meeting areas, parking, maintenance facilities, and support commercial.

C. Examples. Examples include universities, liberal arts colleges, community colleges, nursing and medical schools not accessory to a hospital, and seminaries.

D. Exceptions. Business and trade schools are classified as Retail Sales And Service.

33.920.450 Medical Centers

A. Characteristics. Medical Centers includes uses providing medical or surgical care to patients and offering overnight care. Medical centers tend to be on multiple blocks or in campus settings.

B. Accessory uses. Accessory uses include out-patient clinics, offices, laboratories, teaching facilities, meeting areas, cafeterias, food membership distribution, parking, maintenance facilities, and housing facilities for staff, ~~or~~ trainees, or patient families.

C. Examples. Examples include hospitals and medical complexes that include hospitals.

D. Exceptions.

1. Uses that provide exclusive care and planned treatment or training for psychiatric, alcohol, or drug problems, where patients are residents of the program, are classified in the Group Living category.
2. Medical clinics that provide care where patients are generally not kept overnight are classified as Office.
3. Urgency medical care clinics are classified as Retail Sales And Service.

Ord. 188177, Vol. 2.5, page 15321

VI. Zoning Map Amendments

The Comprehensive Plan Map, land use designation of the fifteen (15) dispersed campus institutions subject to this project is being changed to Institutional Campus(IC) as part of Task 4 of the Comprehensive Plan Update.

The current Task 5, early implementation effort of the Comprehensive Plan Update proposes to rezone these same campuses to a corresponding campus institutional zone. The specific zone type and geographic extent of this zoning is portrayed on the following maps. More detailed campus specific maps are also portrayed in an appendix to this report.

Map 1: Concordia University
Map 2: Legacy Emanuel Hospital and Health Center
Map 3: Legacy Good Samaritan Hospital and Health Center
Map 4: Kaiser Medical Centers
Map 5: Lewis and Clark College
Map 6: Multnomah University
Map 7: Portland Community College – Cascade
Map 8: Portland Community College – Southeast Center
Map 9: Portland Community College – Sylvania
Map 10: Adventist Medical Center
Map 11: Providence Portland Medical Center
Map 12: Reed College
Map 13 University of Portland
Map 14: University of Western States
Map 15: Warner Pacific University

Transition from Existing Conditional Use Master Plans and Impact Mitigation Plans

Existing conditional use master plans and impact mitigation plans will be honored during an approximate eight year transition period ending December 31, 2023. (See code section 33.700.110) During this transition period Institutions may elect to continue development under the entitlements and obligations described in their approved CUMP/IMPs. At the end of this time period, or sooner if proposed by the institution, development proposals will be reviewed against the requirements of the campus institution base zone and other code sections as applicable. Once the decision has been made to develop under a provision of the new campus institution zone the applicable CUMP/IMP will expire.

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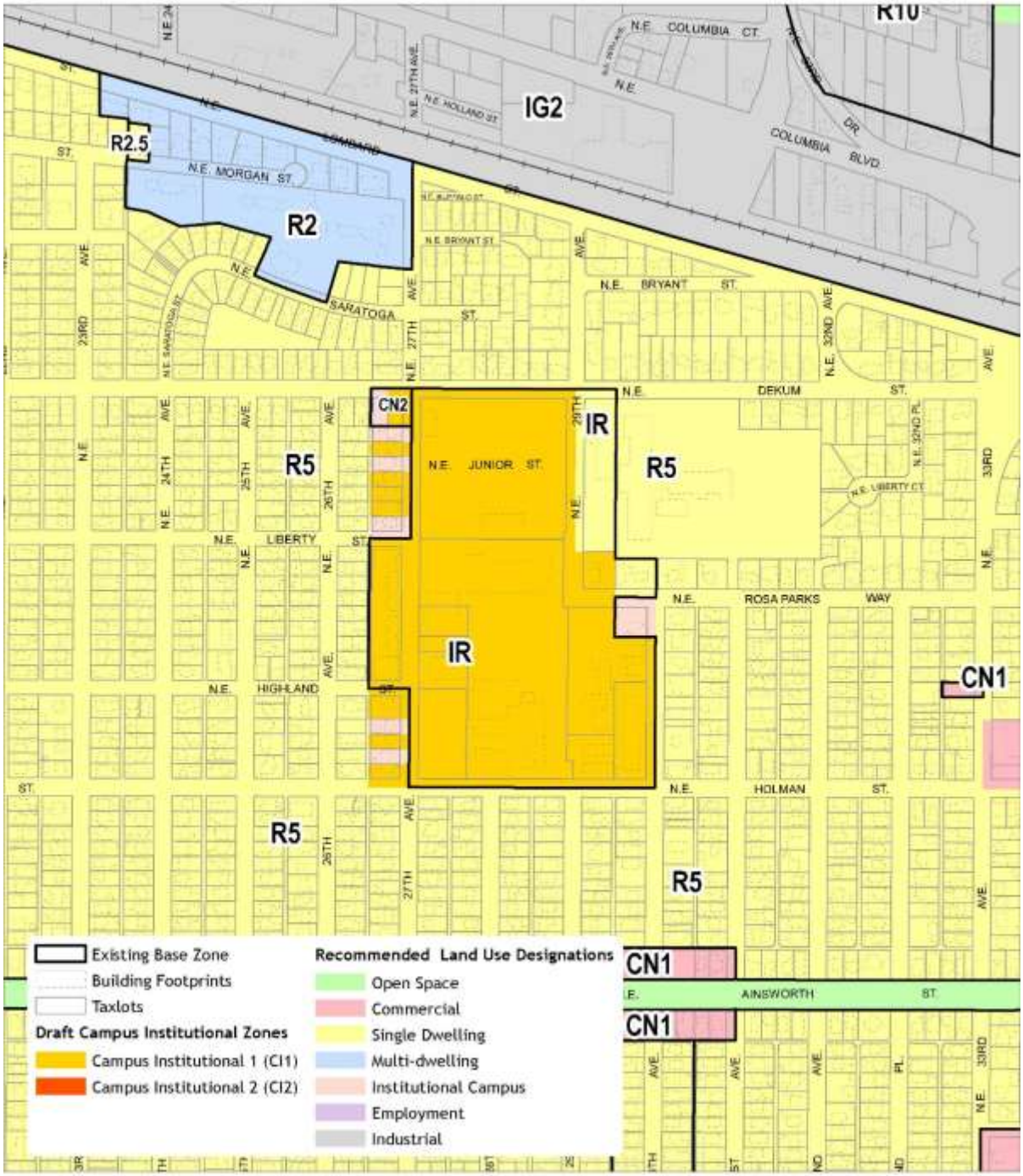
Map 1: Concordia University



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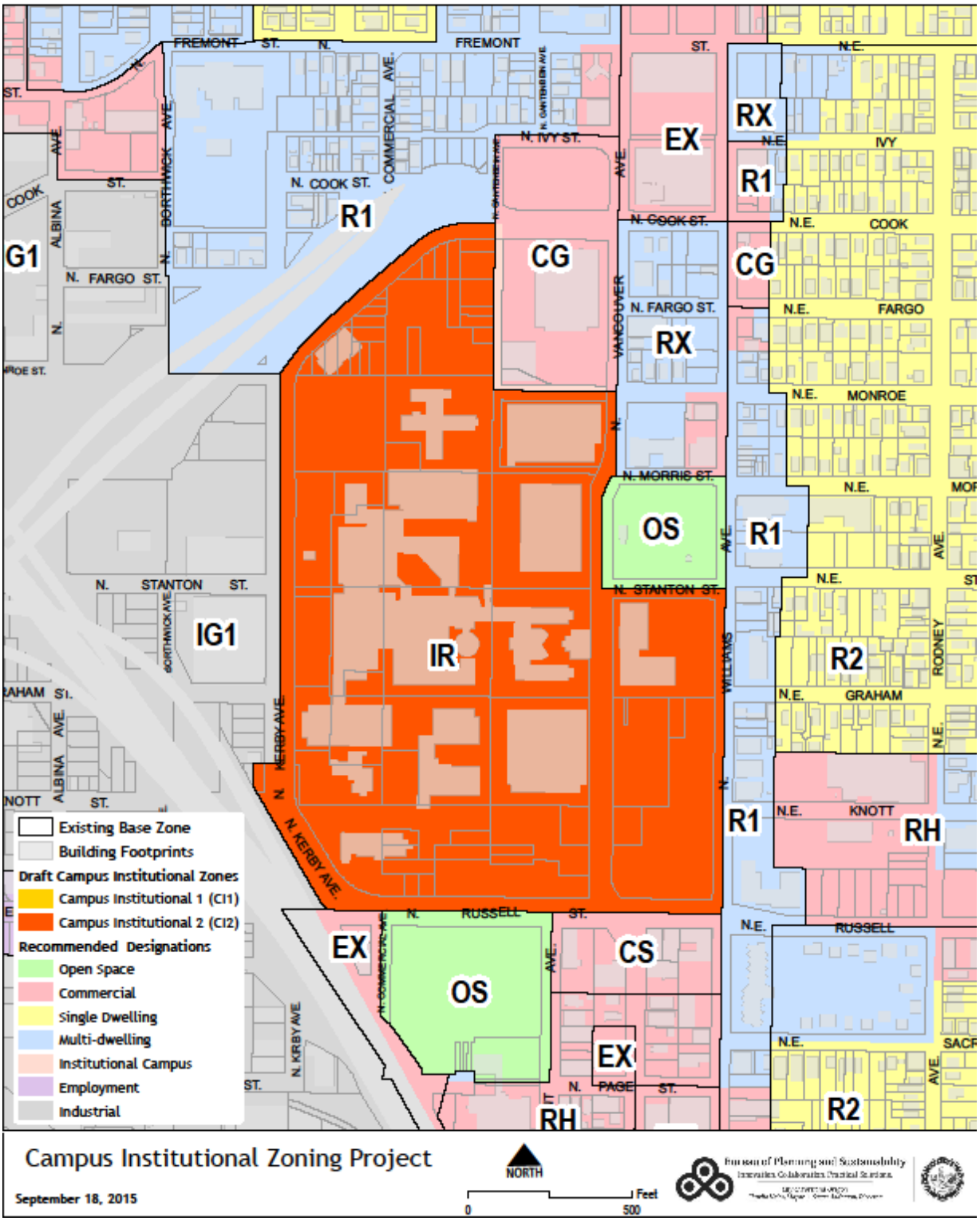
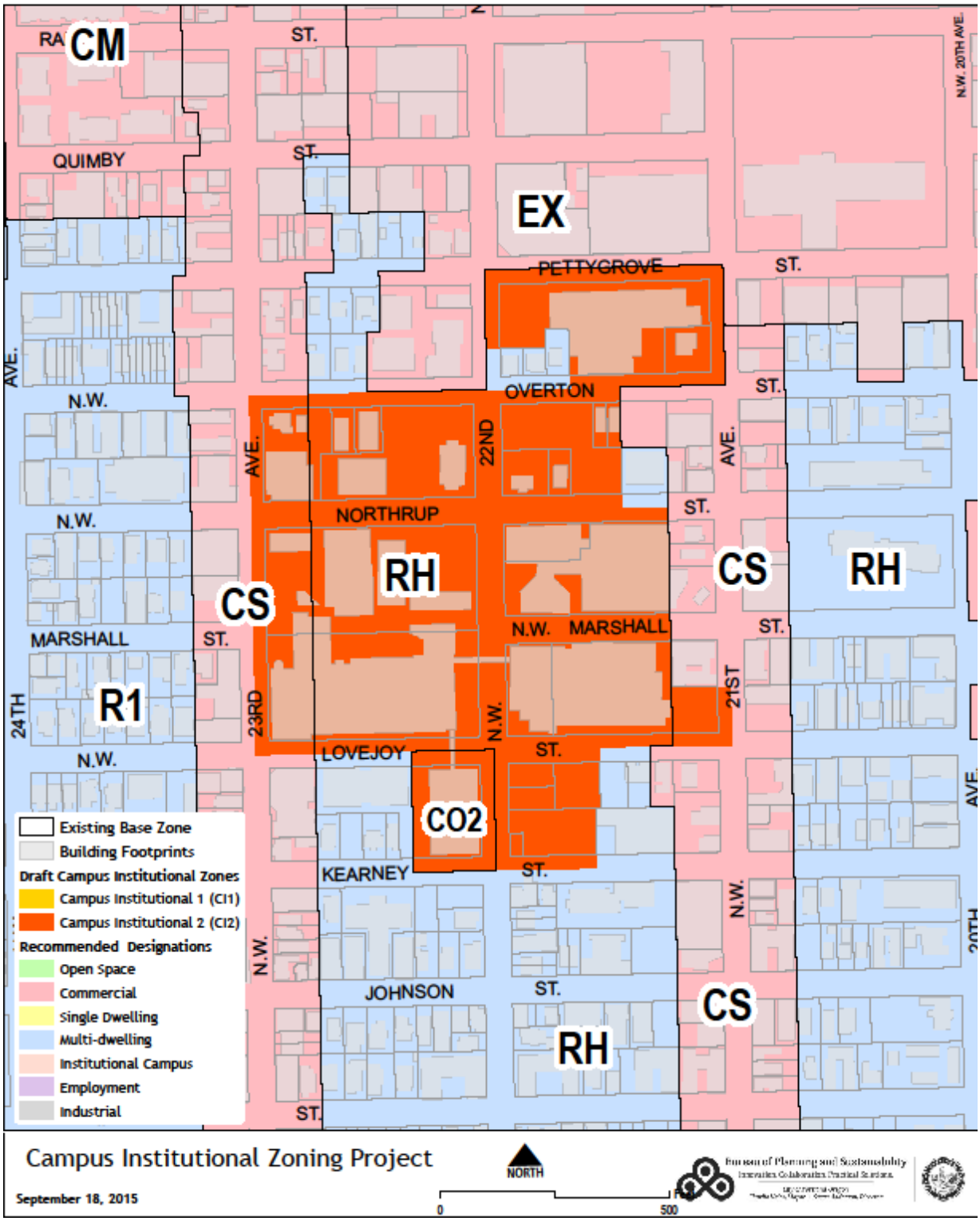
Map 2: Legacy Emanuel Hospital and Health Center



Map 3: Legacy Good Samaritan Hospital and Health Center



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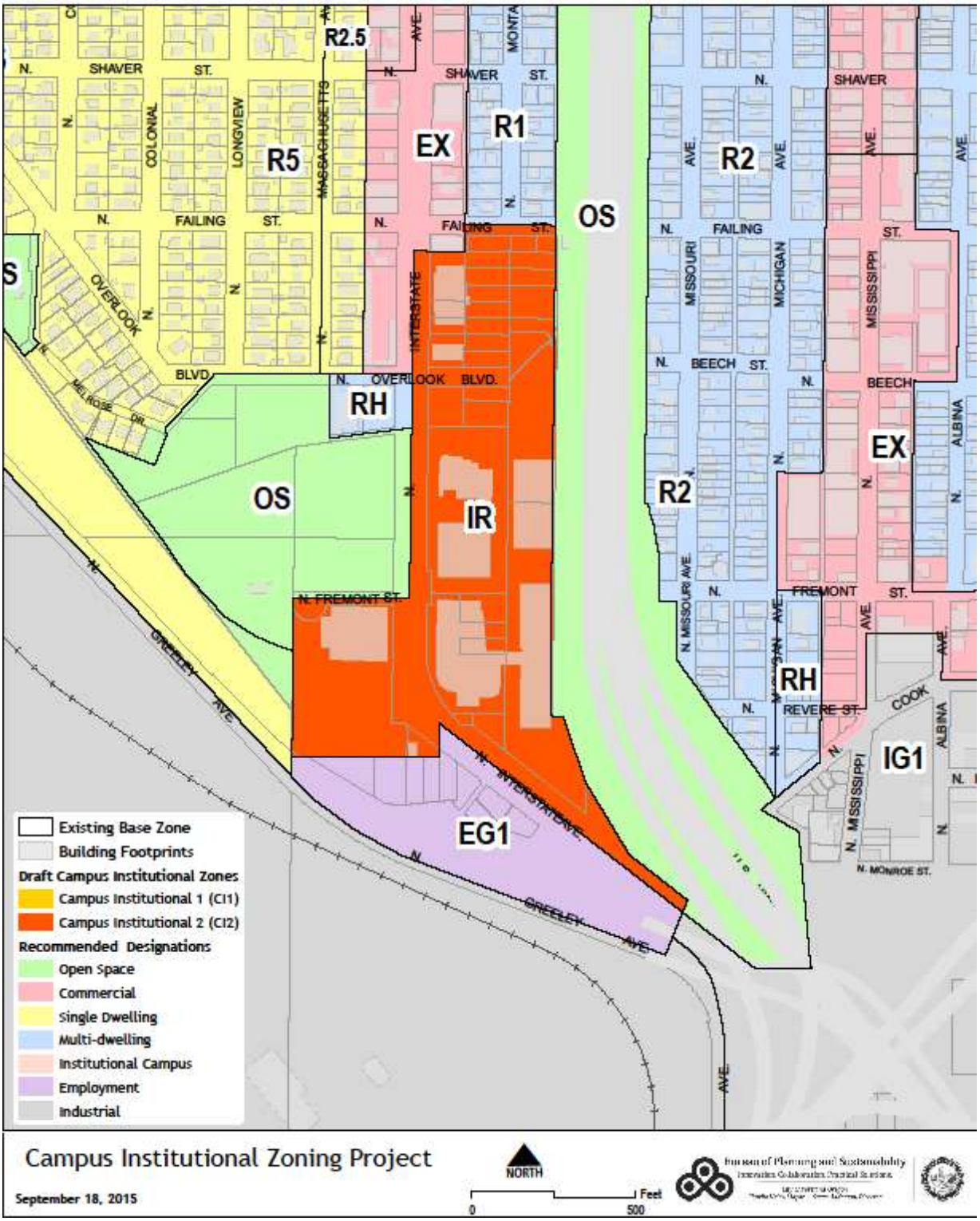
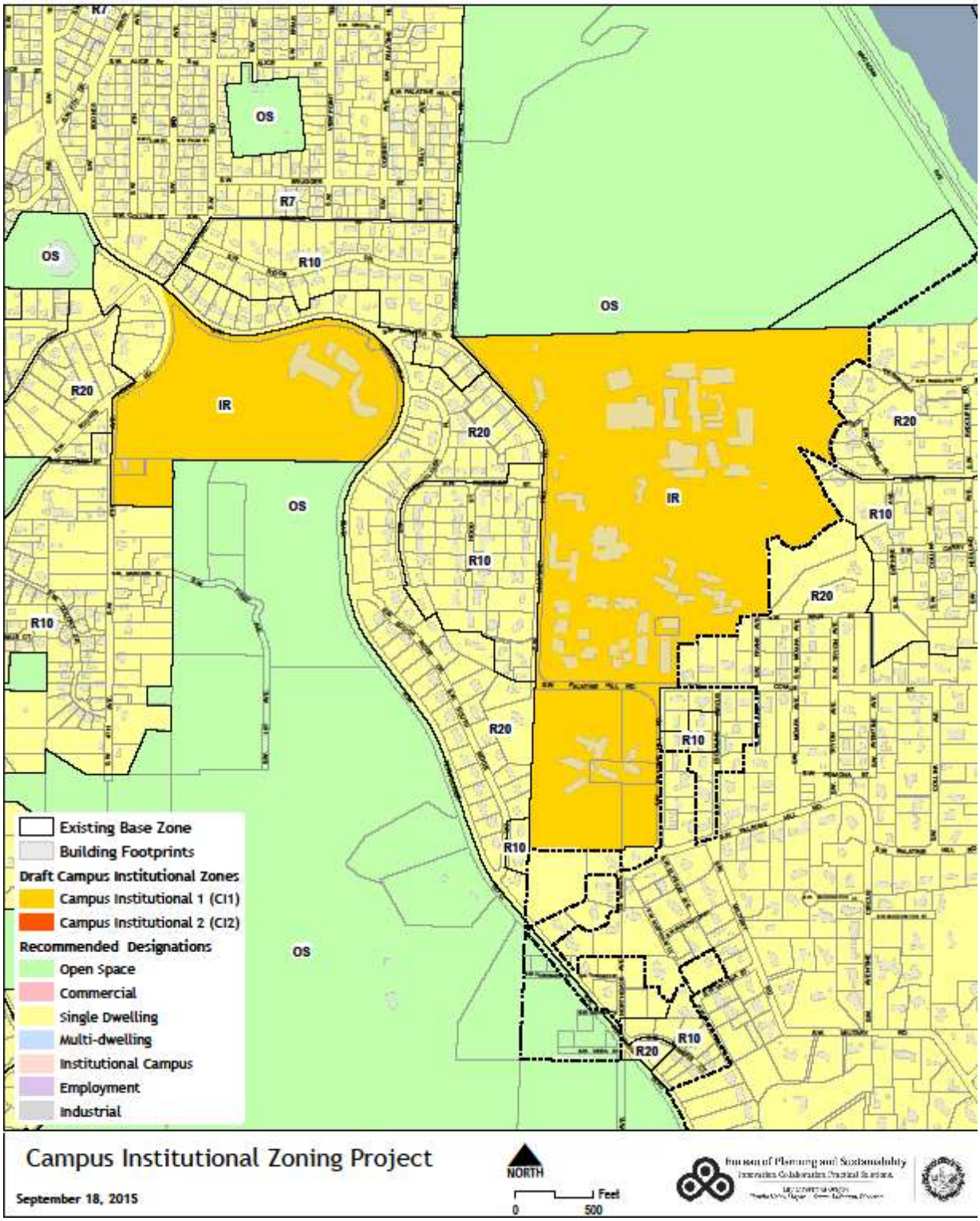
Map 4: Kaiser Medical Center



Map 5: Lewis and Clark College



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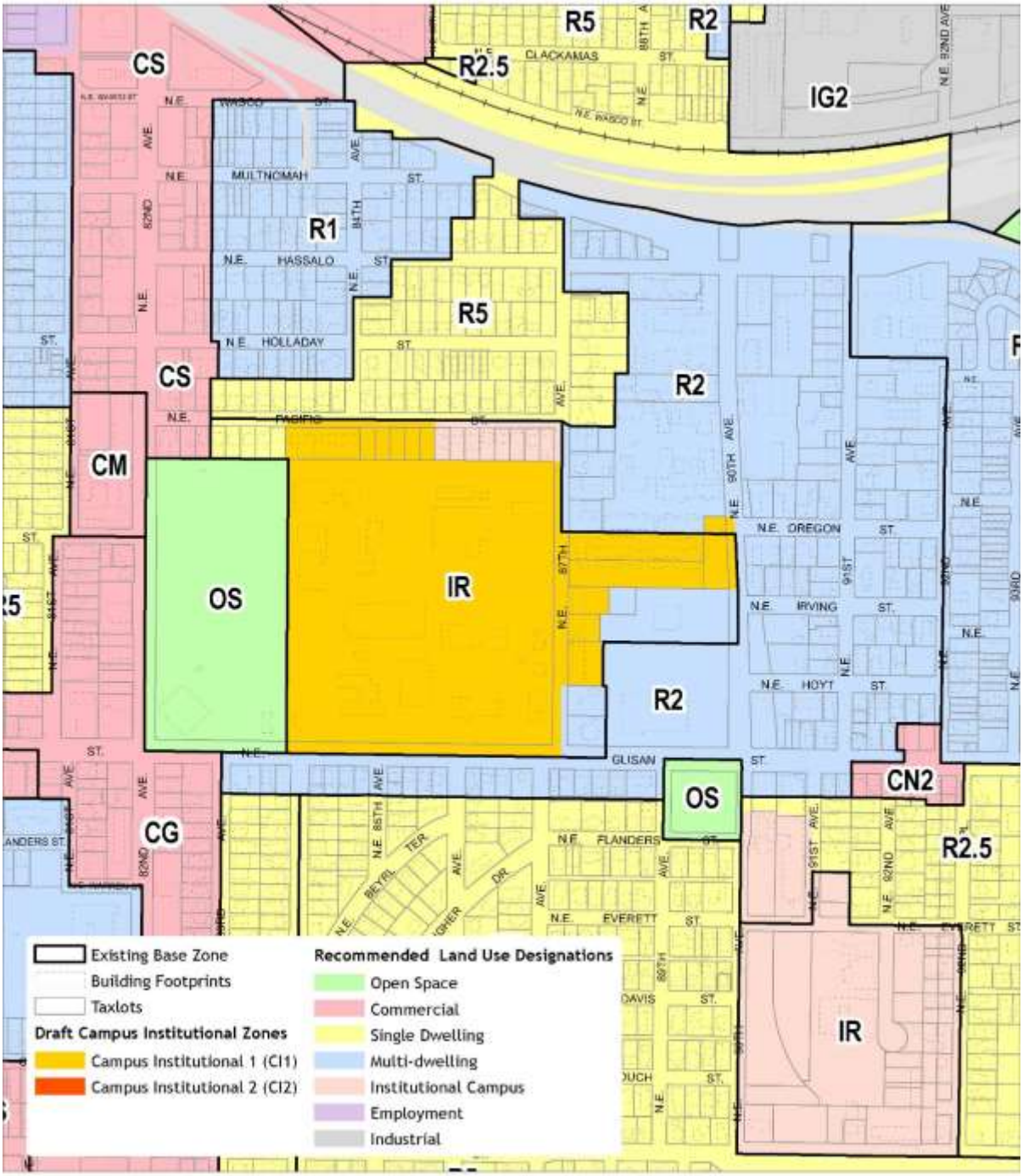
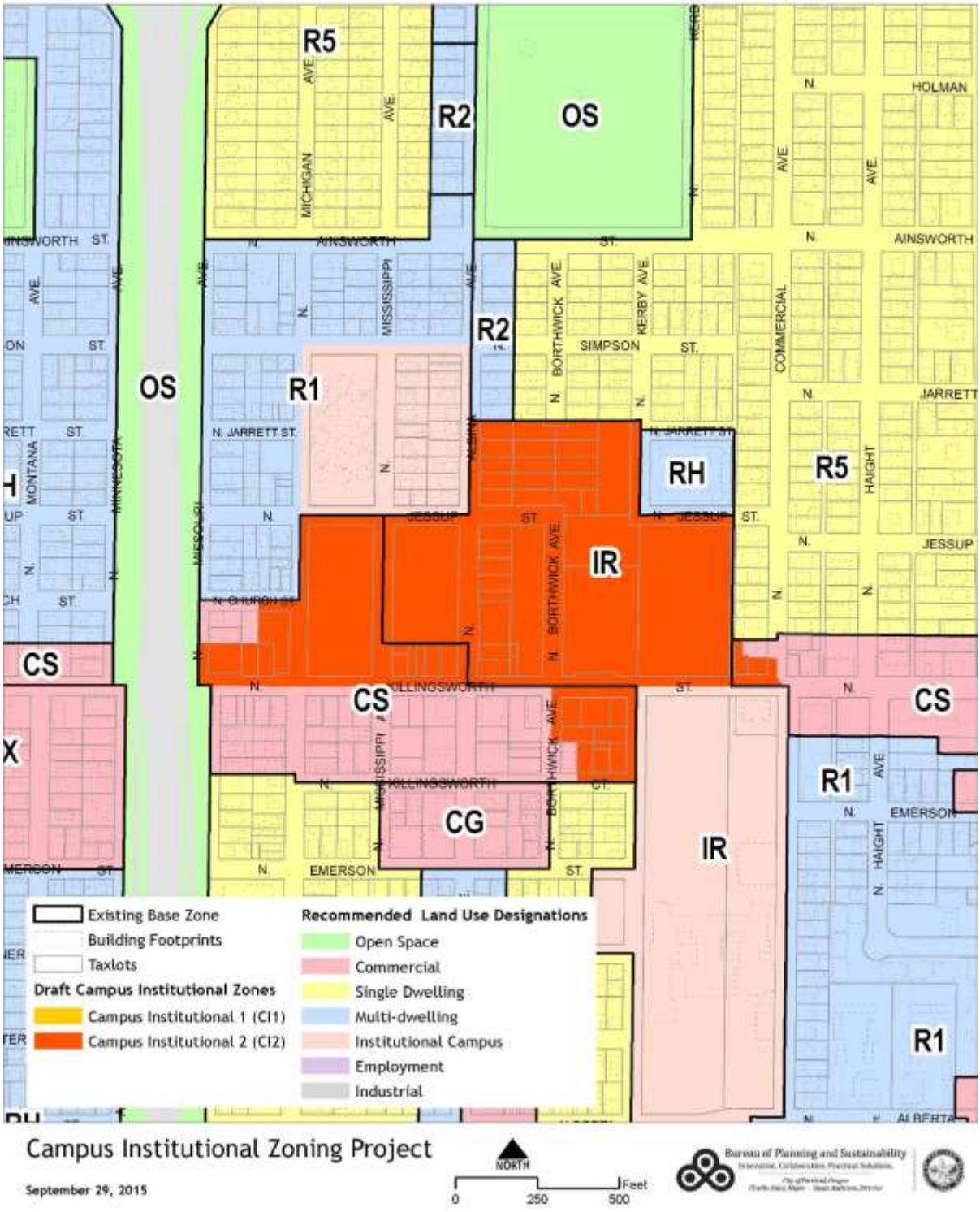
Map 6: Multnomah University



Map 7: Portland Community College - Cascade



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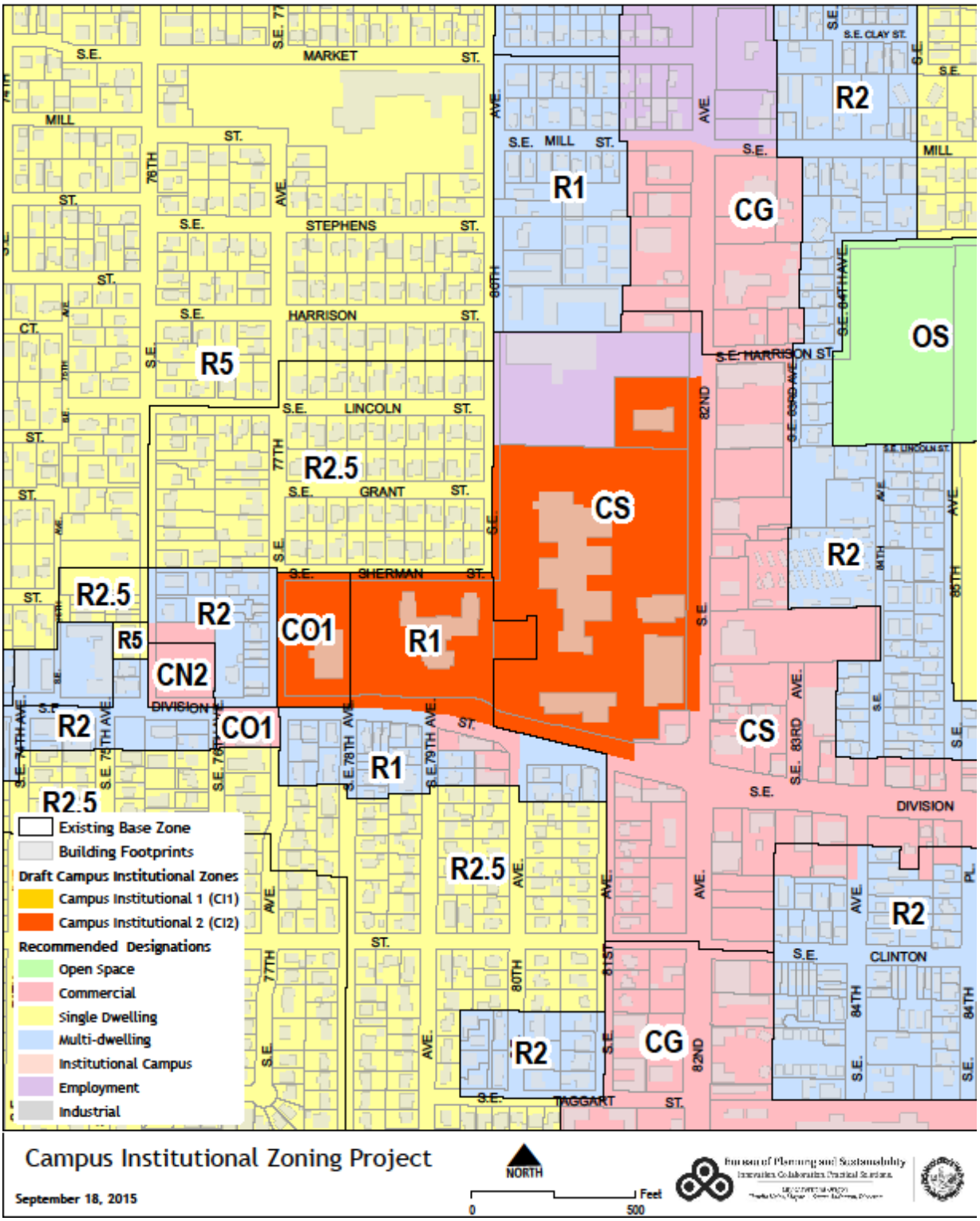
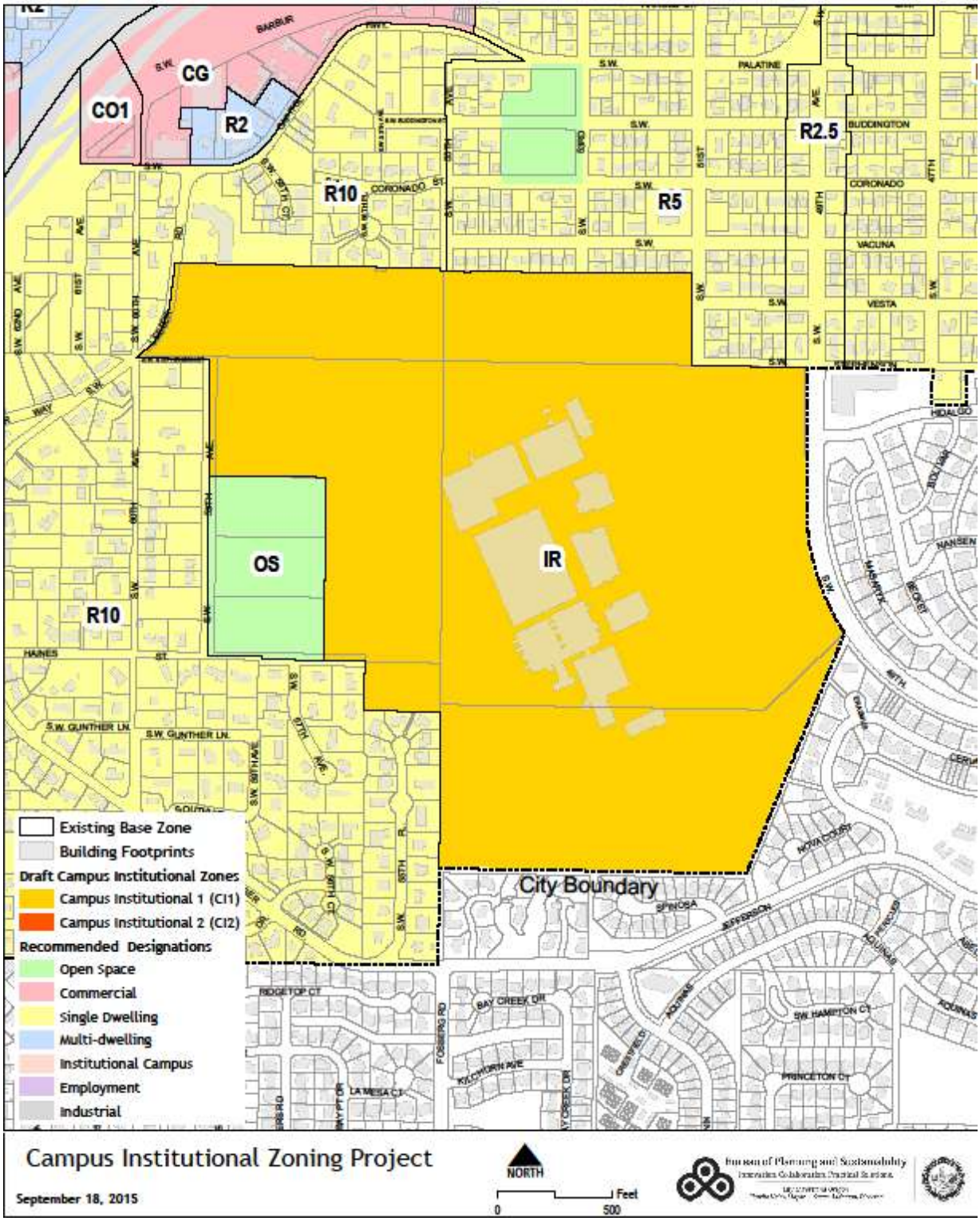
Map 8: Portland Community College - Southeast Center



Map 9: Portland Community College - Sylvania



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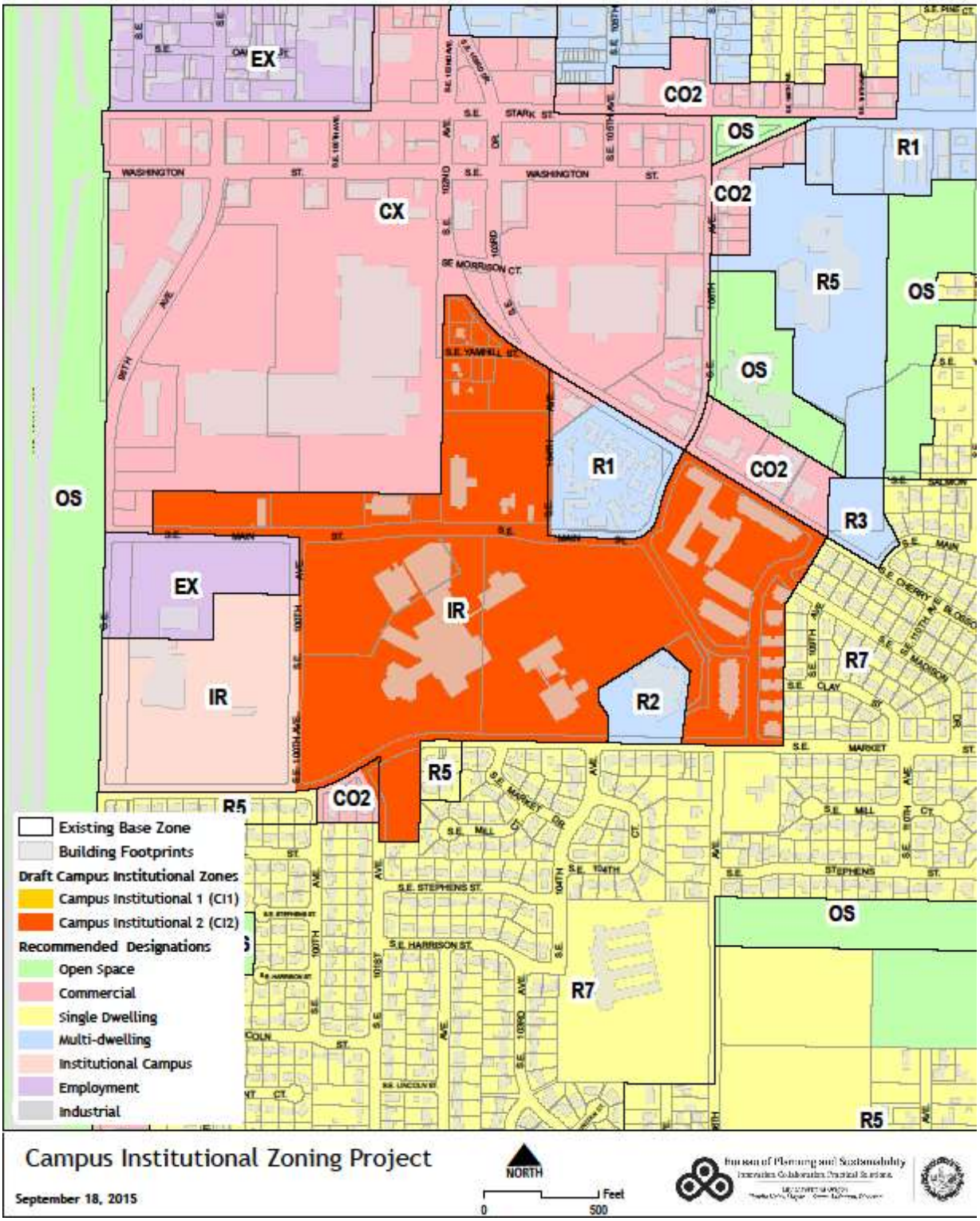
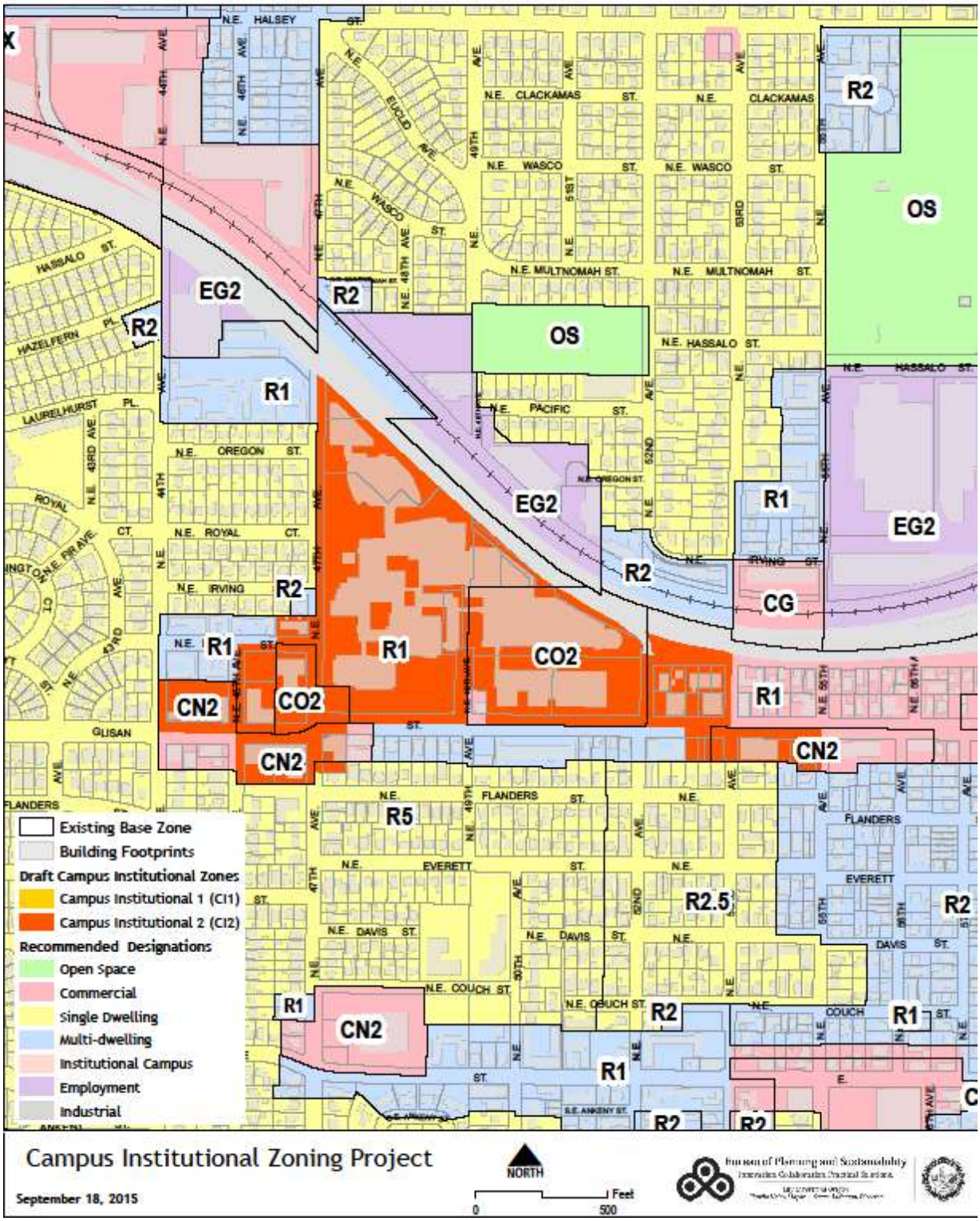
Map 10: Adventist Medical Center



Map 11: Providence Portland Medical Center



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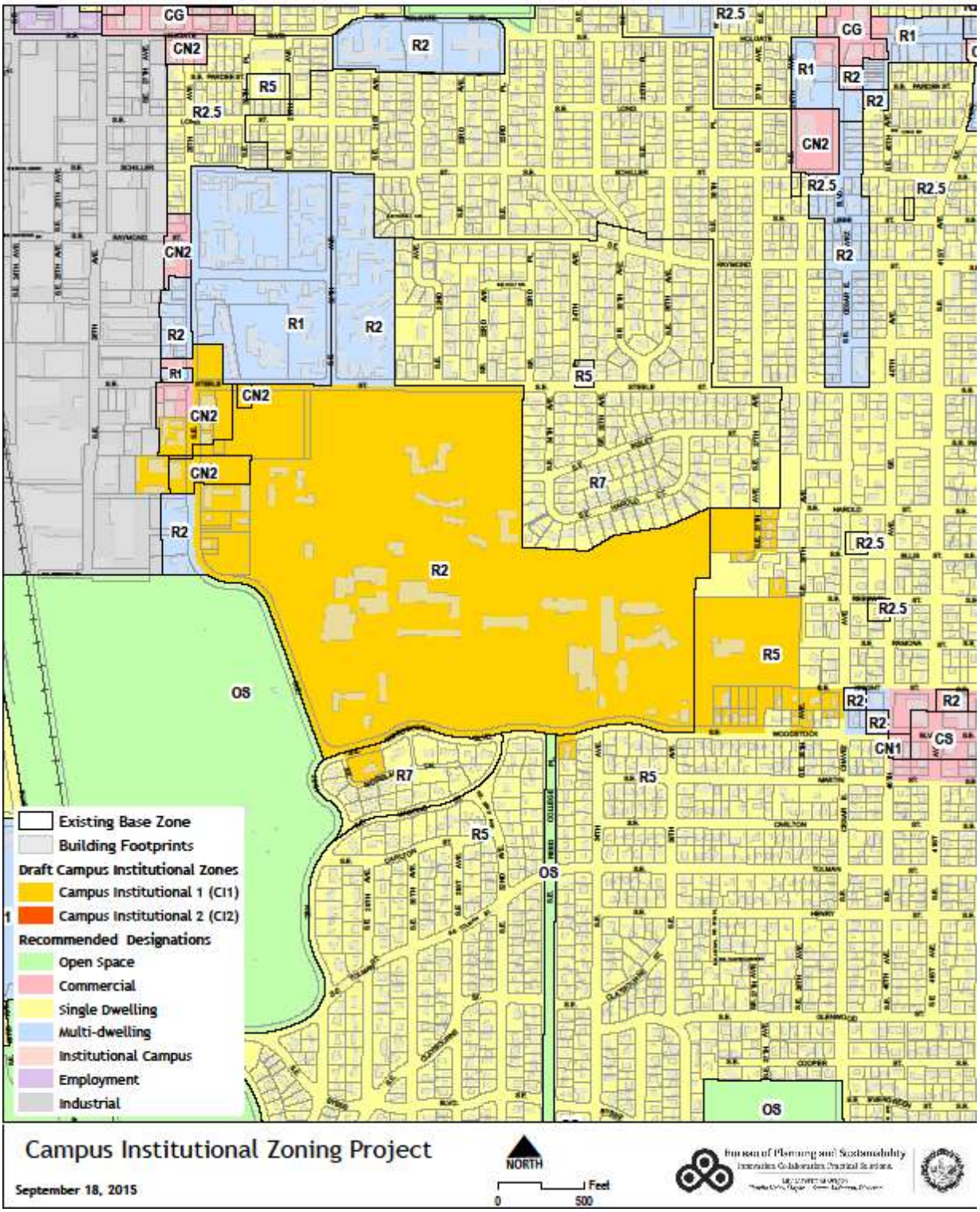
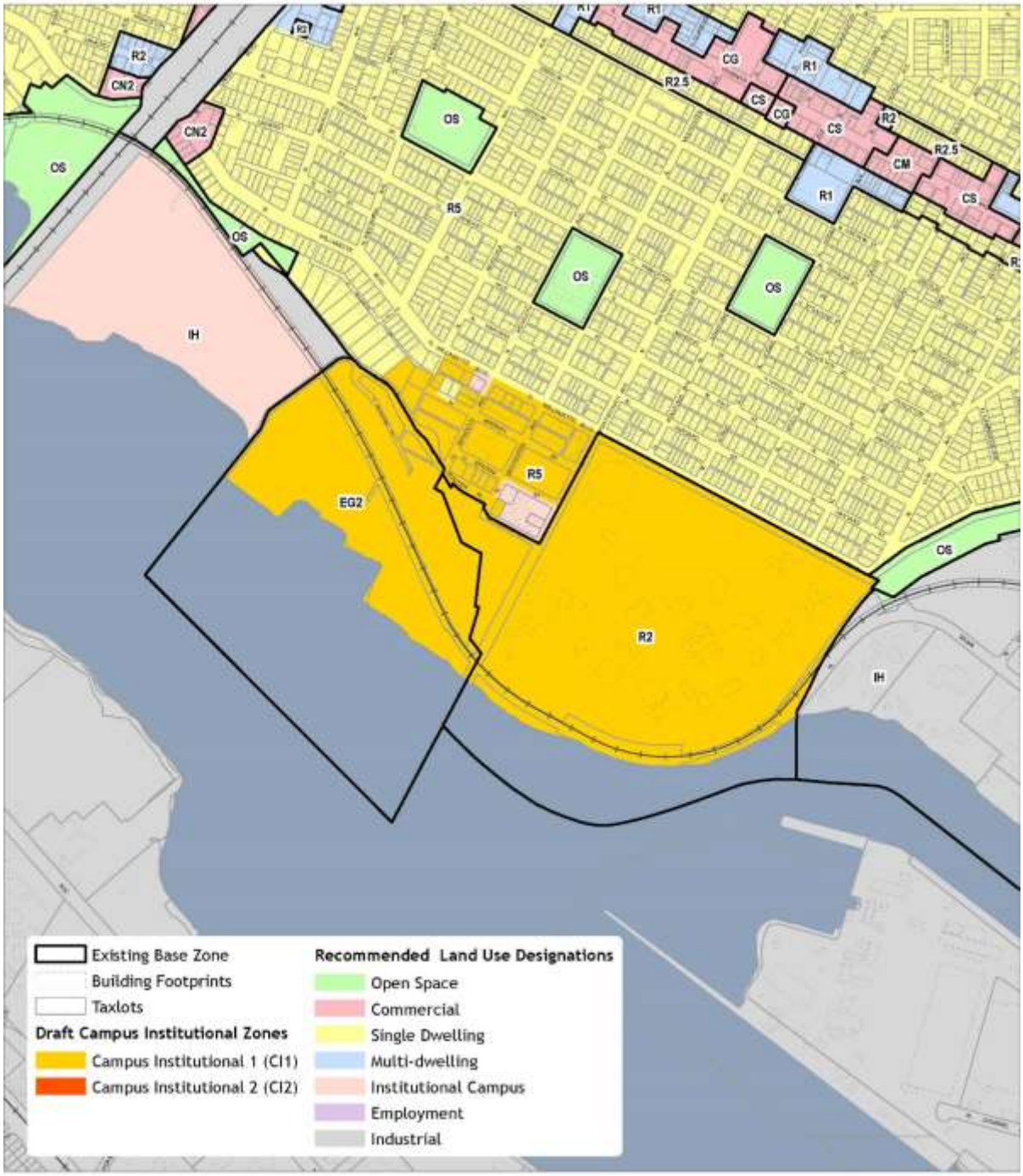
Map 12: Reed College



Map 13: University of Portland



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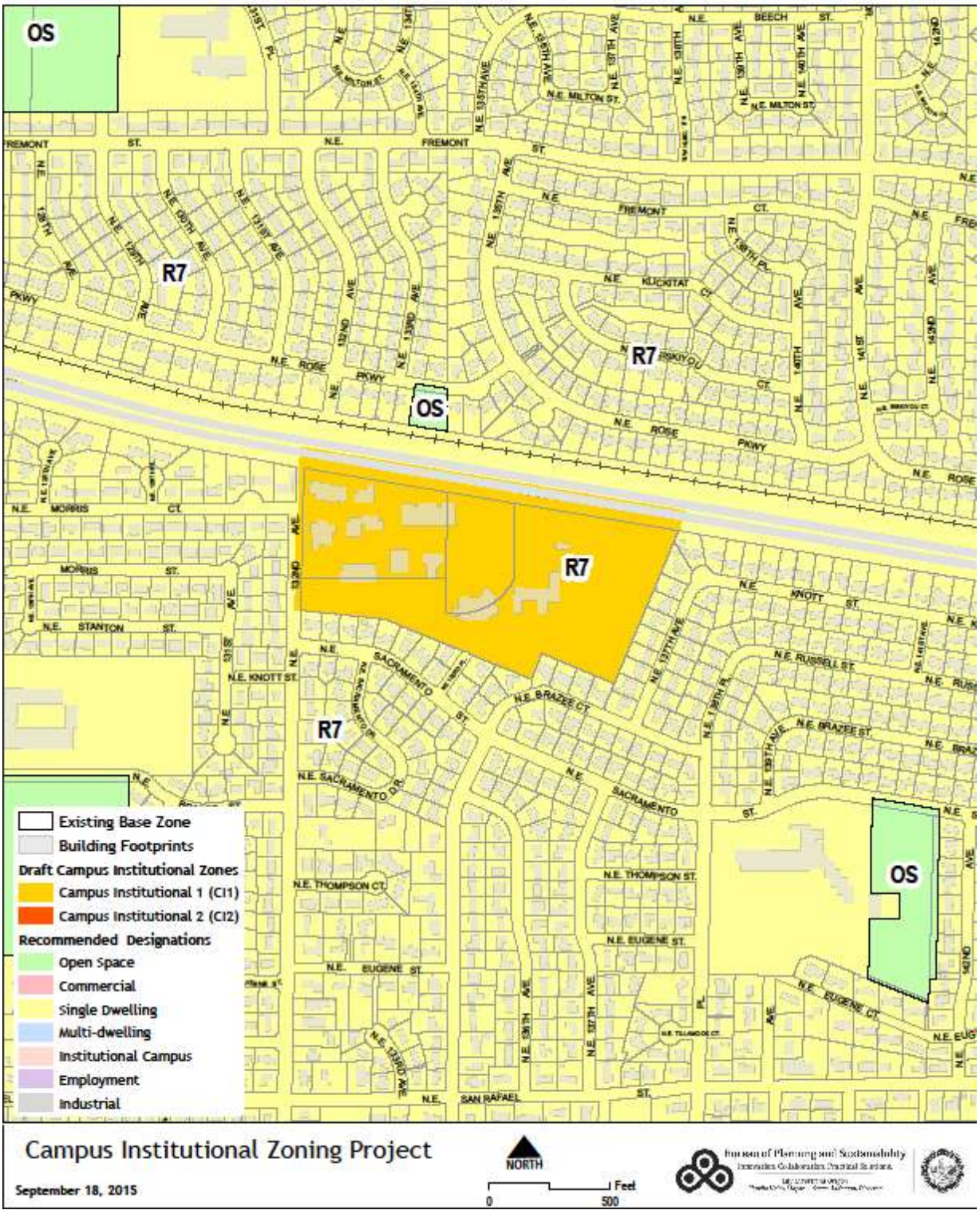
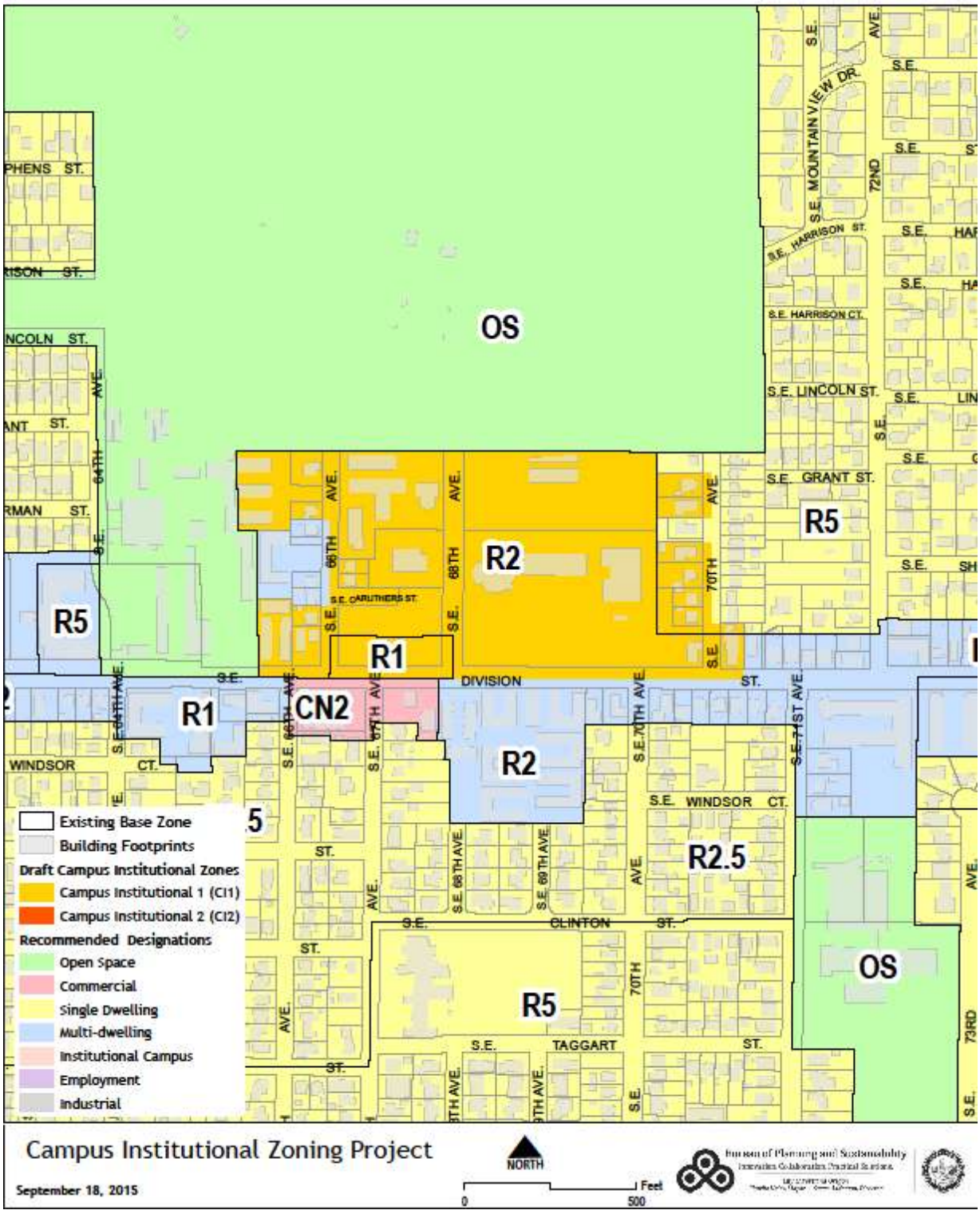
Map 14: University of Western States



Map 15: Warner Pacific University



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Section VII. Other Implementation Tools

Balancing the growth needs of the campus institutions with the quality of life of the surrounding neighborhoods is not only accomplished through adoption of the new Campus Institution zones. There are other City codes and infrastructure investments that will serve to support the objectives of this project as well.

Affiliated City Codes
The two new proposed base zones will operate within a larger regulatory structure that will continue to influence how campus institutions will develop and interact with their adjoining neighborhoods. Within the Zoning Code, Chapter 200 Additional Use and Development Chapter 400 Overlay zones, and Chapter 500 Plan Districts contain specific procedures and development standards that will apply to institutions. Depending on the proposed development and the specific location of the institution one or more of the following additional regulatory requirements may be applicable:

Chapter 200 Additional Use and Development Regulations
33.243 Helicopter Landing Facilities
33.248 Landscaping and Screening
33.262 Off-Site Impacts
33.266 Parking and Loading

Chapter 400 Overlay Zones
33.420 Design Overlay Zone
33.430 Environmental Overlay Zone
33.440 Greenway Zones

Chapter 500 Plan Districts
33.526 Gateway Plan District (Adventist Medical Center)
33.555 Marquam Hill Plan District
33.561 North Interstate Plan District (Legacy Emanuel Hospital)
33.562 Northwest Plan District (Legacy Good Samaritan Hospital)

Chapter 800 Land Use Reviews
33.805 Adjustments
33.852 (proposed) Transportation Impact Analysis
33.815 Conditional Use Review
33.825 Design Review

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Other Codes
Other city codes relevant to the development and operation of institutions remain in place including but not limited to: Title 11 Trees; Title 17 Public Improvements; Title 18 Noise Control and Title 32 Signs and Related Regulations.

Transportation System Improvements
In addition to the regulatory constraints that limit development potential on the dispersed campus institutions there are specific infrastructure impediments to institutional growth, which have been identified in transportation analysis done as part of the Comprehensive Plan. Transportation improvements that mitigate for these impediments and improve the multi-model transportation system in the neighborhoods surrounding these institutions are presented for inclusion in the City's "Transportation Systems Plan" (TSP). The TSP identifies over $700 million dollars in transportation infrastructure projects within 1/2 mile of the dispersed campus institutions including $122 million dollars in projects that directly improve the transportation networks within the neighborhoods surrounding these campuses. An abbreviated list of these recommended TSP projects is included as appendix b. to this report. As the City and region secures funding for transportation improvements, that money is spent on projects identified in the TSP. Funding is not guaranteed for these identified projects. The City expects to coordinate funding strategies with the colleges and hospitals that will benefit from these projects.

Expanded Transportation Demand Management (TDM) Requirements
TDM encompasses a variety of strategies to encourage more efficient use of the existing transportation system and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand.

As part of the Campus Institutional Zoning Project, PBOT will consider expanding the requirement that each campus has an approved, performance-based TDM Plan. TDM plans for colleges and medical centers will be approved through Transportation Impact Review (proposed Chapter 33.852). These plans would need to be updated when development occurs over certain impact thresholds. Changes may include better integration of TDM and parking management; and revitalized TDM program monitoring. Implementation of these concepts will involve changes to the Zoning Code (in Chapter 33.266), and to Title 17. Title 17 changes will address minimum requirements for TDM plans, fees, and enforcement. Title 17 may also authorize PBOT to publish administrative rules that will contain the specific forms and monitoring requirements. These rules will be finalized in 2016 or early 2017.

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VIII. Appendices

Appendix a: Outreach Meeting Schedule
Appendix b: Representative Transportation System Improvements

Maps
Map 1: Concordia University
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Appendix a. List of Scheduled Outreach Meetings (partial)

Public outreach efforts included advisory group meetings, attendance at Comprehensive Plan open houses and scheduled briefings with neighborhood associations, institutions and other interested groups.

Date	Outreach Event/Meeting
11/26/2012	Montavilla Neighborhood Association
11/29/2012	Comp Plan Update: Campus Institutional Policy Update Community Briefing
12/17/2012	Eliot Neighborhood Association
12/18/2012	SWNI LU Chairs
1/23/2013	Northeast Coaltion of Neighborhoods, Land Use and Transportation Committee
1/24/2013	North Portland Land Use Group
1/28/2013	SE Uplift Land Use Chairs
6/25/2013	Concordia University
10/2/2013	Sellwood-Moreland Improvement League (SMILE)
10/15/2013	Diversity and Civic Leadership
10/16/2013	Woodstock Neighborhood Association Land Use Committee
11/20/2013	Community Involvement Committee
12/12/2013	Project Advisory Group Meeting #1
12/17/2013	North Mt. Tabor Neighborhood Association
2/13/2014	Project Advisory Group Meeting #2
4/10/2014	Project Advisory Group Meeting #3
6/12/2014	Project Advisory Group Meeting #4
8/14/2014	Project Advisory Group Meeting #5
8/18/2014	Northwest District Neighborhood Association - NWDA
9/1/2014	Collinsview Neighborhood Association
9/10/2014	Open House - David Douglas High
9/11/2014	Project Advisory Group Meeting #6
9/18/2014	Open House - Roosevelt High
10/9/2014	Project Advisory Group Meeting #7
11/13/2014	Project Advisory Group Meeting #8
11/18/2014	Reed College
1/15/2015	Project Advisory Group Meeting #9
2/17/2015	SWNI Land Use Committee
3/12/2015	Project Advisory Group Meeting #10
3/16/2015	Southeast Uplift
3/18/2015	North/Northeast Business Association
3/25/2015	Northeast Coalition of Neighbors
3/26/2015	North Portland Land Use Group
4/6/2015	East Portland Land Use Chairs
4/13/2015	Eliot NA Land Use and Transportation Committee
4/29/2015	Portland Community College
4/29/2015	Providence Medical Center
5/7/2015	University of Portland
5/19/2015	Kaiser Medical Center
6/22/2015	Legacy Good Sam
6/25/2015	Northwest District Neighborhood Association

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Institution	Project Name	Estimated Timeframe	Cost
Concordia University	Twenties Bikeway	Years 1 - 10	$3,353,690
Kaiser	Failing Street Neighborhood	Years 1 - 10	$1,000,000
Lewis & Clark College	SW Terwilliger Corridor Improvements, Segment	Years 11 - 20	$4,000,000
Lewis & Clark College	Terwilliger Bikeway Gaps	Years 1 - 10	$1,000,000
Multnomah University	Inner Glisan Bikeway	Years 11 - 20	$5,352,131
Multnomah University	I-84 Active Corridor	Years 1 - 10	$1,207,937
Pcc-cascade	Killingsworth Street	Years 1 - 10	$3,728,869
Pcc-southeast	SE Seventies Bikeway	Years 1 - 10	$2,818,037
Pcc-southeast	Inner Division Corridor Improvements, Phase	Years 11 - 20	$5,000,000
Pcc-southeast	82nd Ave Corridor	Years 1 - 10	$5,000,000
Pcc-southeast	SE Division St Transit	Years 11 - 20	$5,000,000
Pcc-sylvania	Outer Capitol Hwy Corridor	Years 11 - 20	$3,900,626
Pcc-sylvania	Barbur to PCC Neighborhood	Years 1 - 10	$850,000
Portland Adventist Hospital	Gateway Local Street improvements, Phase	Years 1 - 10	$8,418,000
Portland Adventist Hospital	Gateway Local Street improvements, Phase	Years 11 - 20	$8,418,000
Portland Adventist Hospital	Gateway Regional Center	Years 11 - 20	$1,944,558
Portland Adventist Hospital	Mill Park Pedestrian	Years 11 - 20	$10,000,000
Portland Adventist Hospital	4M Neighborhood	Years 1 - 10	$450,000
Portland Adventist Hospital	Gateway 99th/96th Streetscape	Years 11 - 20	$4,209,000
Portland Adventist Hospital	East Portland Access to	Years 1 - 10	$5,870,072
Providence Portland Hospital	Inner Glisan Bikeway	Years 11 - 20	$5,352,131
Providence Portland Hospital	I-84 Active Corridor	Years 1 - 10	$1,207,937
Reed College	Twenties Bikeway	Years 1 - 10	$3,353,690
Reed College	Inner SE Steele Bikeway	Years 11 - 20	$1,077,000
University Of Portland	North Portland Greenway Trail, Segment	Years 11 - 20	$14,787,630
University Of Portland	North Portland Greenway Trail, Segment	Years 11 - 20	$5,256,420
Warner Pacific College	Inner Division Corridor Improvements, Phase	Years 11 - 20	$5,000,000
Warner Pacific College	SE Division St Transit	Years 11 - 20	$5,000,000
	142	**Total**	**$122,555,728**

Date: **January 13, 2016**

To: **Planning and Sustainability Commission**

From: **John Cole, Project Manager**

Copy: **Tom Armstrong, Joe Zehnder**

Subject: **Campus Institutional Zoning: Follow-up Information**

At the Planning and Sustainability Commission's December 15th Public Hearing a number of questions were raised either in public testimony or by Commissioners themselves. This memo attempts to address these questions.

1. Overall Summary of Support and Opposition for the Proposed Draft.

Based on submitted testimony, neighborhood associations are generally wary of the base zone proposal although there is written testimony providing conditional support from Dave Johnston, Land Use Chair of the Collinsview Neighborhood Association (testifying as an individual) and Tamara DeRidder, Chair of the Rose City Park Neighborhood Association. Both Mr. Johnston and Ms. DeRidder were active members of the Project Advisory Group.

Northwest District Association and University Park Neighbors are opposed based on a fundamental position that recurring Conditional Use Master Plans and or Impact Mitigation Plans are necessary for addressing conditions unique to their neighborhoods and are beneficial forums for communications between the institutions and neighbors.

Institutions are generally withholding support of the proposal pending the outcome of three issues: 1) They want the option to continue operating under their existing Conditional Use Master Plans (CUMP) and Impact Mitigation Plans(IMP) until their expiration (and beyond): 2) They are seeking additional assurances that existing development will not be considered "non-conforming" under the new zone district standards: and 3) They are seeking additional information regarding the new Transportation Demand Management and Transportation Impact Analysis requirements now being promulgated by PBOT as a component of the Transportation System Plan. These concerns are addressed below.

2. **Early Termination of Conditional Use Master Plans and Impact Mitigation Plans.**

The proposal is to legislatively rezone the 15 campuses as part of this project and to have the conditional use master plans expire at the end of 2020. The reason for the expiration is twofold:

I. An interest in simplifying the number of different zoning code regulations that apply to campus institutions. The City is legislatively changing the zoning, which relives the institutions of the burden and expense of applying individually for the new zones. At the same time it is moving all of the institutions to a single review procedure rather than adding yet another review procedure (base zone) to the CUMP and IMP procedures now

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in effect. After 2020 all campus institutions would be subject to the same base zones and development review procedures.

II. The City wants institutions to implement the new TIA/TDM requirements as a means of meeting mode split targets. Expiring existing CUMPs and IMPs is a means of encouraging new TIA/TDM programs from these significant transportation nodes.

PSC options to consider:

a) Affirm the proposed 2020 expiration date

b) Provide a transition period that ends later. An expiration date of 12/31/23 would be after the expiration date of all existing CUMPs.

c) Portland Providence Medical Center is asking that each institution be allowed an additional extension of their CUMP or IMP. This would extend the "transition period" out to the end of the Comprehensive Plan period.

d) Refrain from legislatively rezoning campuses. Allow institutions the choice of rezoning to

Option b) above may be an acceptable approach that provides the institutions with an ability to fully utilize their existing CUMP entitlements while still moving towards a base zone approach to institutional regulation.

3. Transportation Demand Management and Transportation Impact Analysis and Mitigation Requirements

While the campus zoning project may be the first instance where TDM concerns are raised, this is a citywide proposal by the Bureau of Transportation that will be presented more thoroughly as part of the Transportation Systems Plan (TSP) at the PSC Briefing (2/9/16) and Public Hearing (3/8/16). Code changes presented as part of the campus zoning project merely establish a requirement that TDM/TIA strategies be implemented by campus institutions (as is now the case) while the specific requirements are being presented as part of the TSP. This is not significantly different from what is already in place.

Existing Impact Mitigation Plan Text

33.848.070 Impact Mitigation Plan Requirements

G. Transportation. *For each phase of campus development the following must be addressed in the multi-modal transportation plan.*

2. Strategies to reduce the number of motor vehicle miles traveled by those traveling to and from the campus, i.e. students, patients, faculty, staff, and visitors

Existing Conditional Use Master Plan Text

33.820.070 Components of a Master Plan

G. Transportation and parking. *The master plan must include information on the following items for each phase.*

1. Projected transportation impacts. These include the expected number of trips (peak, events, and daily), an analysis of the impact of those trips on the adjacent street system, and proposed mitigation measures to limit any projected negative impacts. Mitigation measures may include

improvements to the street system or specific programs and strategies to reduce traffic impacts such as encouraging the use of public transit, carpools, vanpools, and other alternatives to single occupant vehicles.

Proposed Title 33 Text

33.852.110 Approval Criteria for Transportation Impact Reviews~~
The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met:

B. *Adequate transportation demand management strategies will be implemented to reduce the number of trips made to the site by single-occupant vehicles, especially during peak commuting hours.*

4. Request to Explicitly Identify Nonconforming Uses or Development Created From Legislative Rezoning as Grandfathered and not Subject to Non-Conforming Upgrade Requirements of 33.258.070

Nonconforming uses and development are already grandfathered through code section 33.258 which states that both nonconforming uses and nonconforming development are allowed to continue. This is not something that needs to be explicitly stated in the CI code section.

According to existing code section 33.258.070 certain types of nonconforming development must be brought into conformance with current code standards when an alteration valued at more than $153,450 is made to the site. Development subject to this requirement is limited to

- Landscaping and trees;
- Pedestrian circulation systems;
- Bike parking;
- Screening;
- Required paving of surface parking and exterior storage and display areas.

Other standards including building height, setbacks, building length, ground floor windows, façade articulation, and main entrance requirements are not on the list of required upgrades because it would be too hard/expensive to retrofit an existing building to meet these standard. Exterior alterations that add square footage to an existing nonconforming building would need to conform to the new standards.

5. Request to Remove Three Legacy Emanuel Lots at the NW Corner of Russel & N Williams From IC Designation and CI2 Zone in Favor of Mixed Use Designation and Zone to Support Community Supporting Housing, School and Commercial Activities.

Any such change would start with a change to the Comprehensive Plan Map designation that is currently under consideration by the City Council. City staff has forwarded the NNE Business Association letter to Legacy Emmanuel and will assist Legacy Emanuel to consider the implications such a change would have on their development potential.

6. Request to add "Residential" to Permitted Uses to Allow Housing as Transitional Uses at Campus Boundaries

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Allowed uses were discussed at length with the Project Advisory Group and among staff. One of the main objectives of this project is to provide additional development potential to support healthcare and higher education job growth. Allowing residential development not related to the primary campus use such as student/faculty housing or patient family housing acts to subtract development capacity available to the primary healthcare and higher-education use.

Staff remains opposed to allowing unrelated/non-accessory residential development in the CI1 and CI2 zone.

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		Retain CS zone		Plan Map
	2 full blocks, N of Jessup,	Refrain from CI Comp Plan Designation	Staff	revision included in current Comp
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Concordia (IMP)	2626 NE Dekum	Refrain from IC Comp Plan designation	Property Owner	Comp Plan Map amendment incl. in
		Retain CN1 zone		staff proposed council amendment
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		Retain RH zone		review
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		Retain exisitng R1d and Exd zones		Plan Map
Lewis and Clark (CUMP)	Misc lots including 425 SW Maplecrest	Apply IC Comp Plan designation	Property owner	revision included in current Comp
	9919-10025 Boones Ferry	Rezone to CI1		Plan Map

9. Good Neighbor Agreements

Staff supports the concept of Good Neighbor Agreements and believes that institutions will continue to enter into these with adjoining neighborhood associations even in the absence of requirements from either a CUMP/IMP condition of approval or base zone requirement.

The City Attorney's Office advises against requiring third party agreements as a condition of zoning code approval. If the PSC would like to include a requirement for a Good Neighbor Agreement this could be added to proposed code section 33.150.050 Neighborhood Contact and Outreach but should clarify that the City is not a party to, nor does it have enforcement responsibilities for such agreements.

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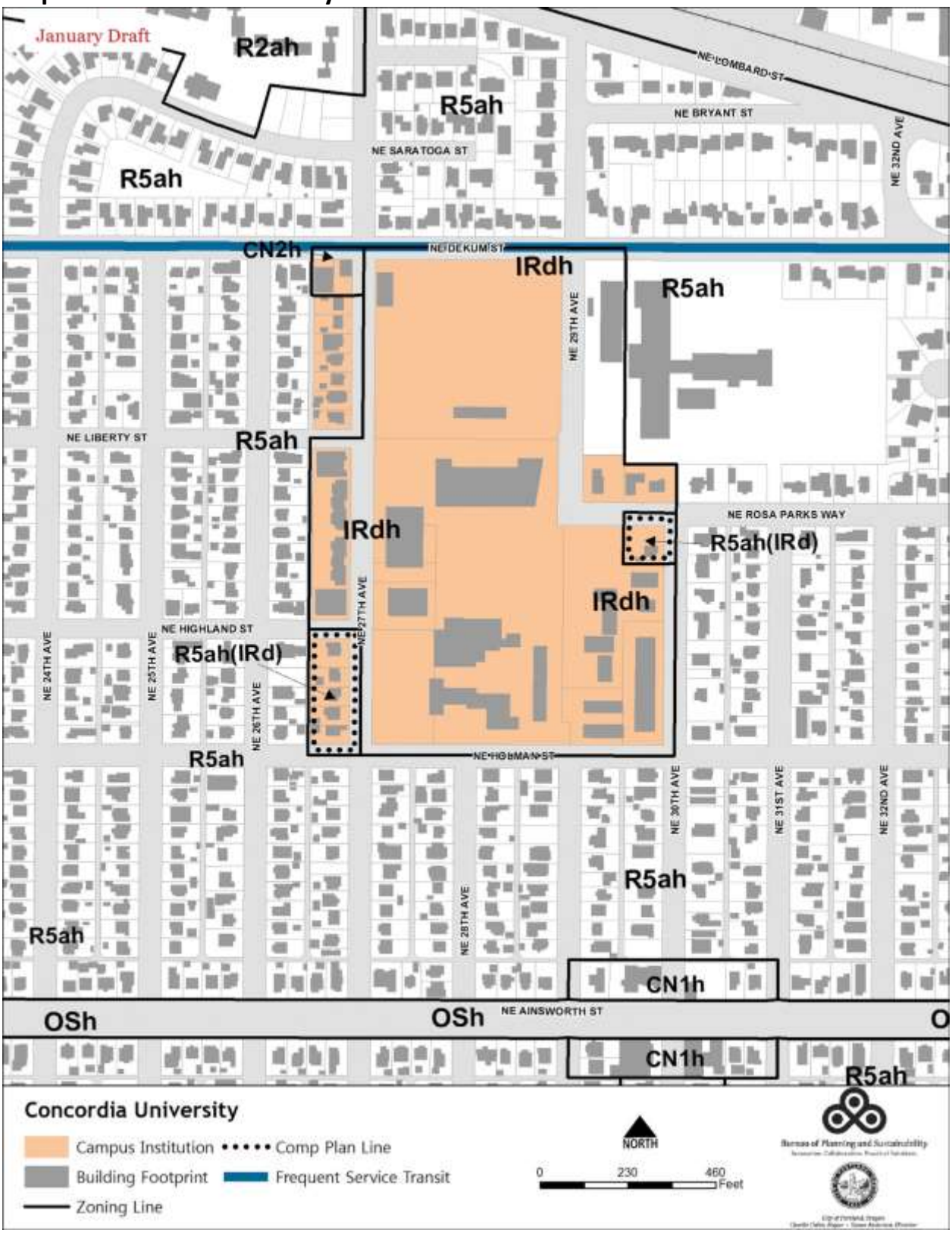
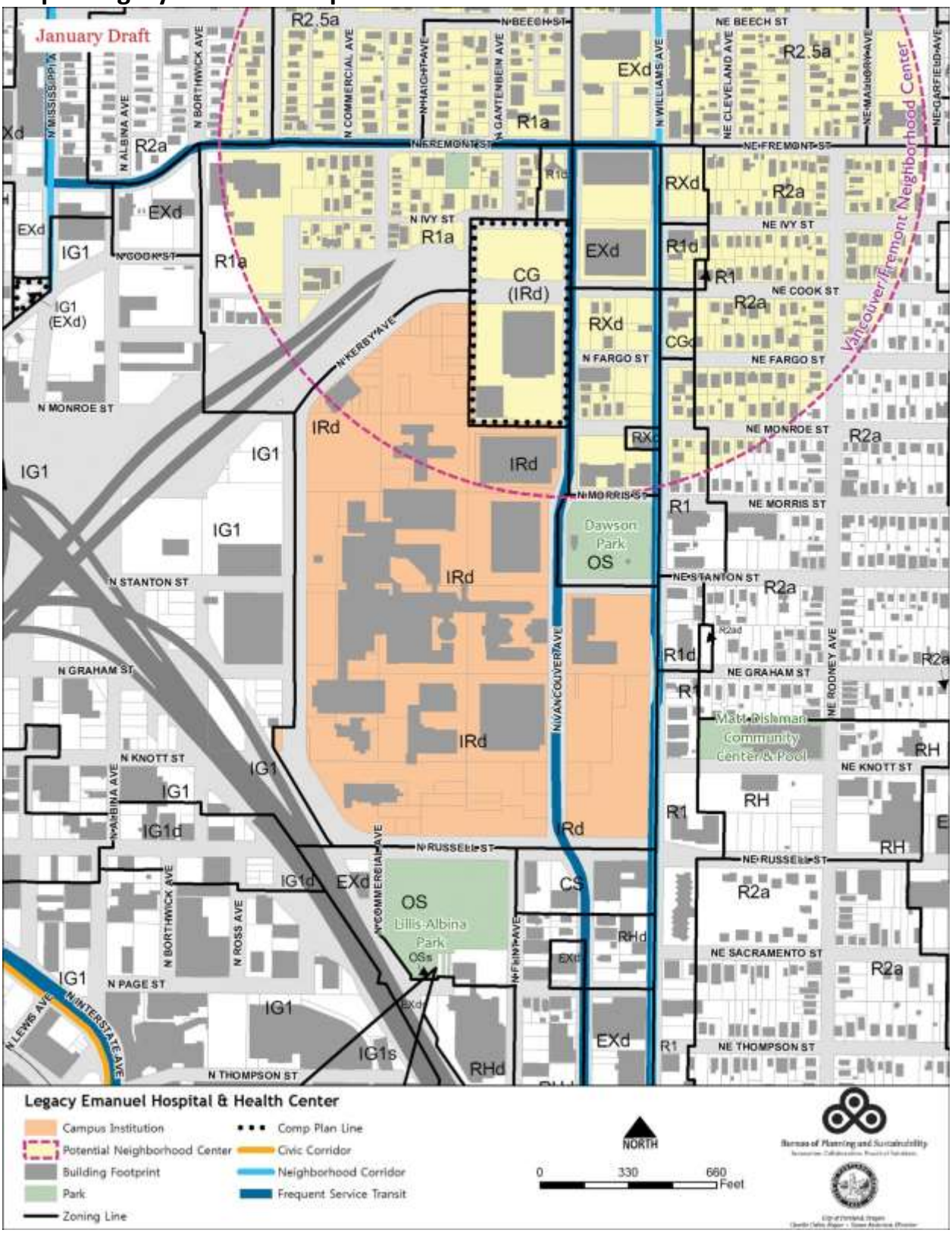
Map 1: Concordia University



Map 2: Legacy Emanuel Hospital and Health Center



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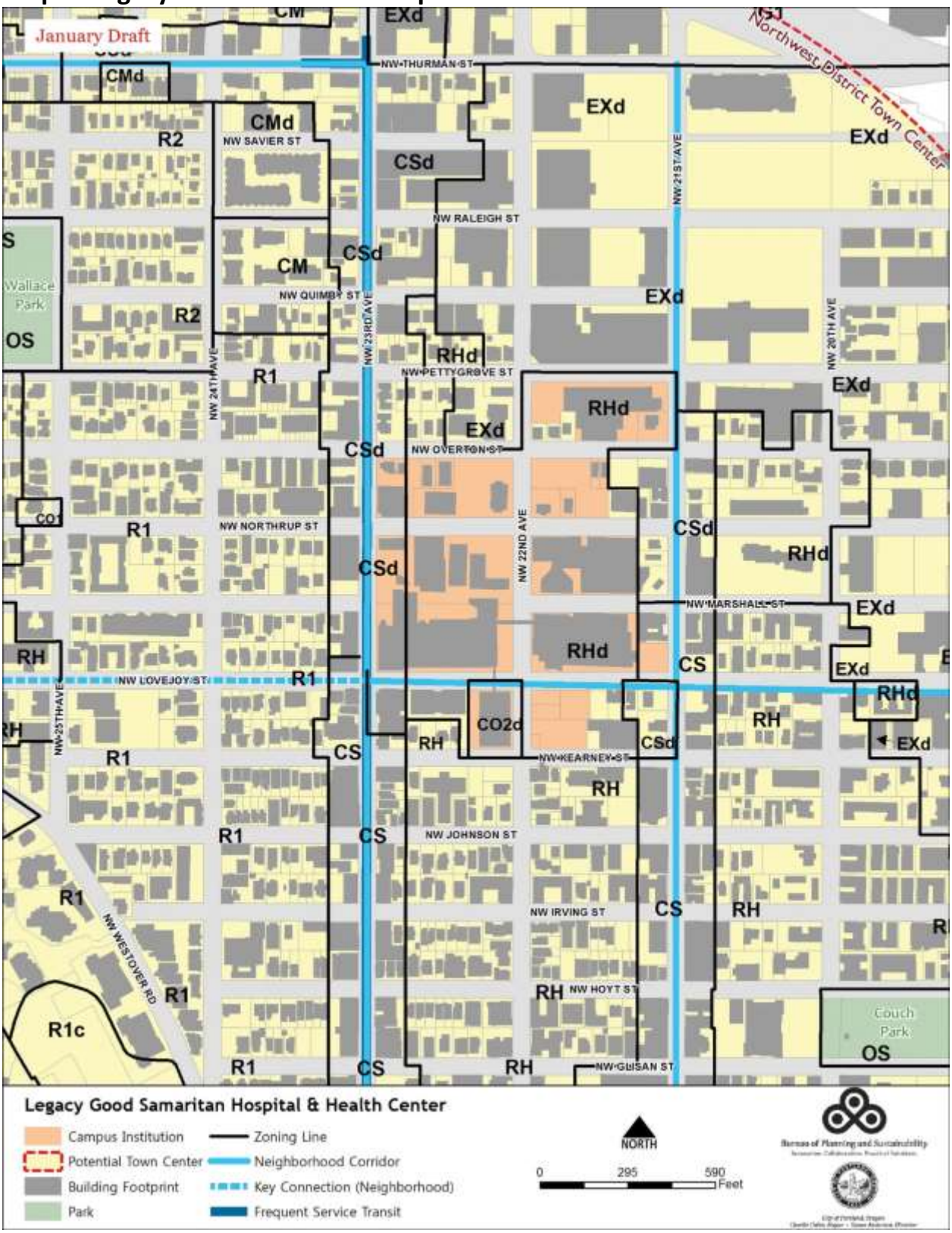
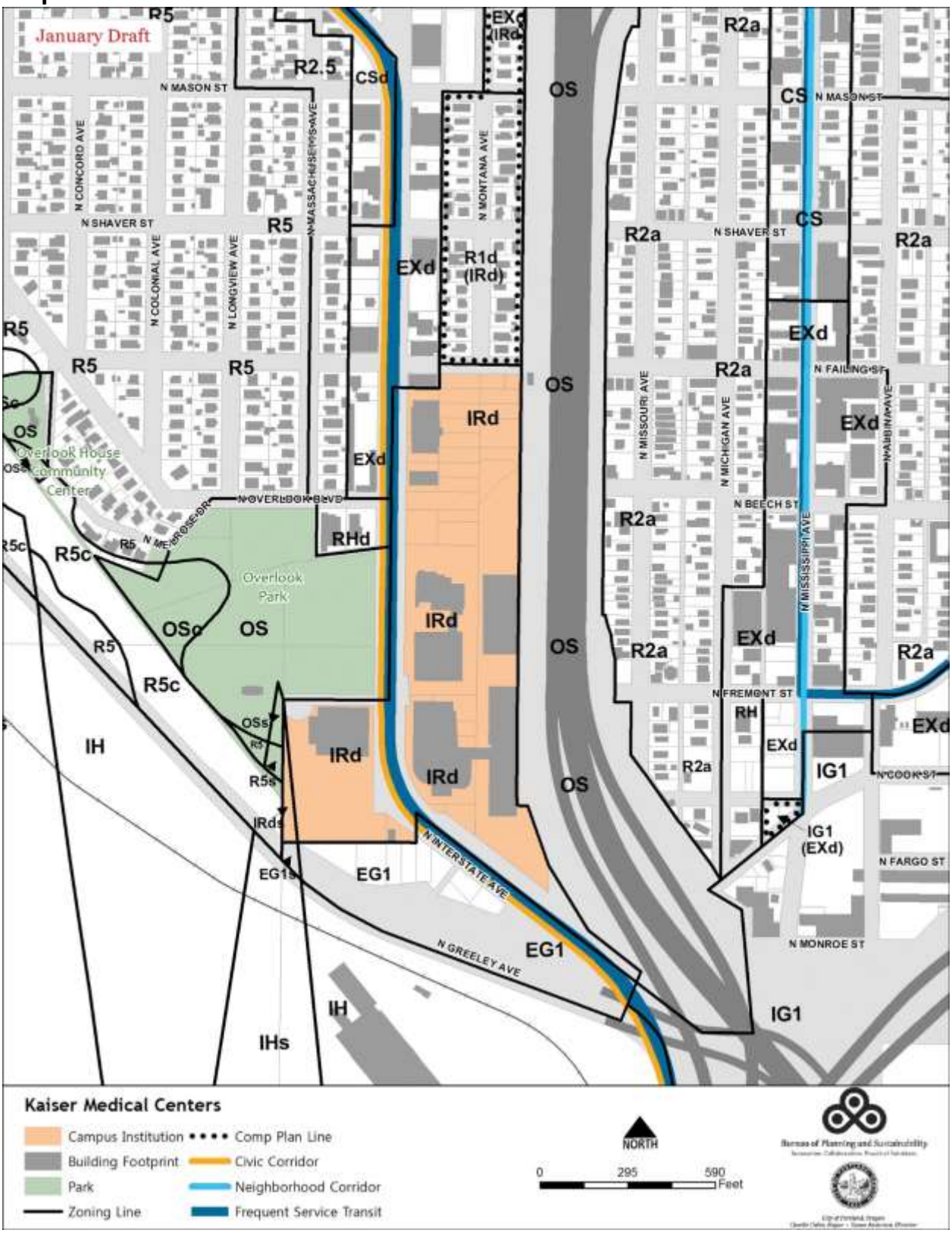
Map 3: Legacy Good Samaritan Hospital and Health Center



Map 4: Kaiser Medical Center



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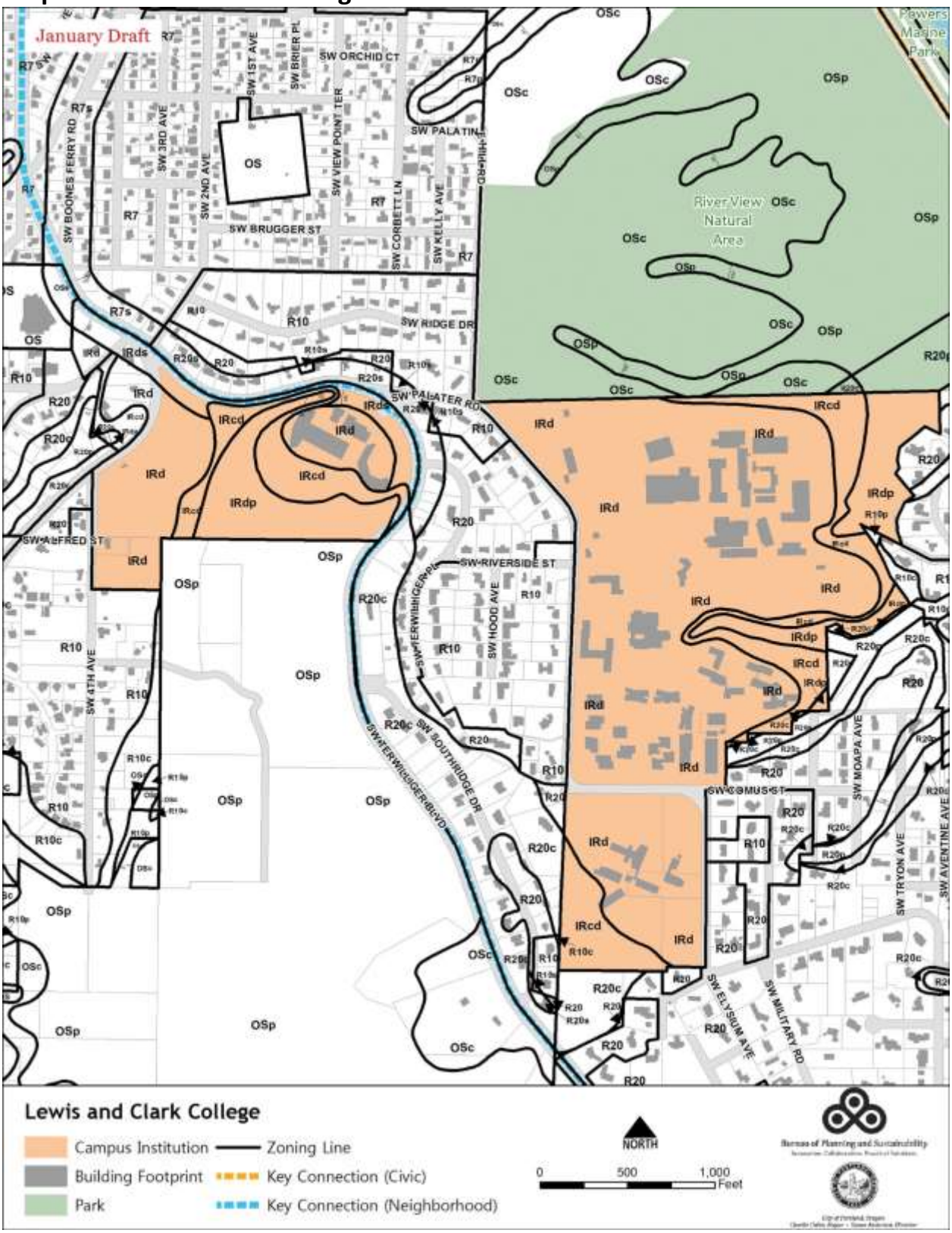
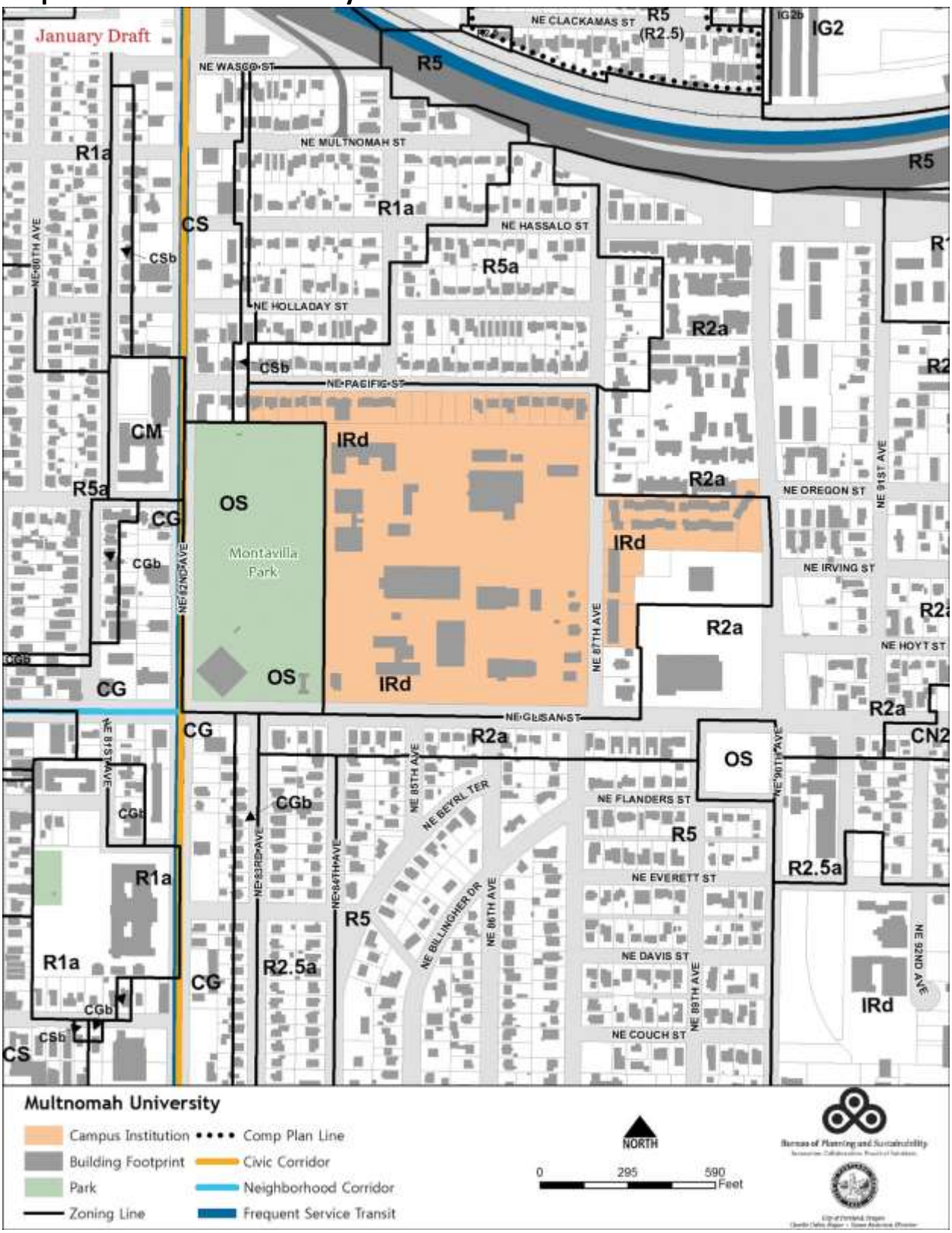
Map 5: Lewis and Clark College



Map 6: Multnomah University



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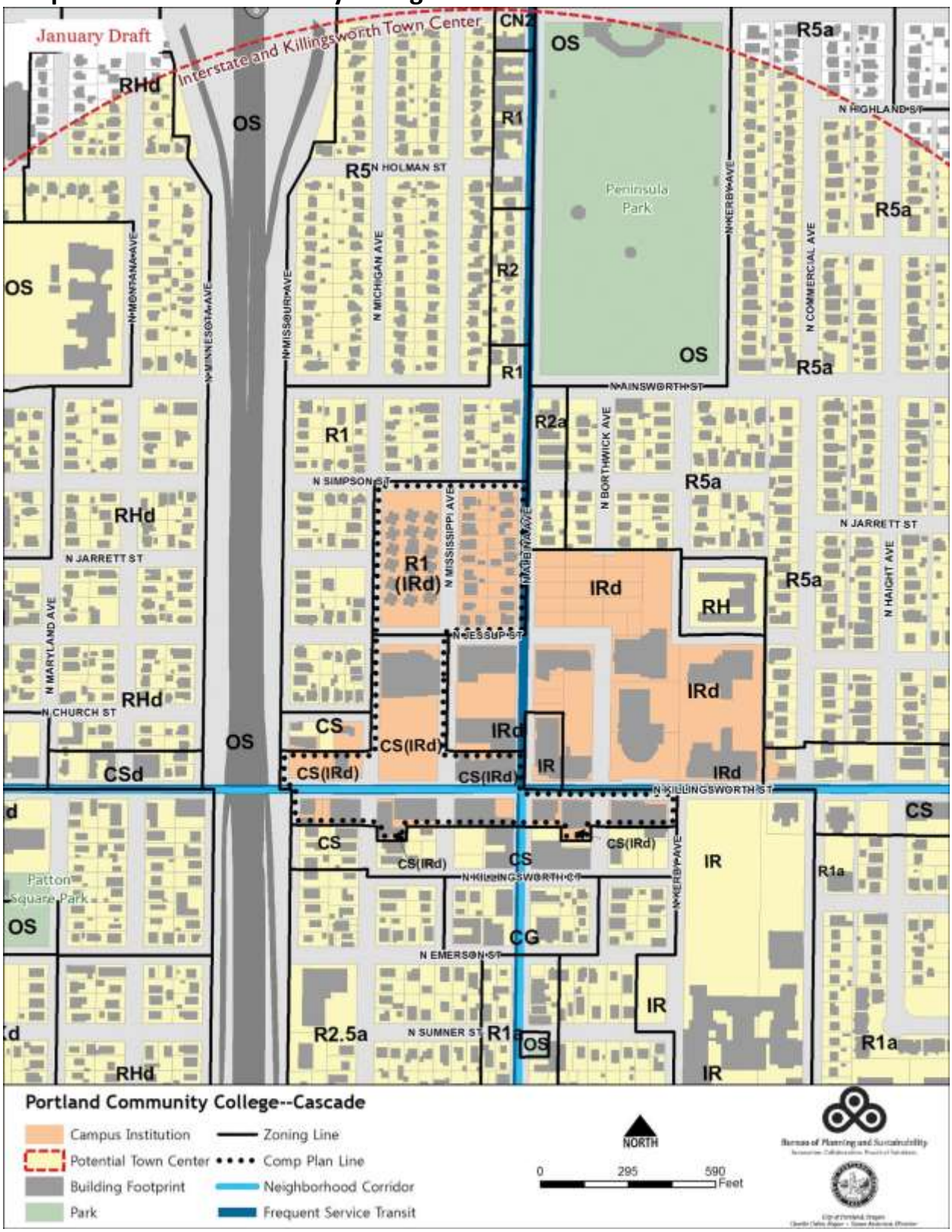
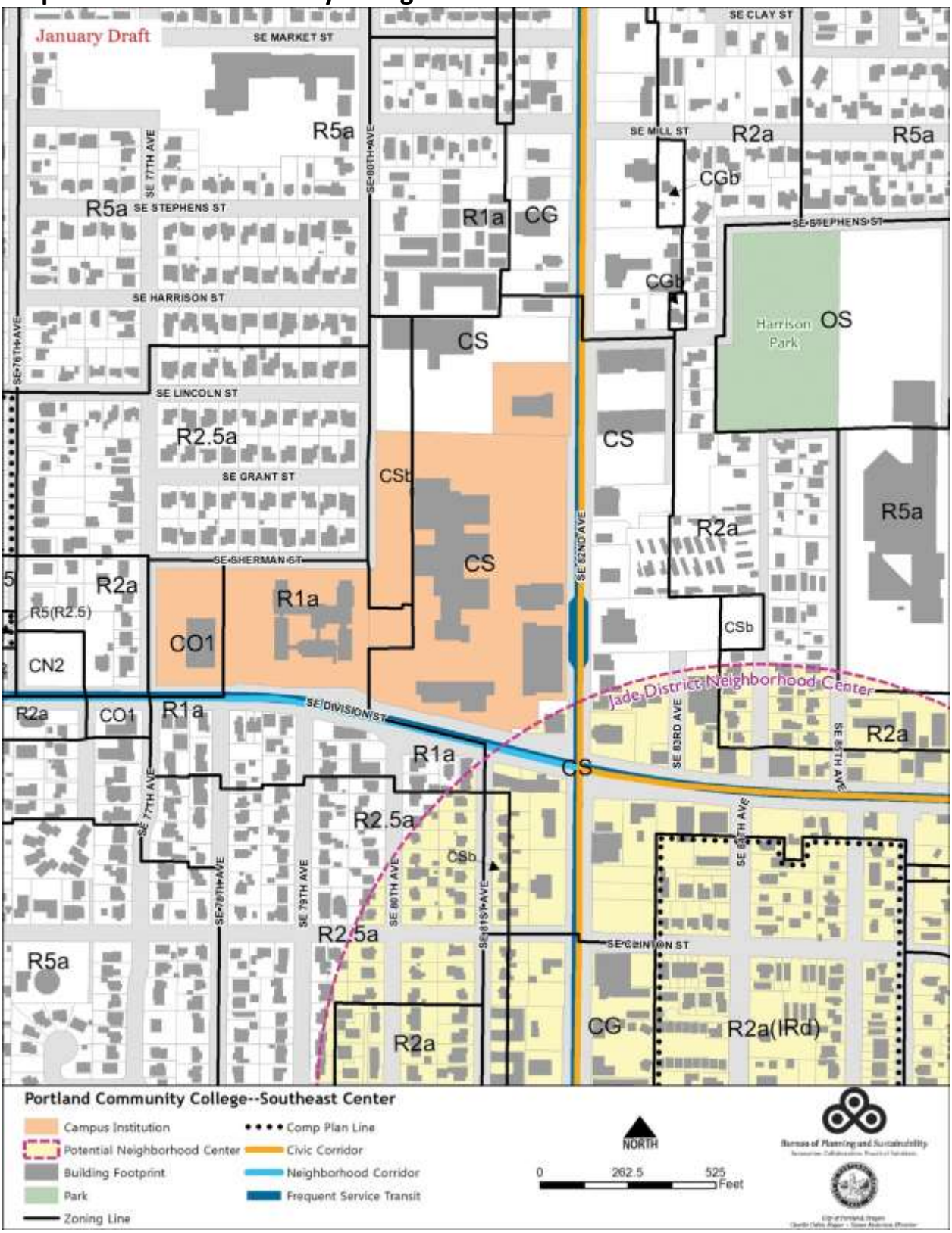
Map 7: Portland Community College - Cascade



Map 8: Portland Community College – Southeast Center



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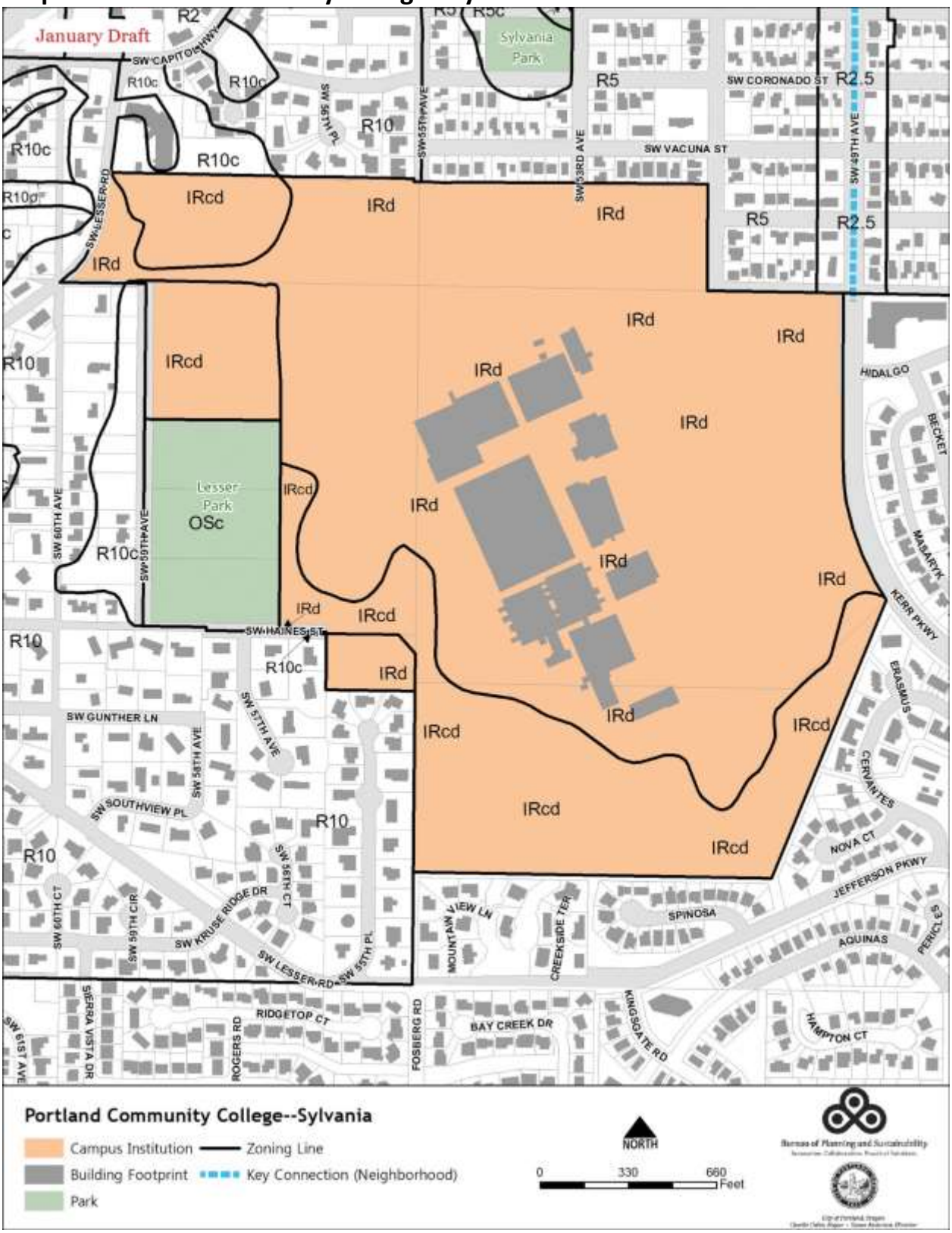
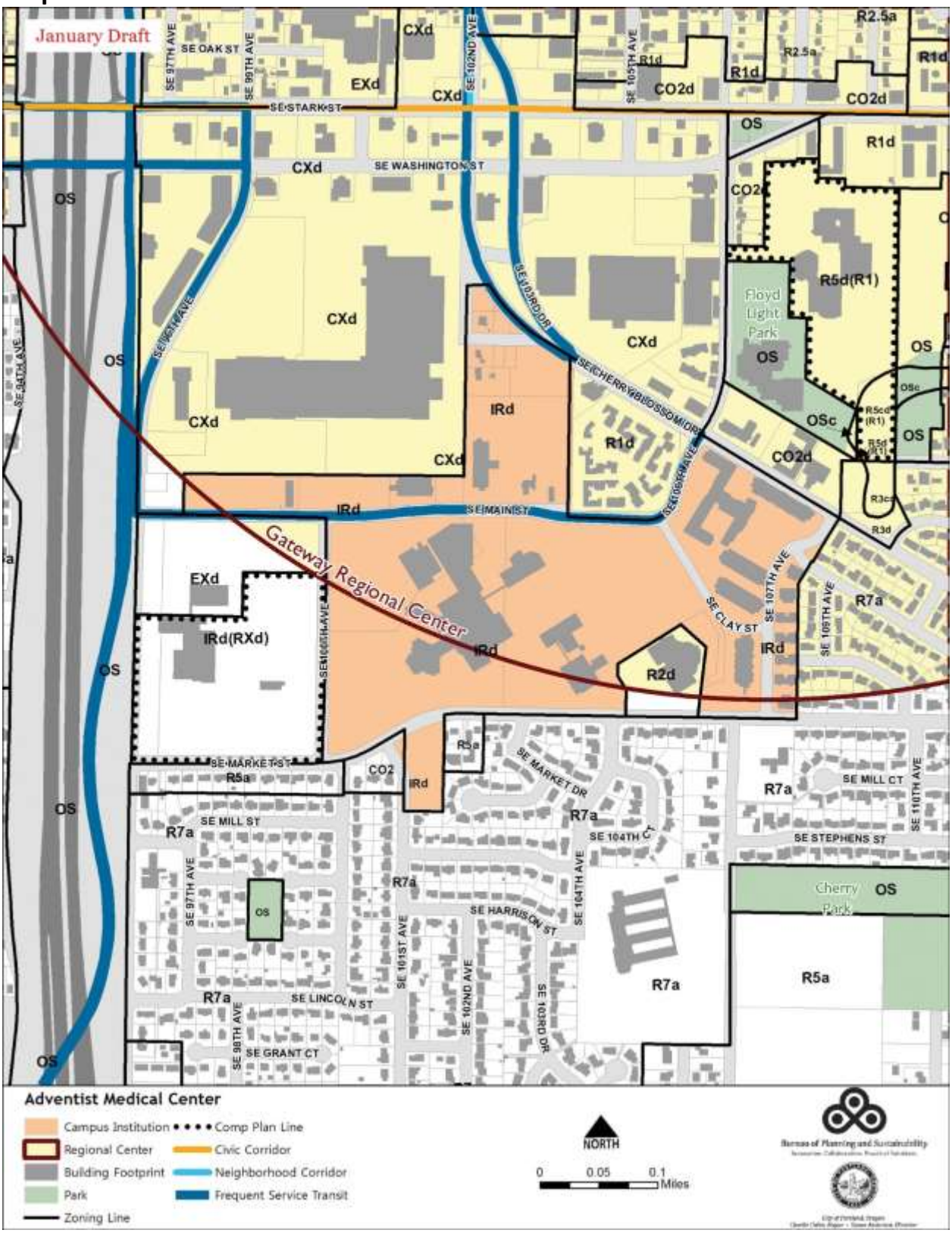
Map 9: Portland Community College - Sylvania



Map 10: Adventist Medical Center



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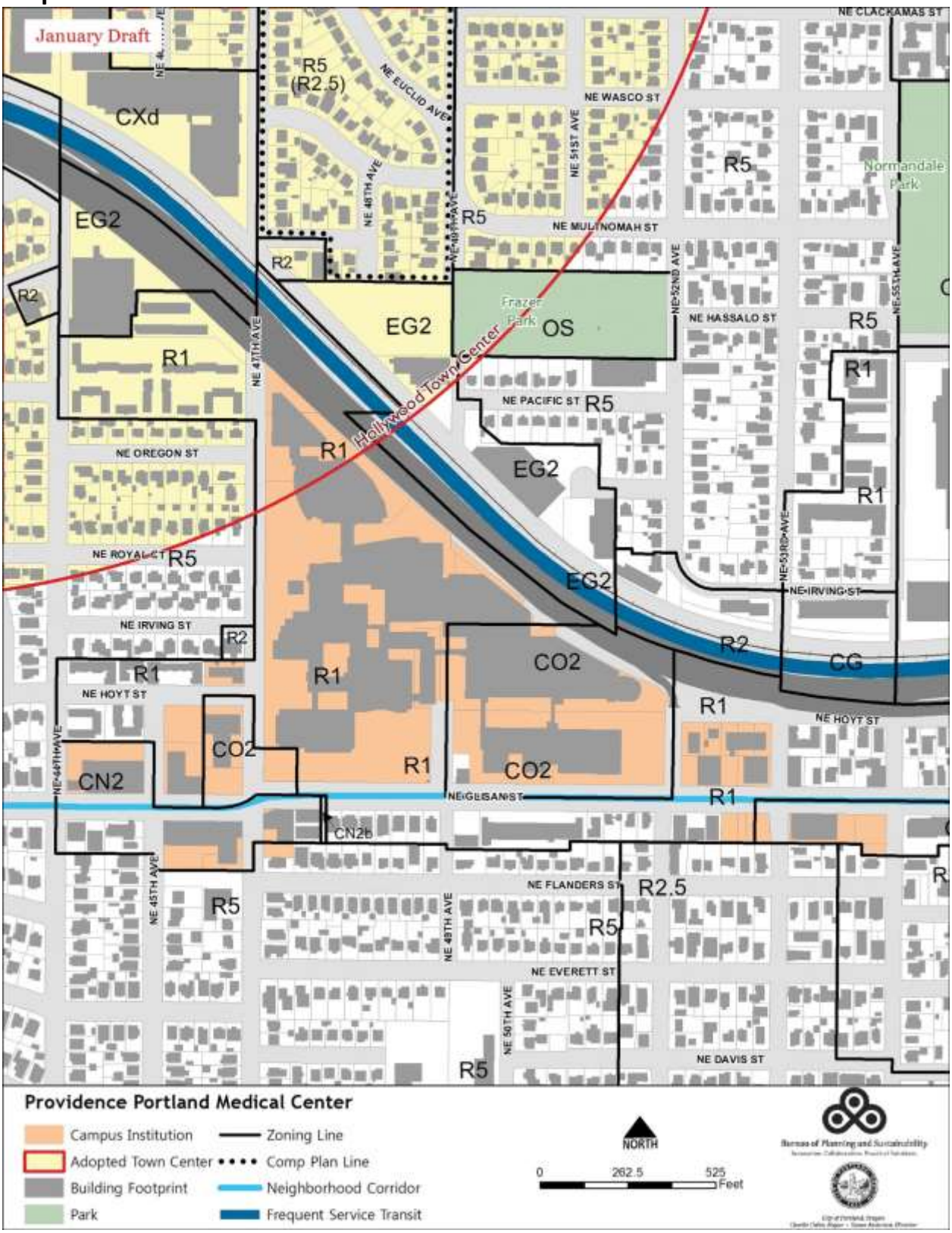
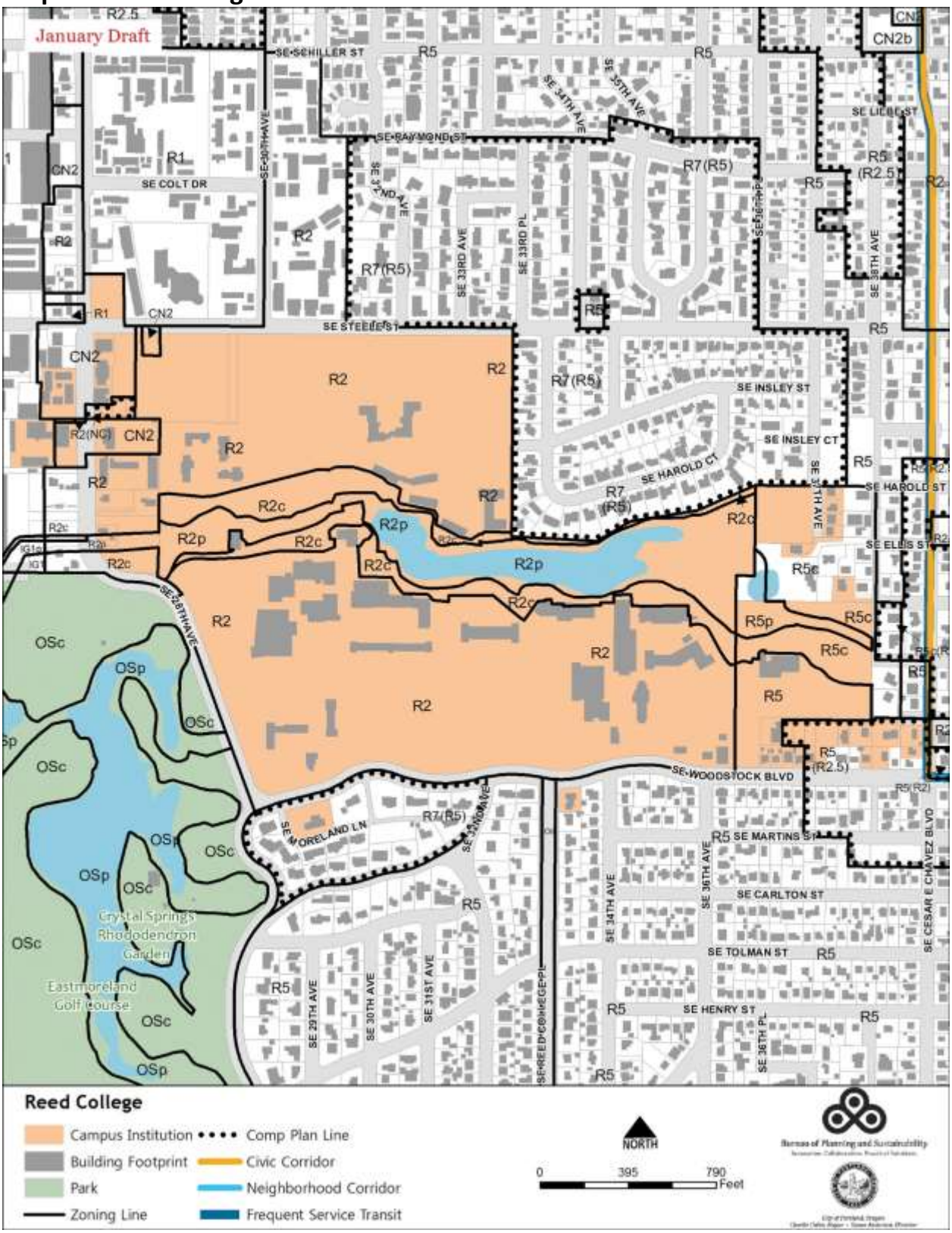
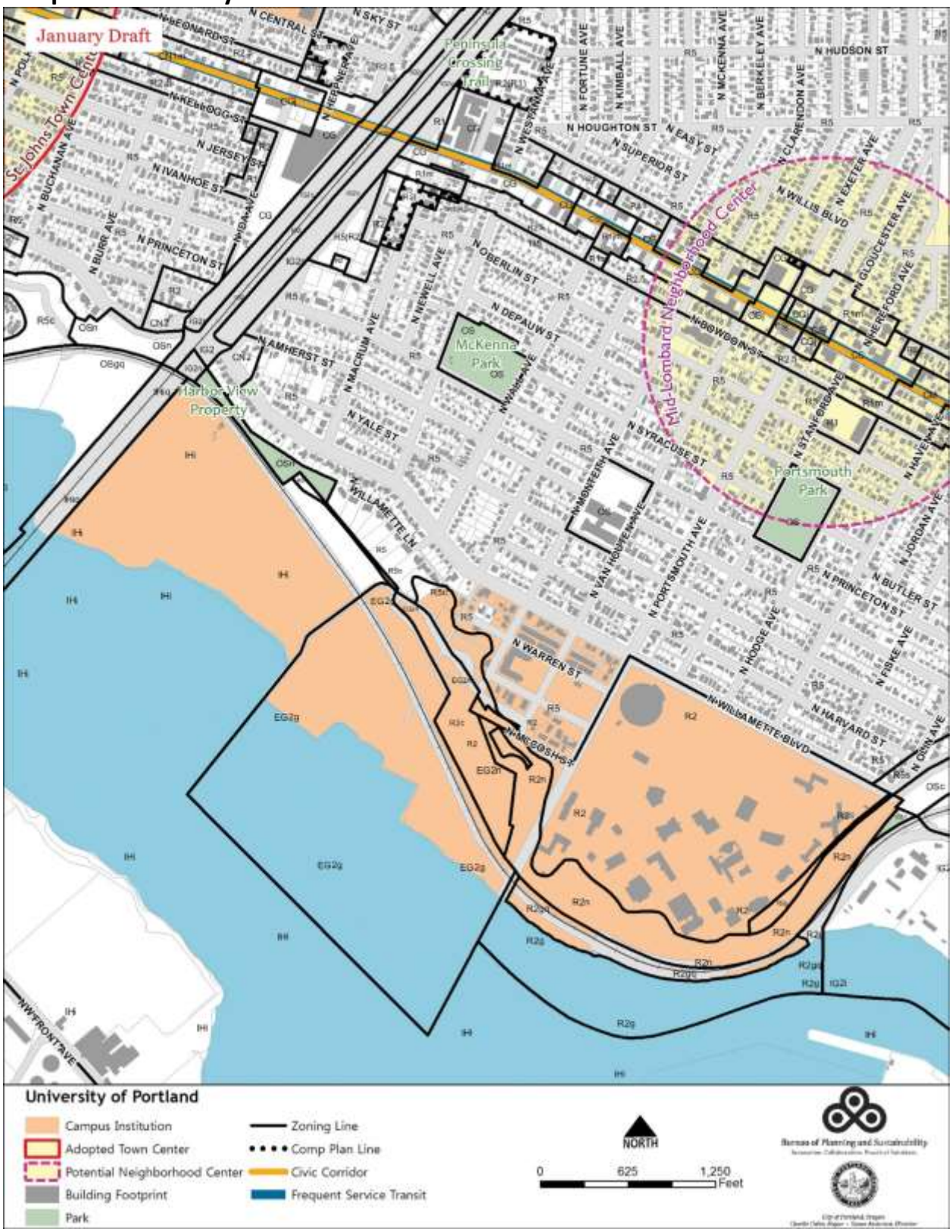
Map 11: Providence Portland Medical Center



Map 12: Reed College



Map 13: University of Portland



Map 14: University of Western States



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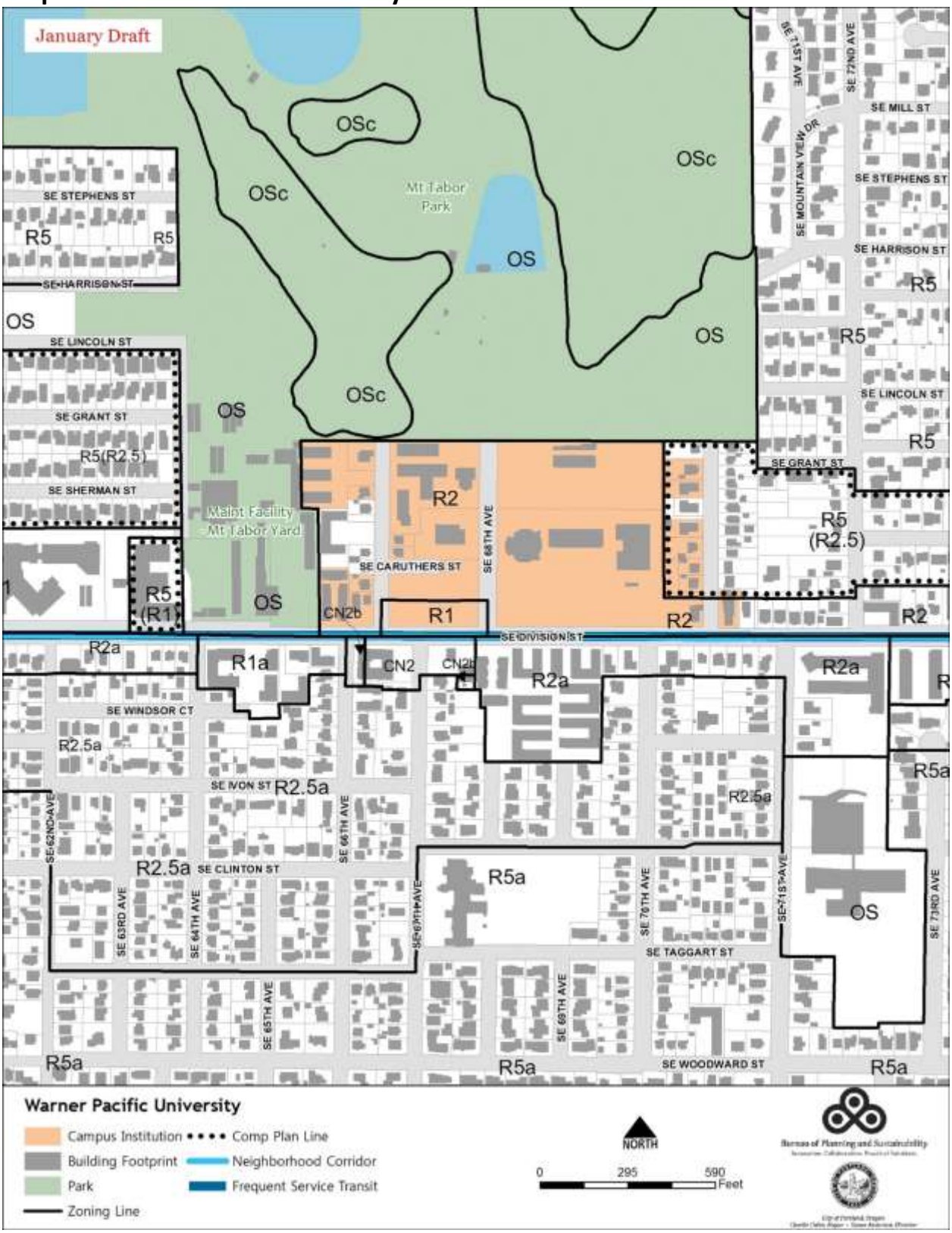
Map 15: Warner Pacific University



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MEMO

Date: **January 13, 2016**

To: **Planning and Sustainability Commission**

From: **John Cole, Project Manager**

Copy: **Tom Armstrong, Joe Zehnder**

Subject: **Campus Institutional Zoning: Follow-up Information**

At the Planning and Sustainability Commission's December 15 Public Hearing, a number of questions were raised either in public testimony or by Commissioners themselves. This memo attempts to address these questions.

1. Overall Summary of Support and Opposition for the Proposed Draft.

Based on submitted testimony, neighborhood associations are generally wary of the base zone proposal although there is written testimony providing conditional support from Dave Johnston, Land Use Chair of the Collinsview Neighborhood Association (testifying as an individual) and Tamara DeRidder, Chair of the Rose City Park Neighborhood Association. Both Mr. Johnston and Ms. DeRidder were active members of the Project Advisory Group.

Northwest District Association and University Park Neighbors are opposed based on a fundamental position that recurring Conditional Use Master Plans and or Impact Mitigation Plans are necessary for addressing conditions unique to their neighborhoods and are beneficial forums for communications between the institutions and neighbors.

Institutions are generally withholding support of the proposal pending the outcome of three issues: 1) They want the option to continue operating under their existing Conditional Use Master Plans (CUMP) and Impact Mitigation Plans(IMP) until their expiration (and beyond): 2) They are seeking additional assurances that existing development will not be considered "non-conforming" under the new zone district standards: and 3) They are seeking additional information regarding the new Transportation Demand Management and Transportation

Impact Analysis requirements now being promulgated by PBOT as a component of the Transportation System Plan. These concerns are addressed below.

2. **Early Termination of Conditional Use Master Plans and Impact Mitigation Plans.**

The proposal is to legislatively rezone the 15 campuses as part of this project and to have the conditional use master plans expire at the end of 2020. The reason for the expiration is twofold:

I. An interest in simplifying the number of different zoning code regulations that apply to campus institutions. The City is legislatively changing the zoning, which relives the institutions of the burden and expense of applying individually for the new zones. At the same time it is moving all of the institutions to a single review procedure rather than adding yet another review procedure (base zone) to the CUMP and IMP procedures now in effect. After 2020 all campus institutions would be subject to the same base zones and development review procedures.

II. The City wants institutions to implement the new TIA/TDM requirements as a means of meeting mode split targets. Expiring existing CUMPs and IMPs is a means of encouraging new TIA/TDM programs from these significant transportation nodes.

PSC options to consider:

a) Affirm the proposed 2020 expiration date

b) Provide a transition period that ends later. An expiration date of 12/31/23 would be after the expiration date of all existing CUMPs.

c) Portland Providence Medical Center is asking that each institution be allowed an additional extension of their CUMP or IMP. This would extend the "transition period" out to the end of the Comprehensive Plan period.

d) Refrain from legislatively rezoning campuses. Allow institutions the choice of rezoning to

Option b) above may be an acceptable approach that provides the institutions with an ability to fully utilize their existing CUMP entitlements while still moving towards a base zone approach to institutional regulation.

3. Transportation Demand Management and Transportation Impact Analysis and Mitigation Requirements

While the campus zoning project may be the first instance where TDM concerns are raised, this is a citywide proposal by the Bureau of Transportation that will be presented more thoroughly as part of the Transportation Systems Plan (TSP) at the PSC Briefing (2/9/16) and Public Hearing (3/8/16). Code changes presented as part of the campus zoning project merely establish a requirement that TDM/TIA strategies be implemented by campus institutions (as is now the

case) while the specific requirements are being presented as part of the TSP. This is not significantly different from what is already in place.

Existing Impact Mitigation Plan Text

33.848.070 Impact Mitigation Plan Requirements

G. Transportation. *For each phase of campus development the following must be addressed in the multi-modal transportation plan.*

2. Strategies to reduce the number of motor vehicle miles traveled by those traveling to and from the campus, i.e. students, patients, faculty, staff, and visitors

Existing Conditional Use Master Plan Text

33.820.070 Components of a Master Plan

G. Transportation and parking. *The master plan must include information on the following items for each phase.*

1. Projected transportation impacts. These include the expected number of trips (peak, events, and daily), an analysis of the impact of those trips on the adjacent street system, and proposed mitigation measures to limit any projected negative impacts. Mitigation measures may include improvements to the street system or specific programs and strategies to reduce traffic impacts such as encouraging the use of public transit, carpools, vanpools, and other alternatives to single occupant vehicles.

Proposed Title 33 Text

33.852.110 Approval Criteria for Transportation Impact Reviews

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met:

B. *Adequate transportation demand management strategies will be implemented to reduce the number of trips made to the site by single-occupant vehicles, especially during peak commuting hours.*

4. Request to Explicitly Identify Nonconforming Uses or Development Created From Legislative Rezoning as Grandfathered and not Subject to Non-Conforming Upgrade Requirements of 33.258.070

Nonconforming uses and development are already grandfathered through code section 33.258 which states that both nonconforming uses and nonconforming development are allowed to continue. This is not something that needs to be explicitly stated in the CI code section.

According to existing code section 33.258.070 certain types of nonconforming development must be brought into conformance with current code standards when an alteration valued at more than $153,450 is made to the site. Development subject to this requirement is limited to

- Landscaping and trees;
- Pedestrian circulation systems;
- Bike parking;
- Screening;
- Required paving of surface parking and exterior storage and display areas.

Other standards including building height, setbacks, building length, ground floor windows, façade articulation, and main entrance requirements are not on the list of required upgrades because it would be too hard/expensive to retrofit an existing building to meet these standard. Exterior alterations that add square footage to an existing nonconforming building would need to conform to the new standards.

5. **Request to Remove Three Legacy Emanuel Lots at the NW Corner of Russel & N Williams From IC Designation and CI2 Zone in Favor of Mixed Use Designation and Zone to Support Community Supporting Housing, School and Commercial Activities.**

Any such change would start with a change to the Comprehensive Plan Map designation that is currently under consideration by the City Council. City staff has forwarded the NNE Business Association letter to Legacy Emmanuel and will assist Legacy Emanuel to consider the implications such a change would have on their development potential.

6. **Request to add "Residential" to Permitted Uses to Allow Housing as Transitional Uses at Campus Boundaries**

Allowed uses were discussed at length with the Project Advisory Group and among staff. One of the main objectives of this project is to provide additional development potential to support healthcare and higher education job growth. Allowing residential development not related to the primary campus use such as student/faculty housing or patient family housing acts to subtract development capacity available to the primary healthcare and higher-education use.

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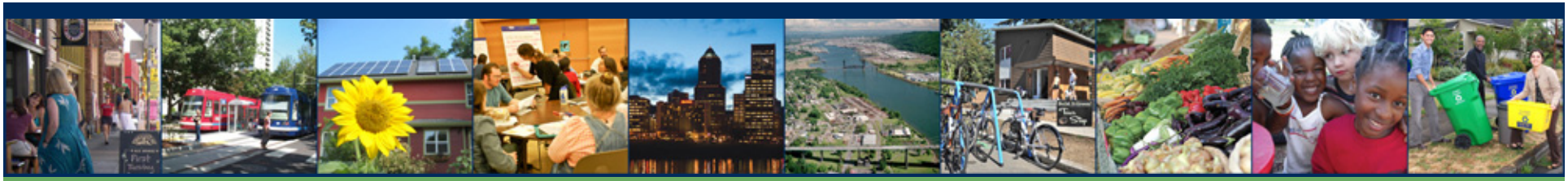

Campus Institutional Zoning Update

A Task 5 project of the 2035 Comprehensive Plan

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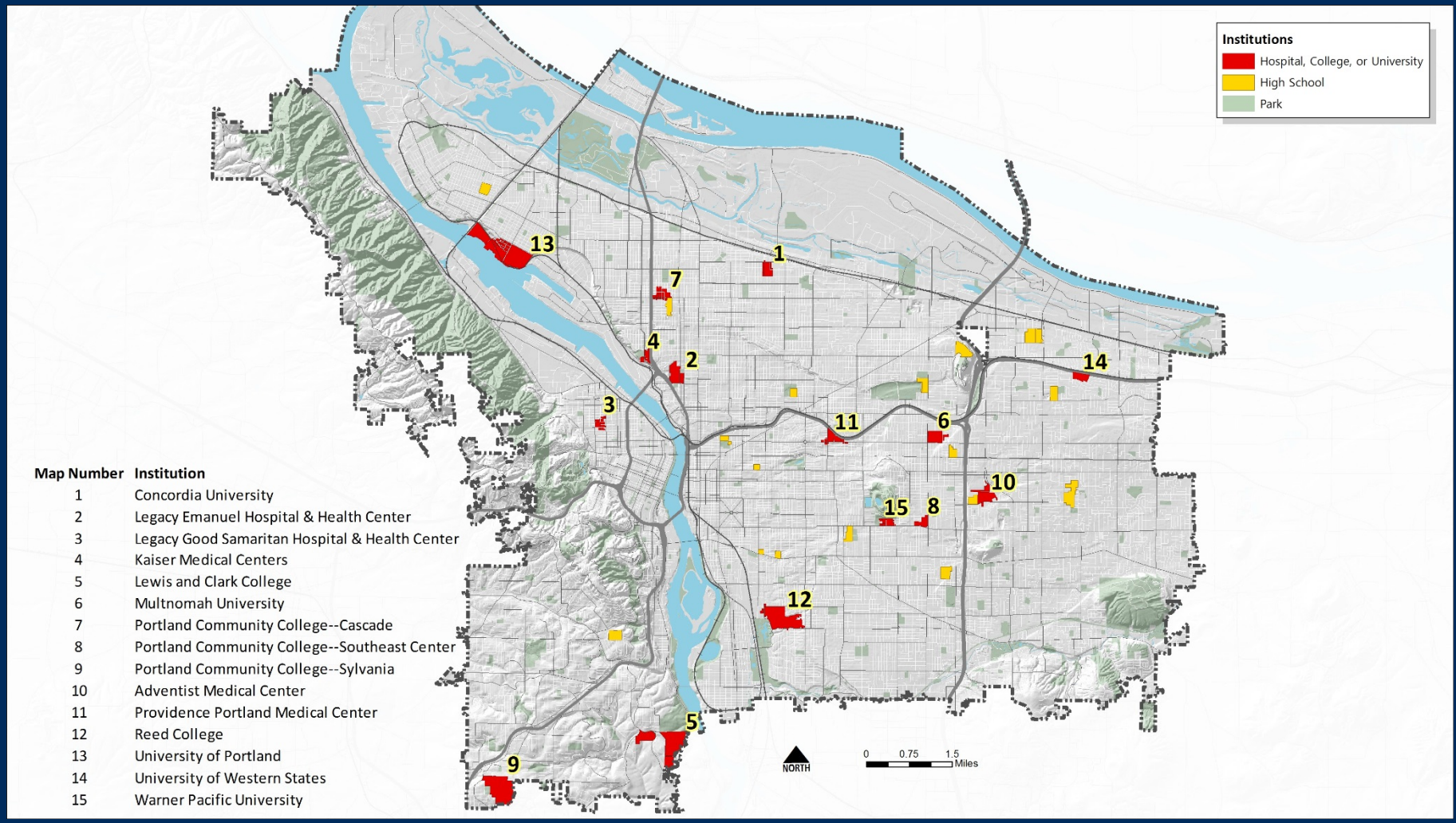
Campus Institutions



Map Number	Institution
1	Concordia University
2	Legacy Emanuel Hospital & Health Center
3	Legacy Good Samaritan Hospital & Health Center
4	Kaiser Medical Centers
5	Lewis and Clark College
6	Multnomah University
7	Portland Community College--Cascade
8	Portland Community College--Southeast Center
9	Portland Community College--Sylvania
10	Adventist Medical Center
11	Providence Portland Medical Center
12	Reed College
13	University of Portland
14	University of Western States
15	Warner Pacific University

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Proposal

1. Create two base zones for campus institutions
   - Encourage campuses to grow up, not out
   - Focus on edges and off-site impacts
2. Apply zones to 15 specific campuses
   - Replace existing Conditional Use Master Plans and Impact Mitigation Plans
3. Provide transition period

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Two Base Zones

CI-1: Residential Campus



CI-2:Urban Campus



Ord. 188177, Vol. 2.5, page 15372

Transportation Impact Review

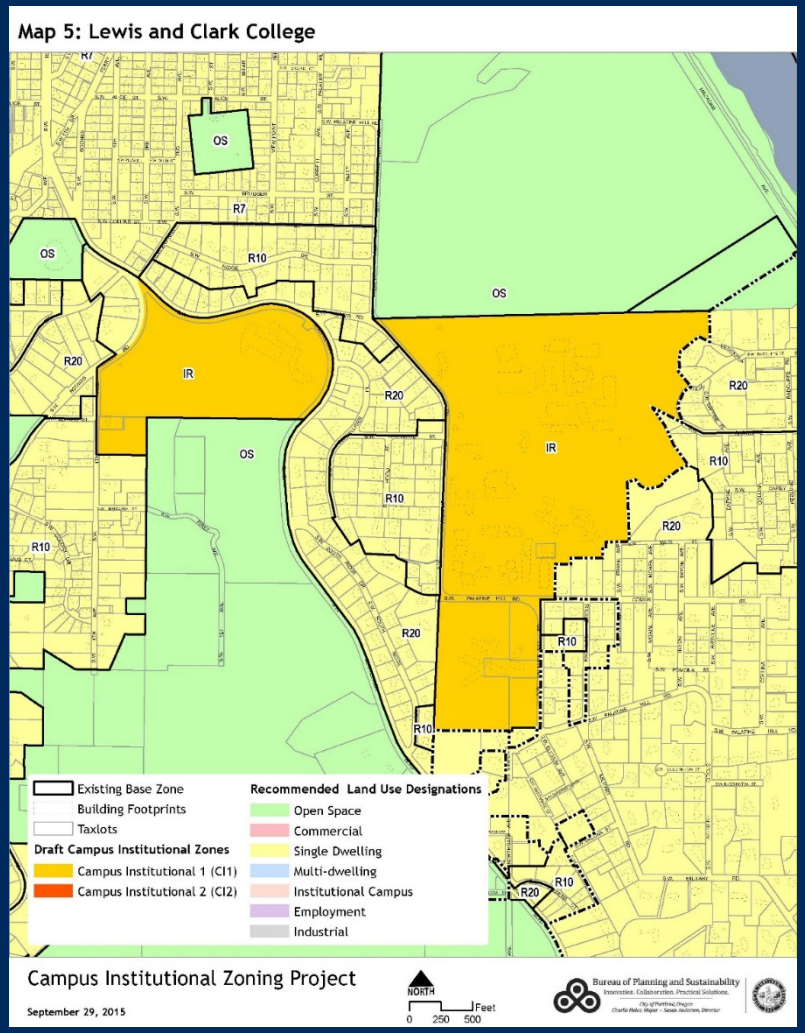
Transportation Impact Analysis
Multi-Modal System Improvements

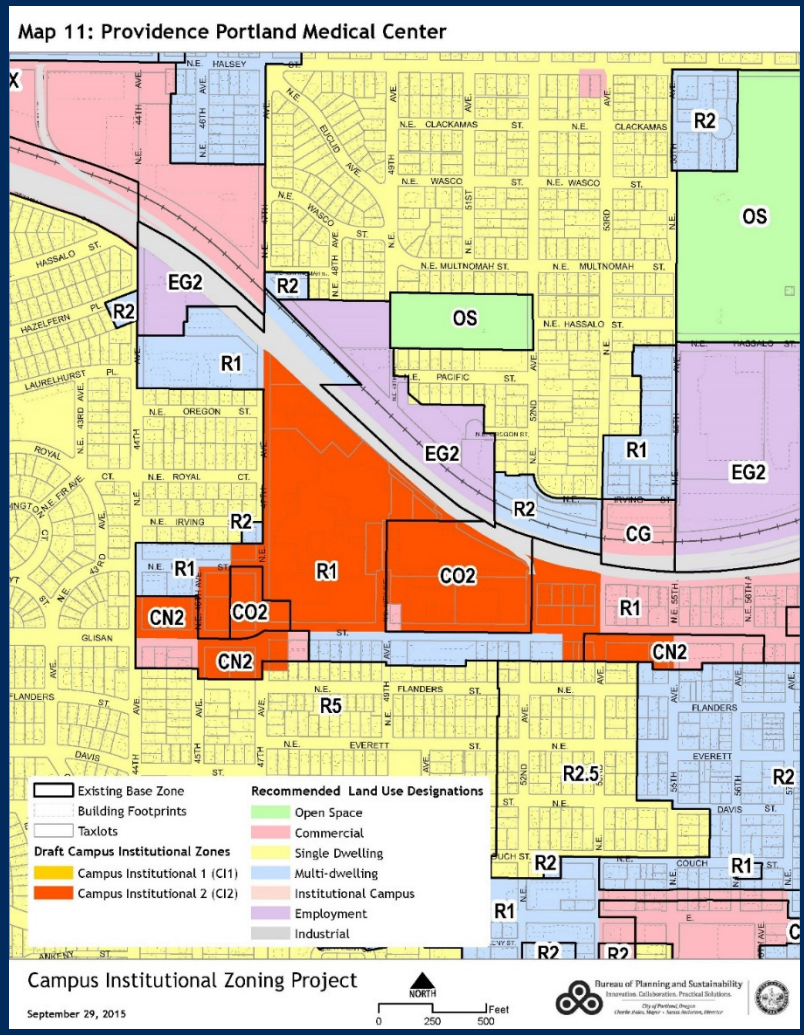


Transportation Demand Management
Reduction in SOV Trips



Apply Zones to Campuses





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Transition Period Through 2020

Campus	Current Approval	Expiration/ End of Phase
Kaiser Medical Center	CUMP	2000
PCC Sylvania	CUMP	2003
University of Western States	CUMP	2008
Warner Pacific University	CUMP	2013
Legacy Good Samaritan	CUMP	2015
Adventist Medical Center	CUMP	2015
Concordia University	IMP	2017
Reed College	CUMP	2018
Lewis and Clark College	CUMP	2019
PCC Cascade	IMP	2021
Providence Medical Center	CUMP	2022
University of Portland	CUMP	2023
Legacy Emanuel	IMP	2024
Multnomah University	IMP	2025
PCC Southeast	Base Zone	NA

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Comments and Concerns

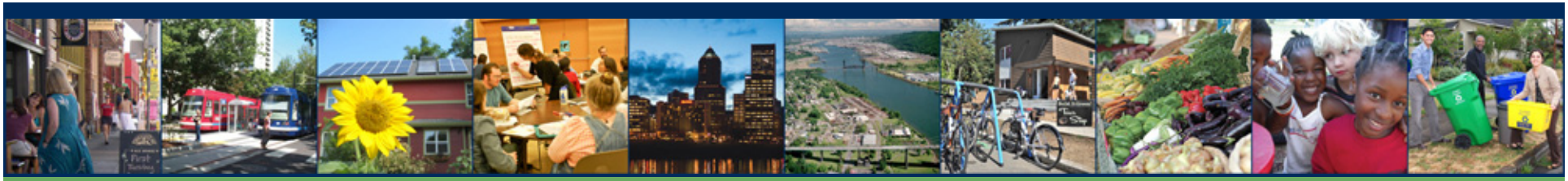
- Inability of base zones to address unique circumstances
- Potential loss of development entitlements included in existing IMP/CUMP
- Transportation Impact Analysis and Demand Management uncertainty

Ord. 188177, Vol. 2.5, page 15376

Thank You

Questions ?

www.portlandoregon.gov/bps/institutions



Employment Zoning Project, Draft 2035 Comprehensive Plan

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Employment Zoning Project and Zoning Map Update at PSC

EZP Public hearing	October 27, 2015
EZP Work session	November 10, 2015
Zoning Map Update Public Hearing	Spring 2016

Employment Zoning Project
PSC Actions

- **Vote** on recommendation for Proposed Draft EZP code changes as amended today.

- **Provide comments on** Proposed Draft EZP map changes, to be confirmed or amended following the public hearing on the citywide Zoning Map Update in Spring 2016.

Conditional Use Criteria for Local Parks in Prime Industrial Overlay

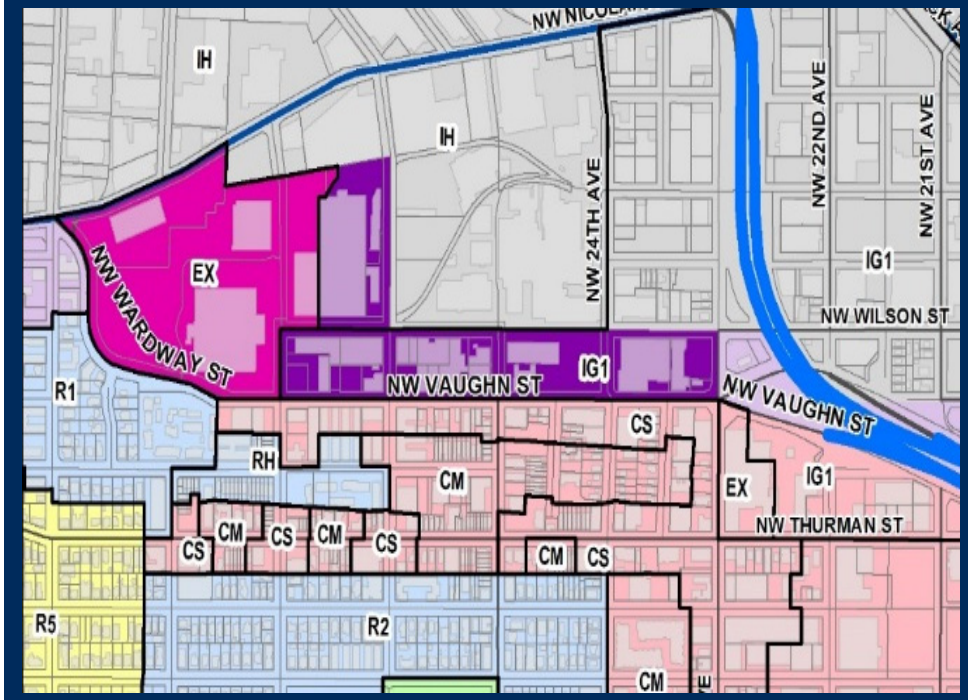
Code change options for “local” Parks and Open Areas larger than 2 acres in the Prime Industrial Overlay:

1. No conditional use for larger (2+ acres) local parks
2. Conditional use criteria as proposed
3. Conditional use criteria as proposed with 10-acre size limit
4. Conditional use criteria as proposed with 10-acre size limit and adequate industrial capacity criterion

Zoning Map Issues Identified in Testimony

- ESCO on NW Vaughn (discussed November 10)
- Montgomery Park on NW Vaughn
- Freeway Land site at SE Foster and I-205
- EX conversion to EG sites
- PECO site on SE 17th Ave
- Broadmoor golf course
- Metro Greenspaces requests on Port land
- Linnton Prime Industrial Overlay
- N Hayden Island Drive Boat Ramp

Montgomery Park on NW Vaughn

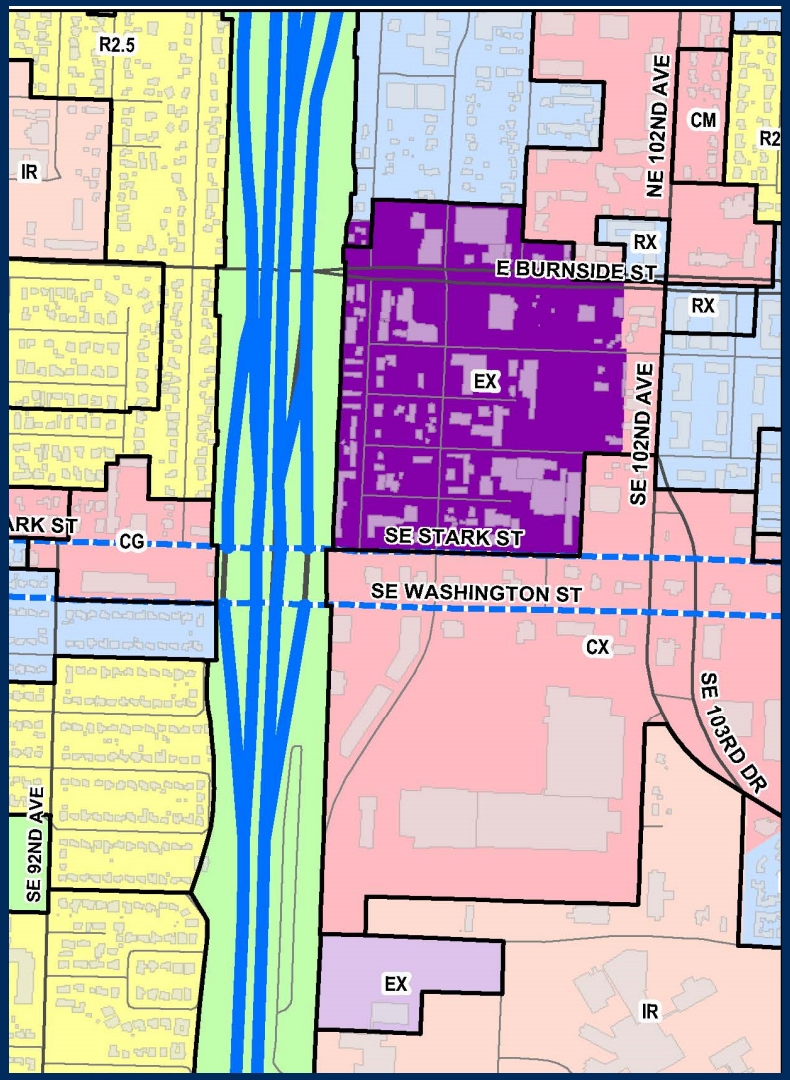


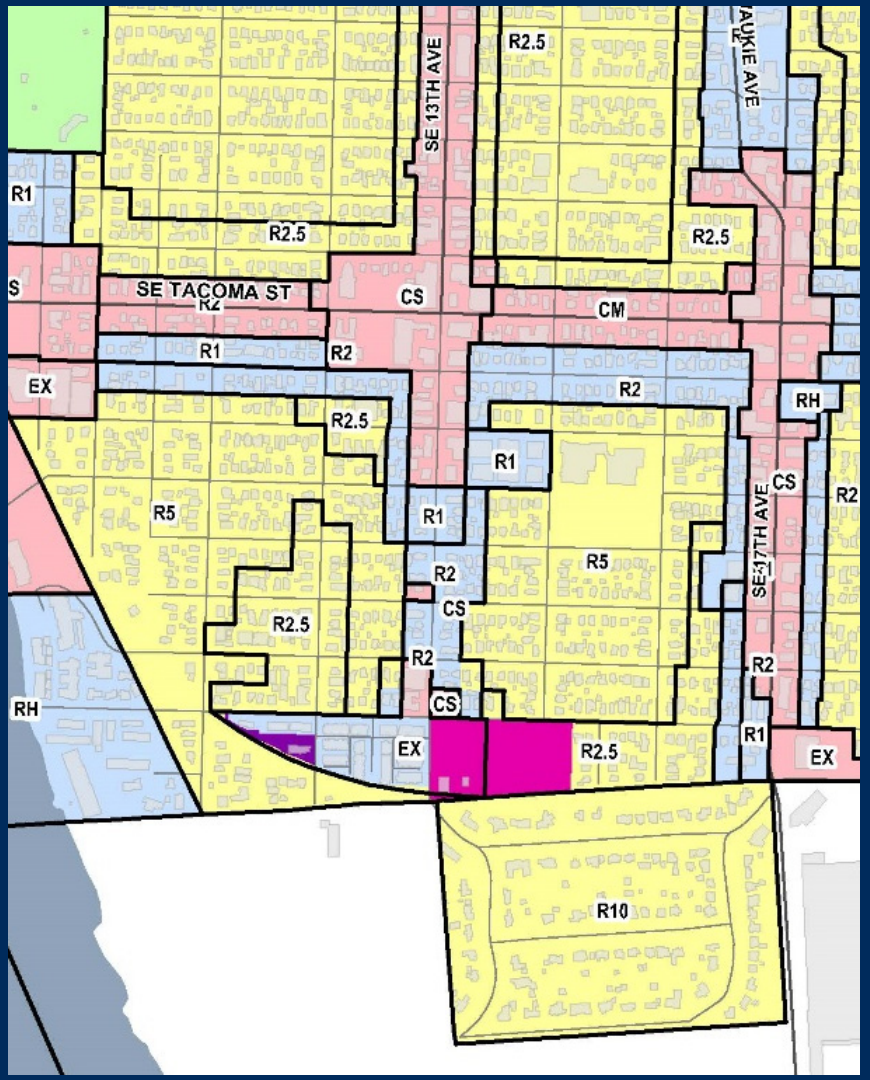
Map change options:

1. Keep the proposed map change from EX to EG2.
2. Retain EX zoning.

If City Council changes plan designation from EX to Mixed Use, then Commercial Mixed Use zoning will apply.

EX conversion to EG sites





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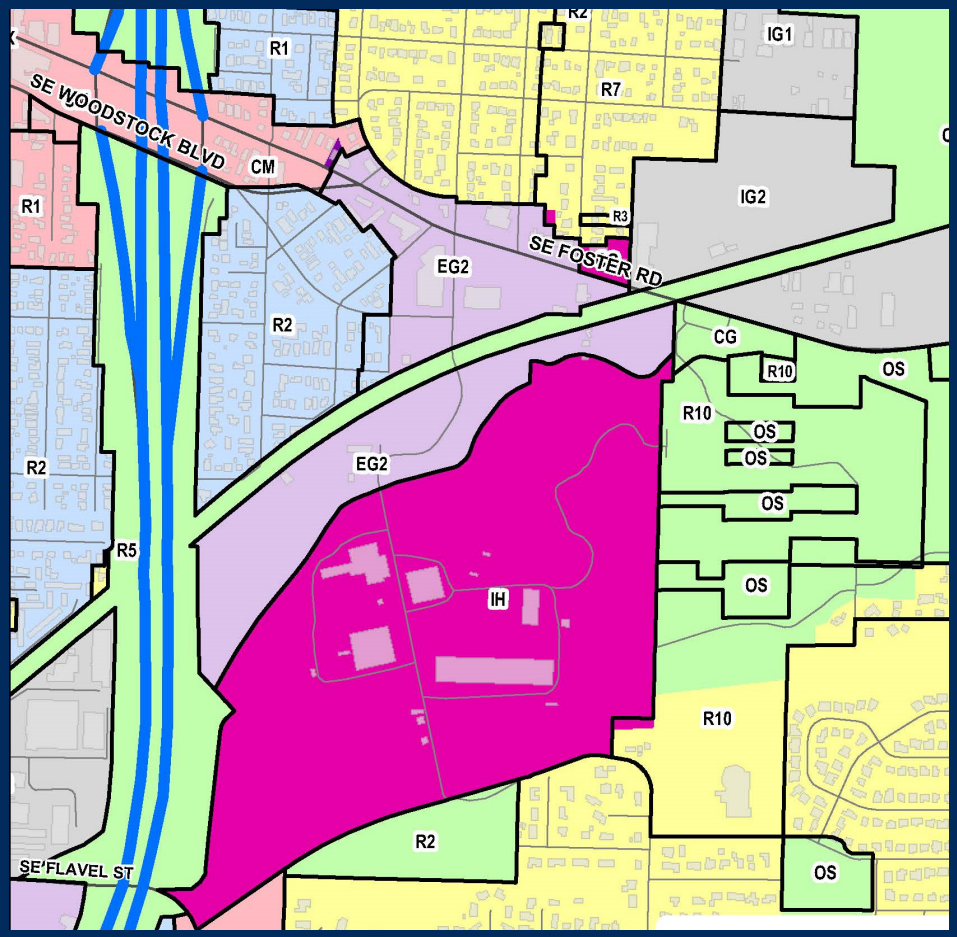

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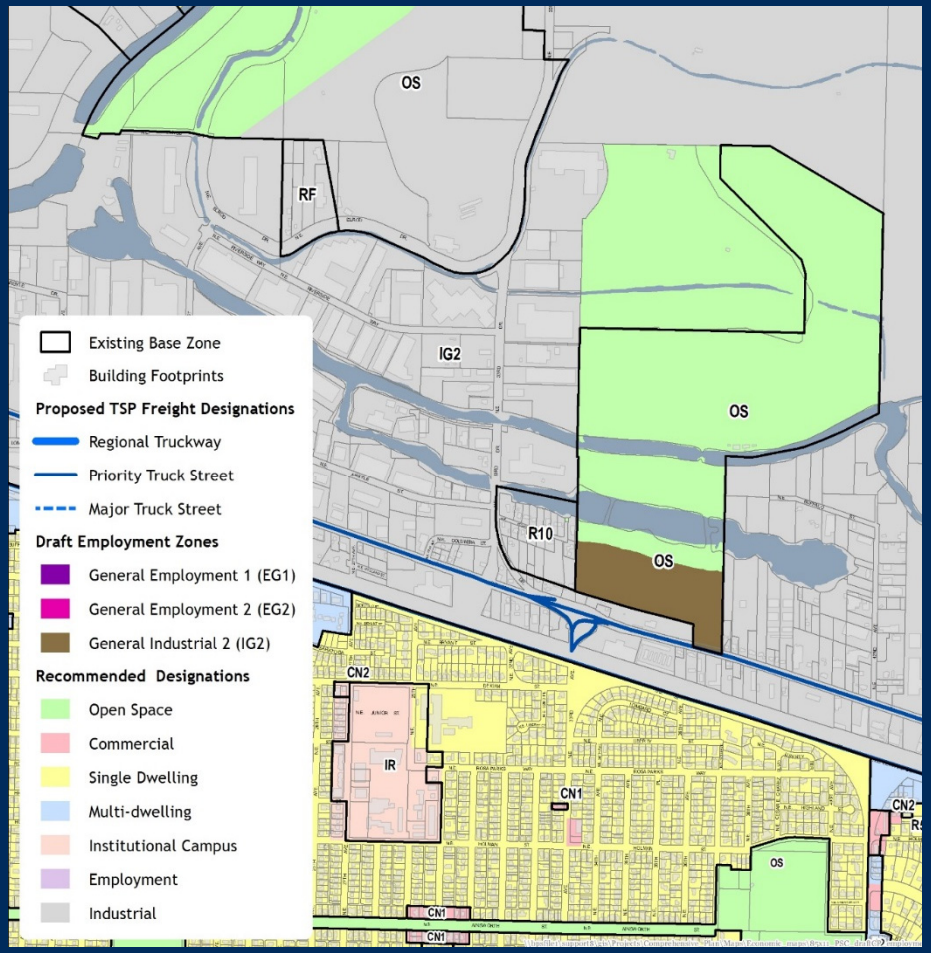

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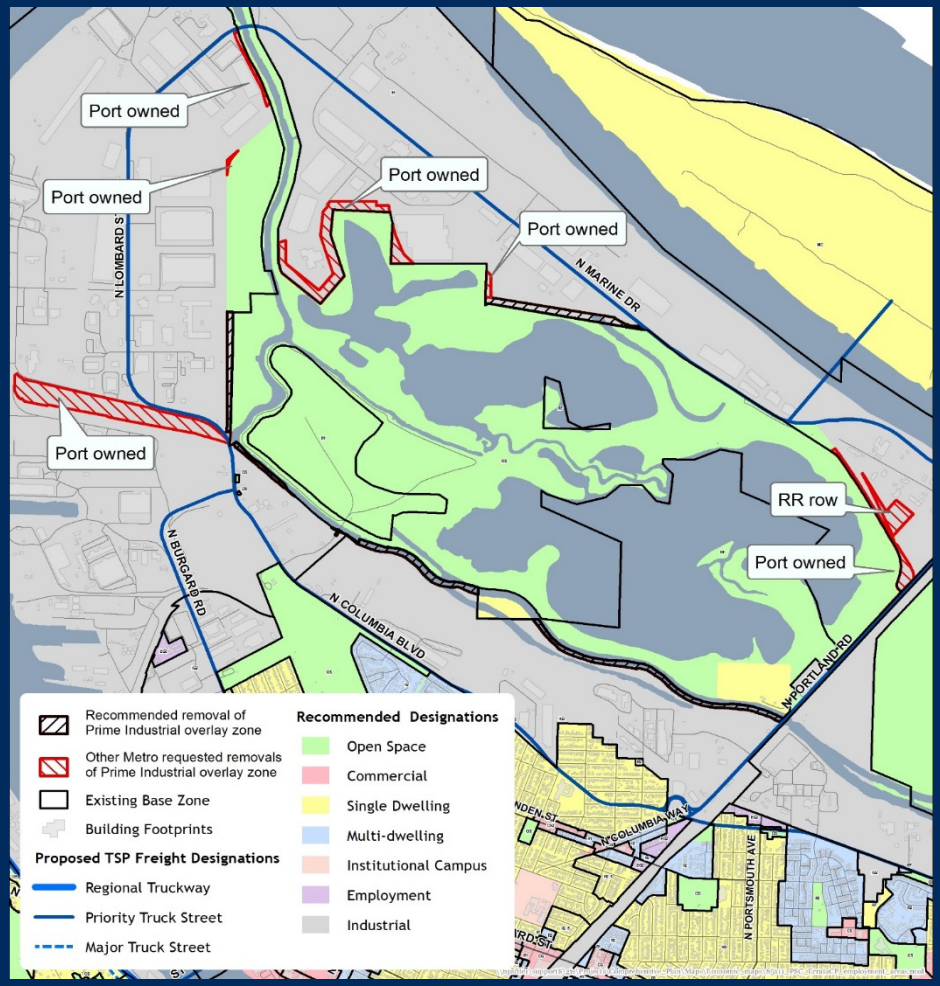

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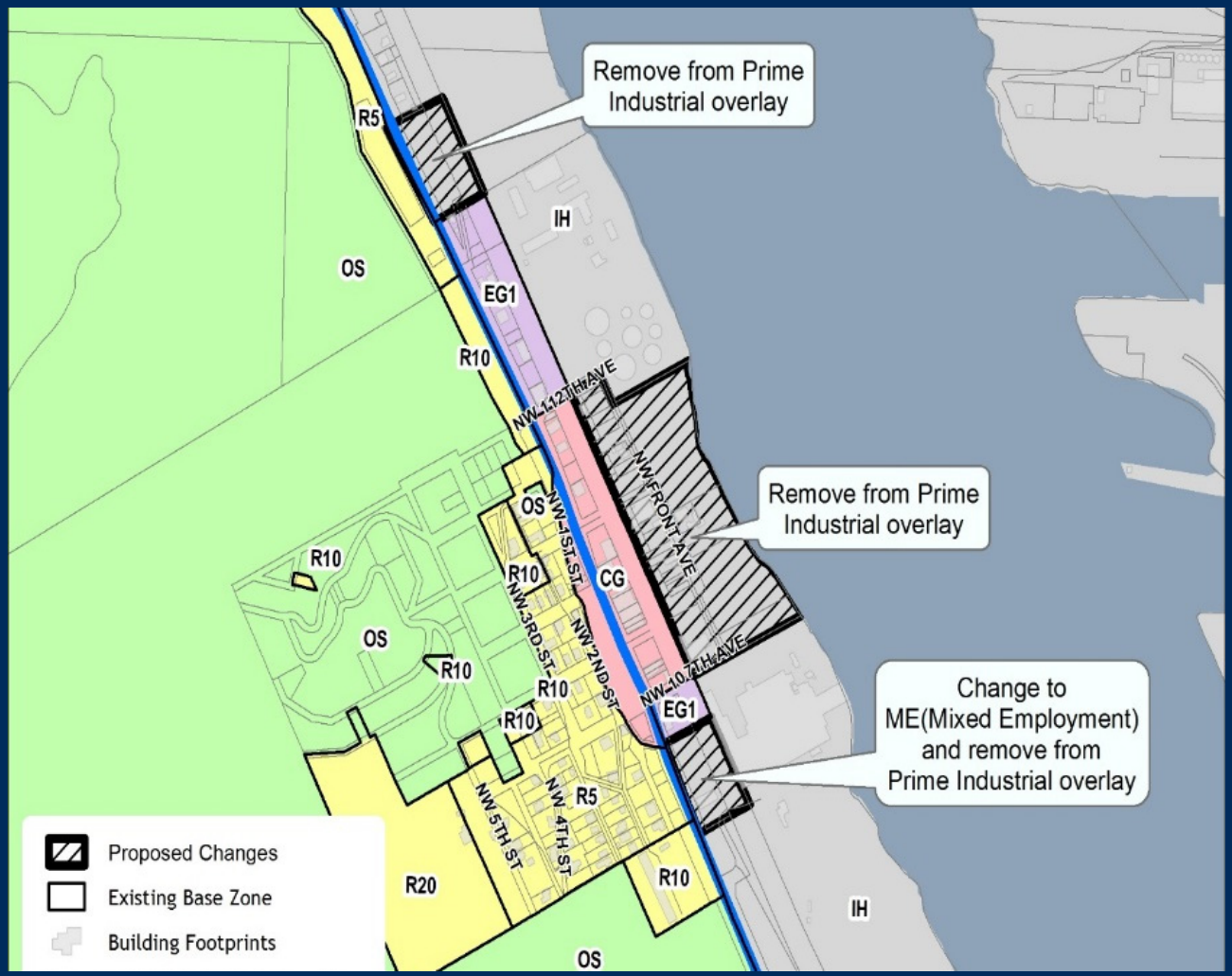


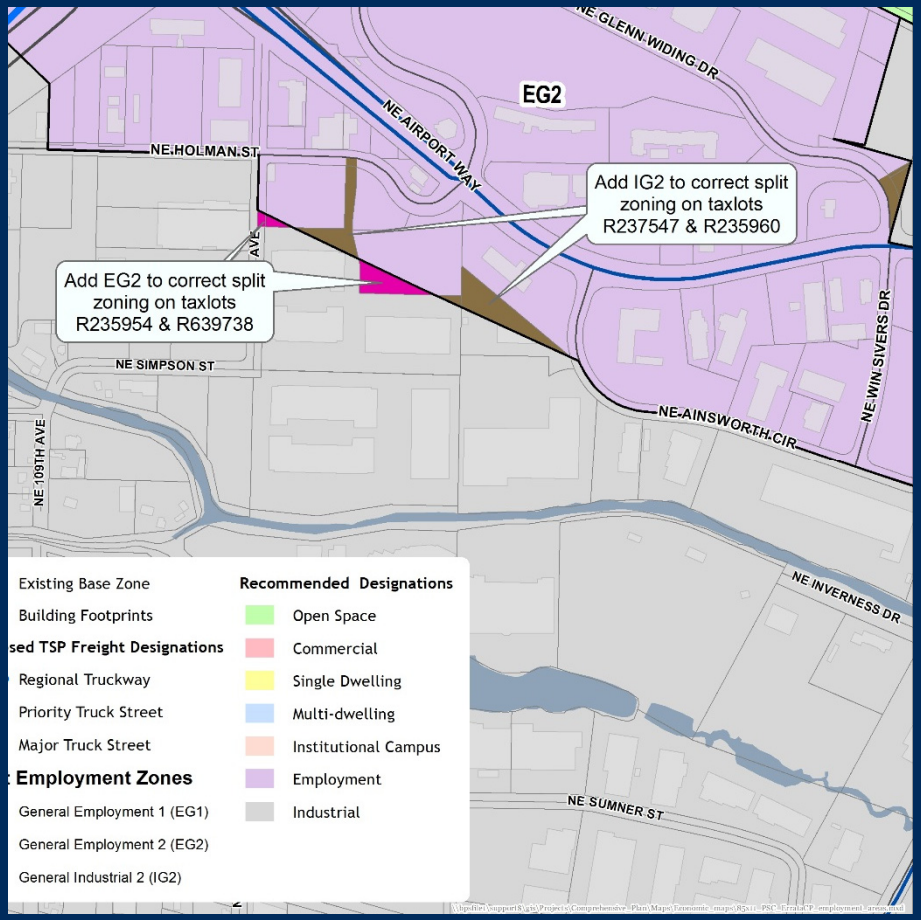
N Hayden Island Dr. Boat Ramp



Map change options:

1. Keep the proposed Prime Industrial Overlay on the IG2 base zones.
2. Do not apply Prime Industrial overlay on vacant IG2 sites (6.6 acres shaded brown), to allow regional boat ramp.

Proposed Draft Addendum



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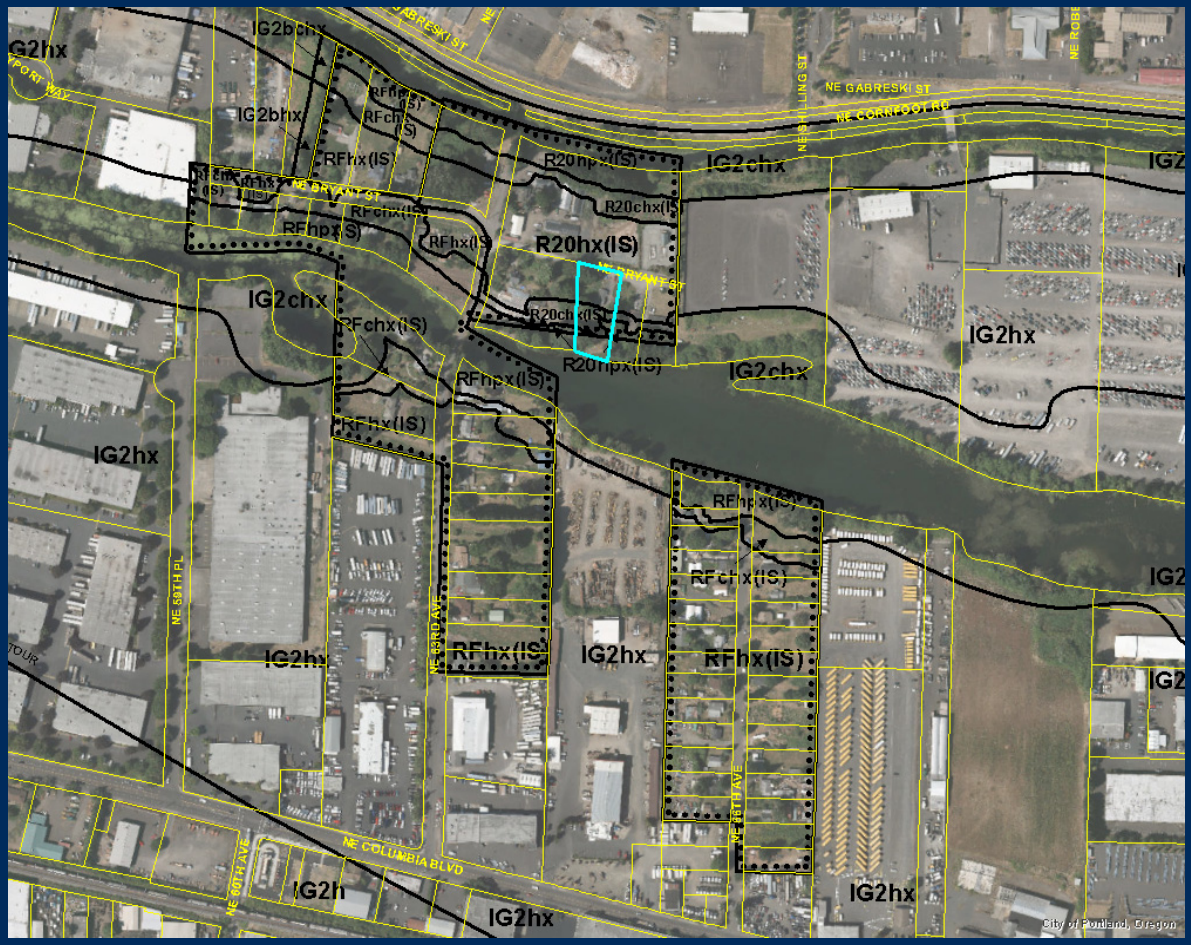

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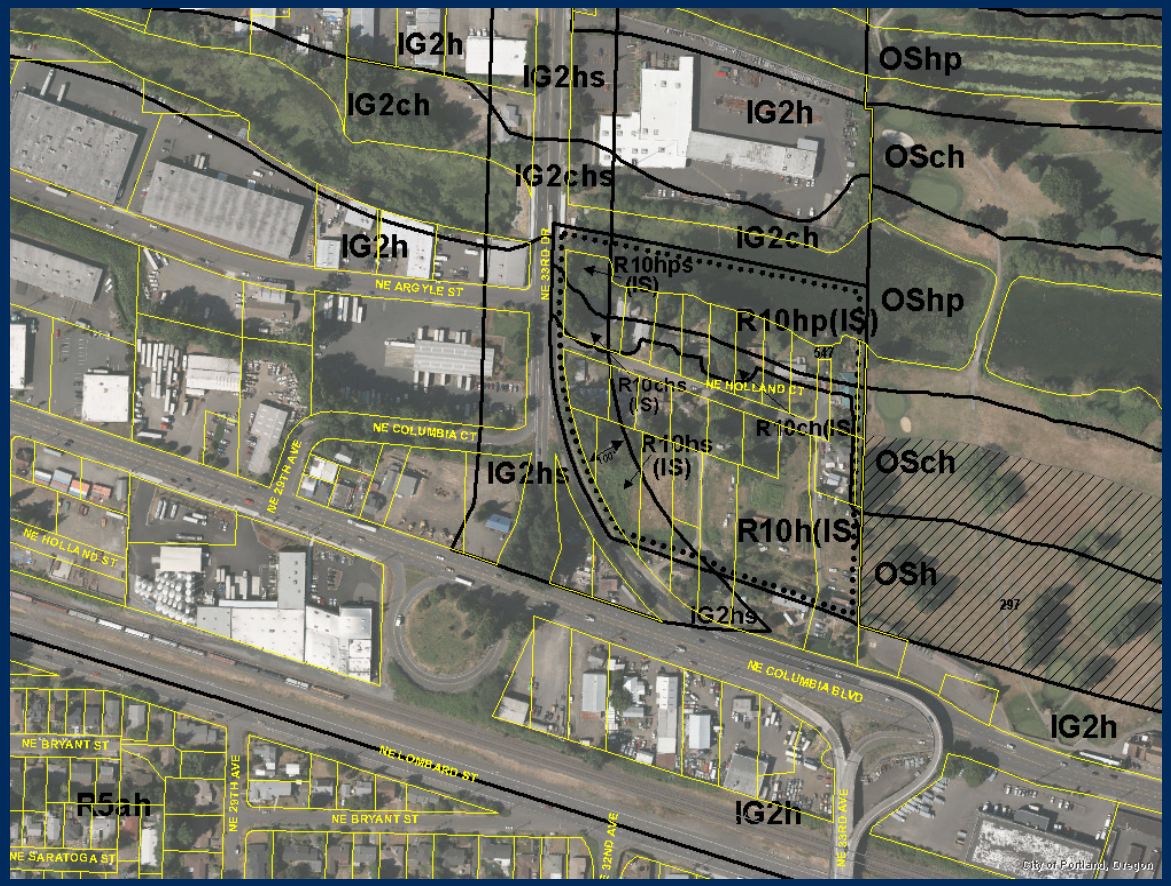

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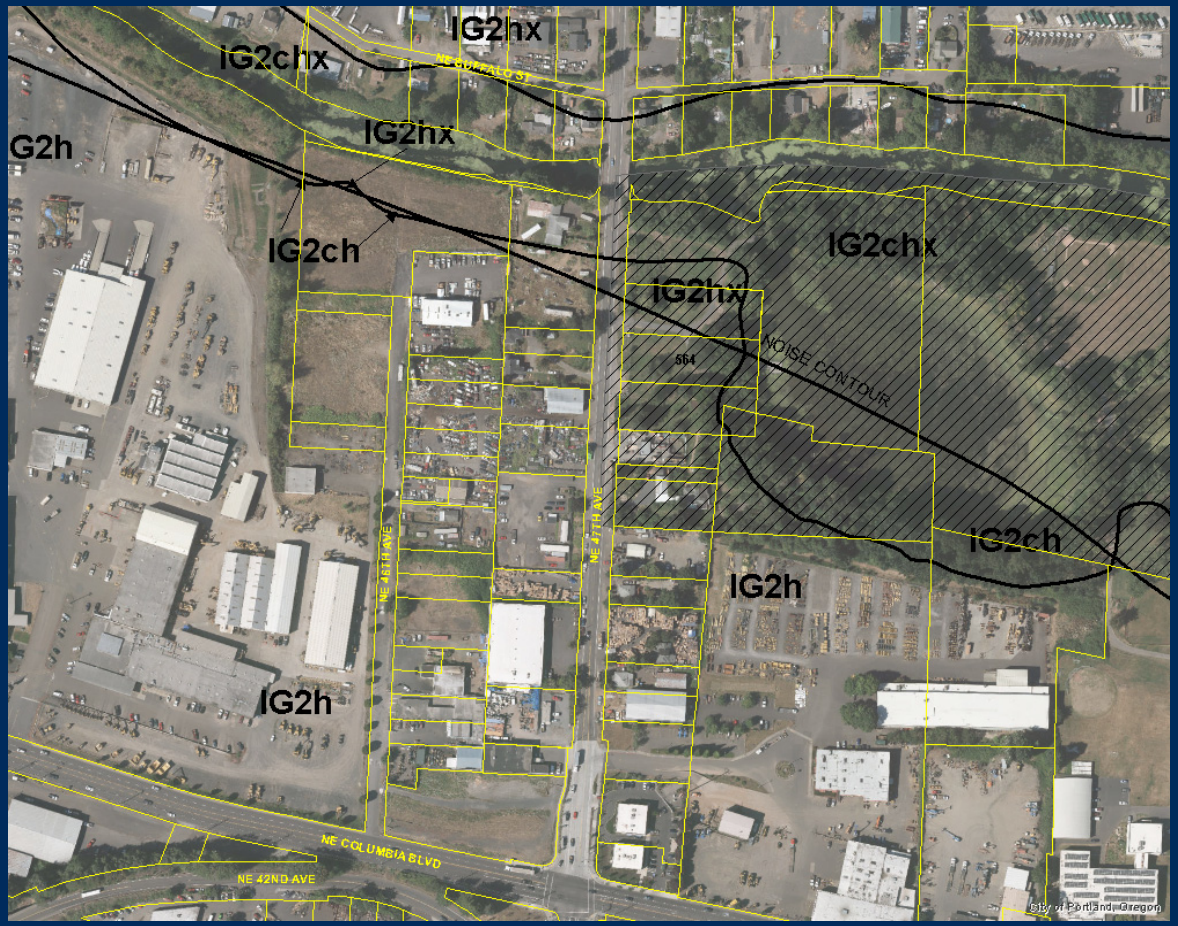

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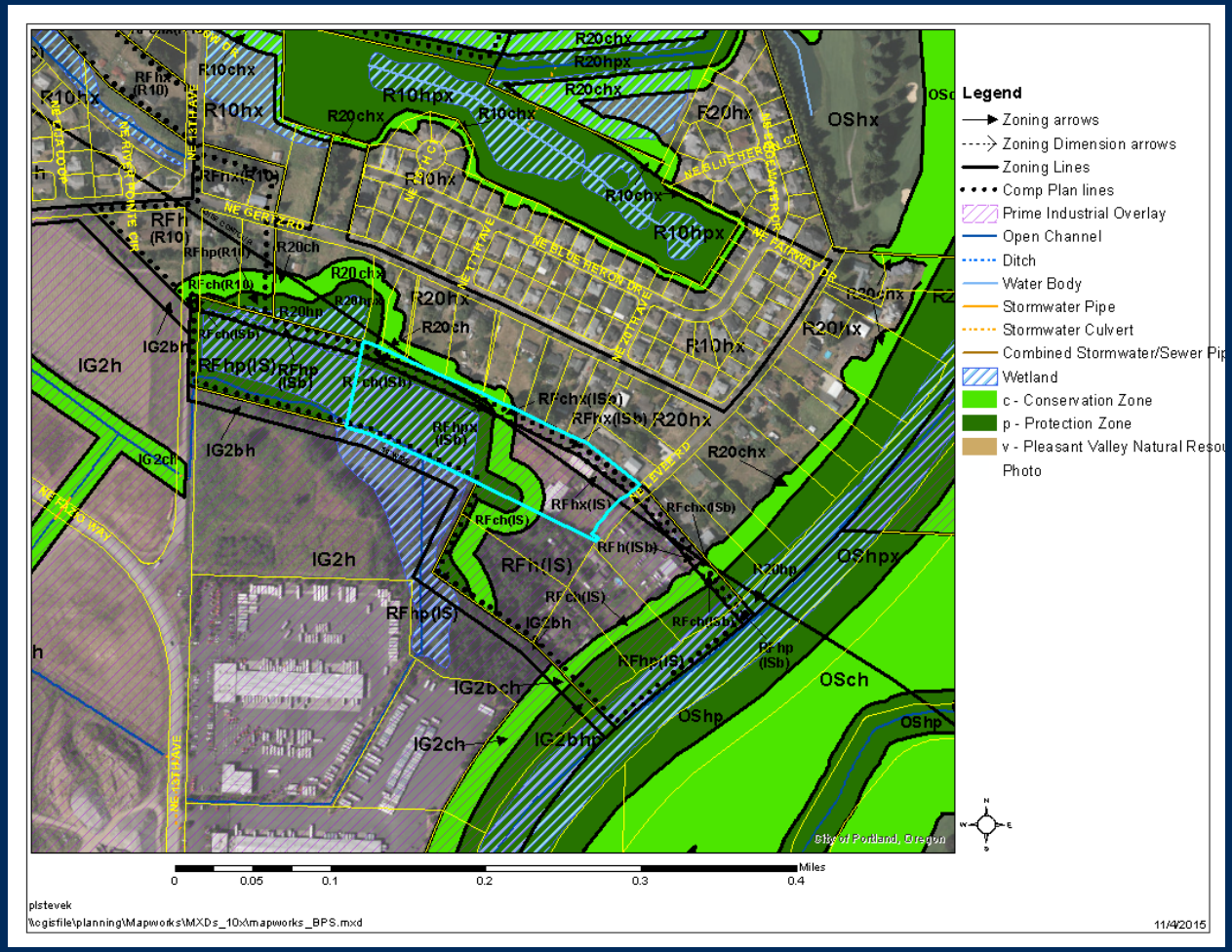
Levee Road Residential Area



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Airport Way EG2 Limitations



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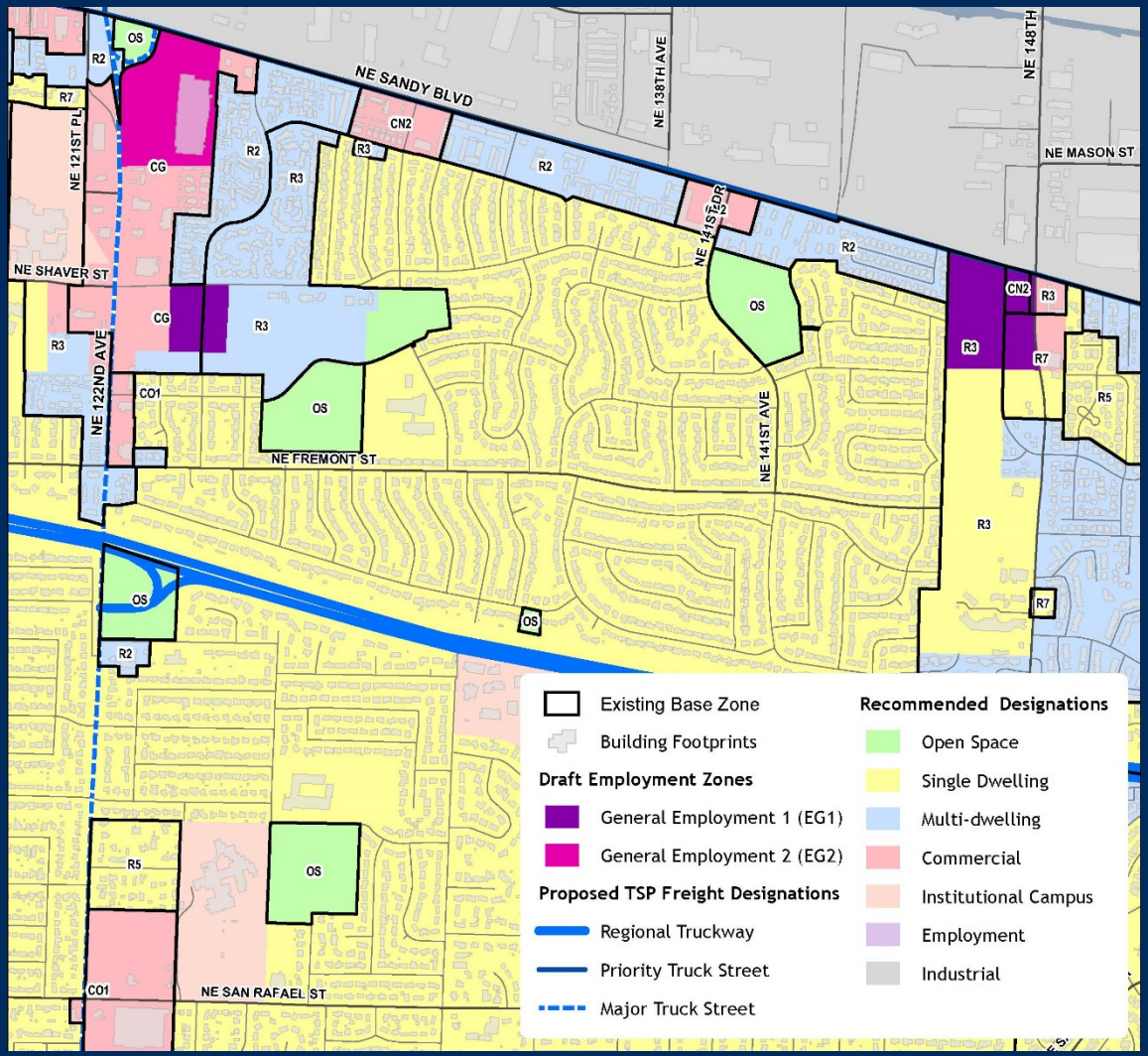
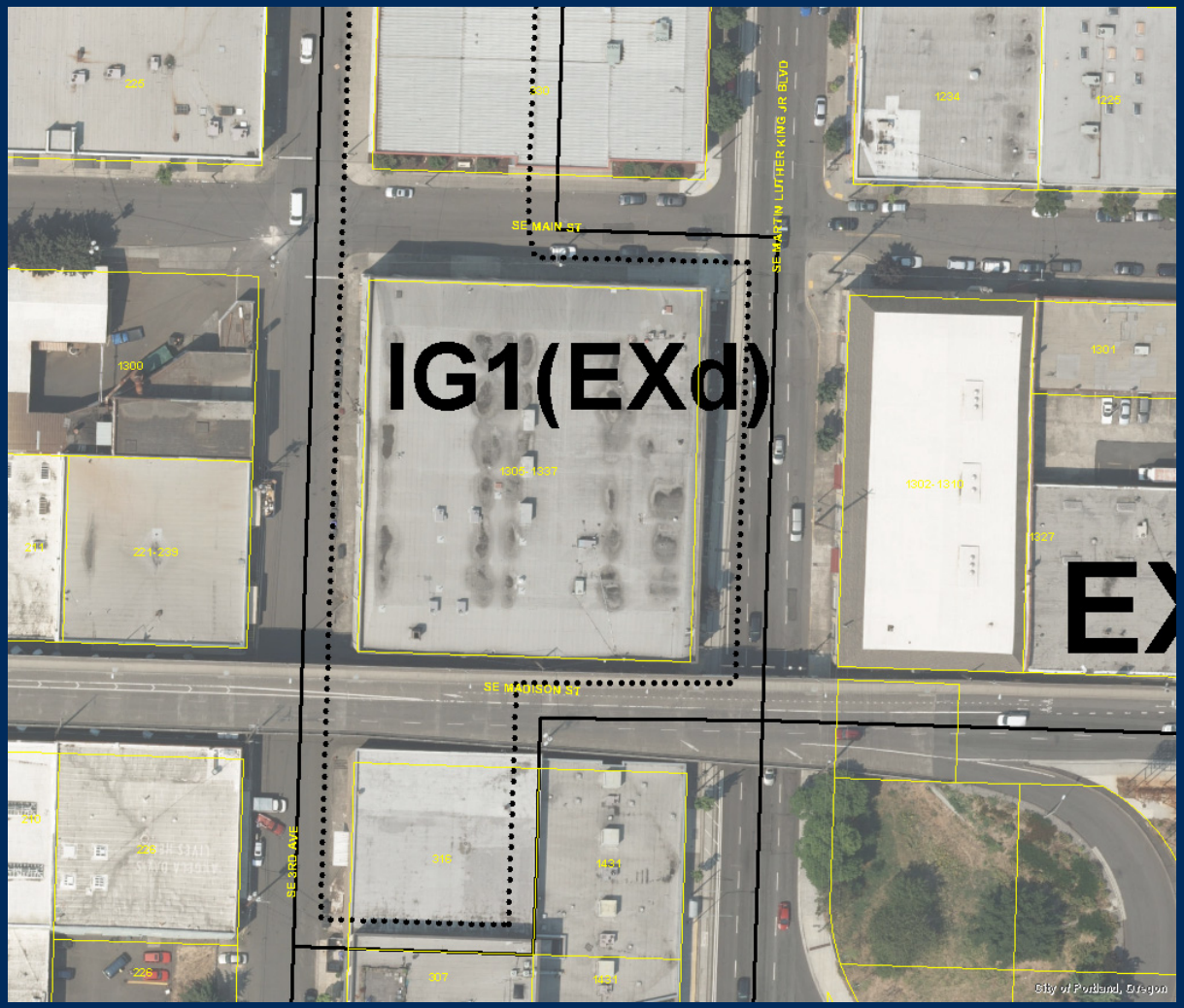
NE 148th Ave. and Sandy



MLK IG1-to-EX Loading Dock Issue



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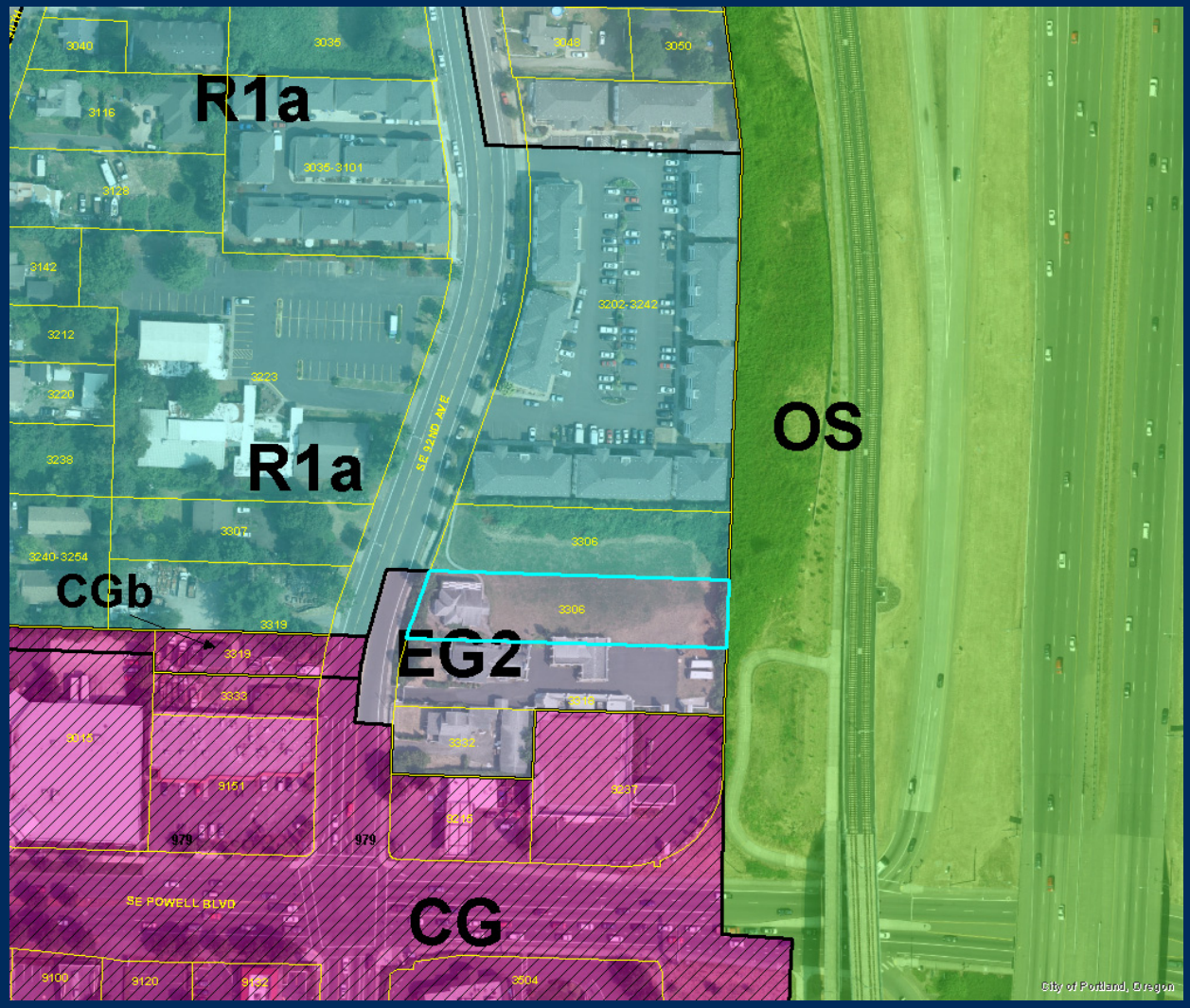
SE 92nd and Powell Height Limits



Employment Zoning Project
Next Steps

PSC options:

- Vote on recommendation for Proposed Draft EZP code changes as amended today.
- Tentatively recommend adoption of Proposed Draft EZP map changes, to be confirmed or amended following the public hearing on the citywide Zoning Map Update in February 2016.
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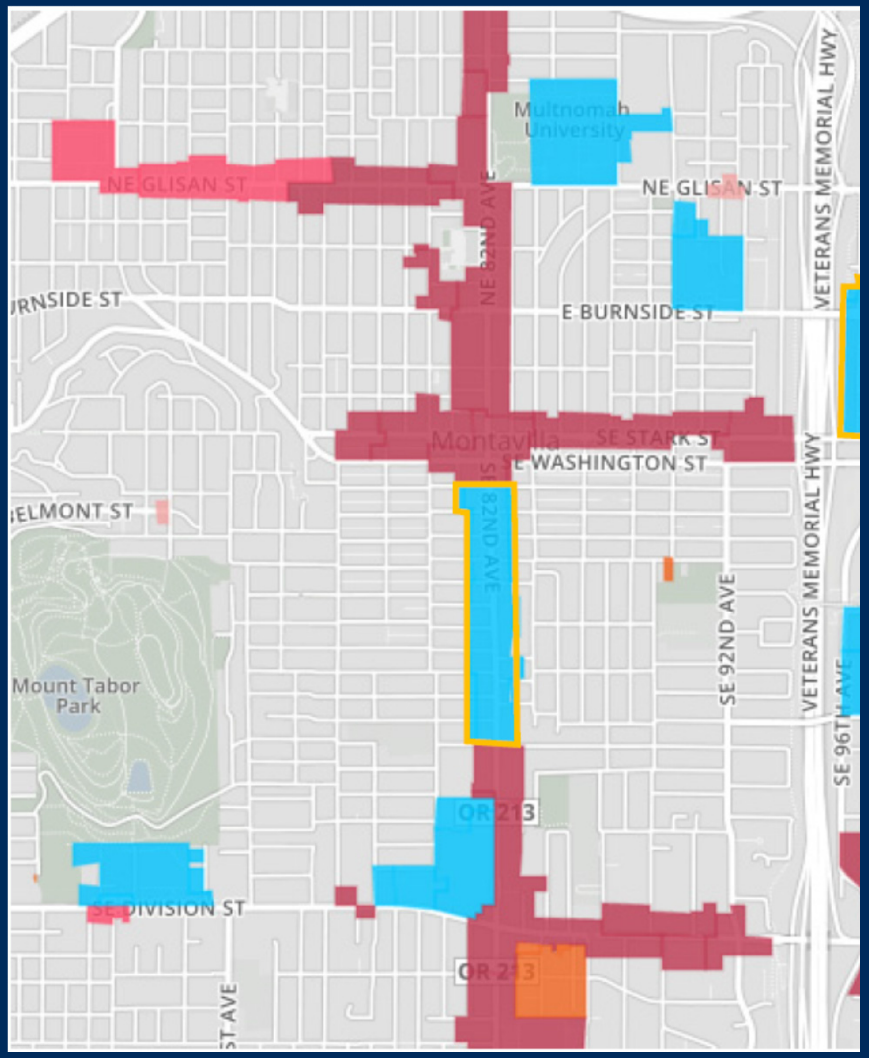
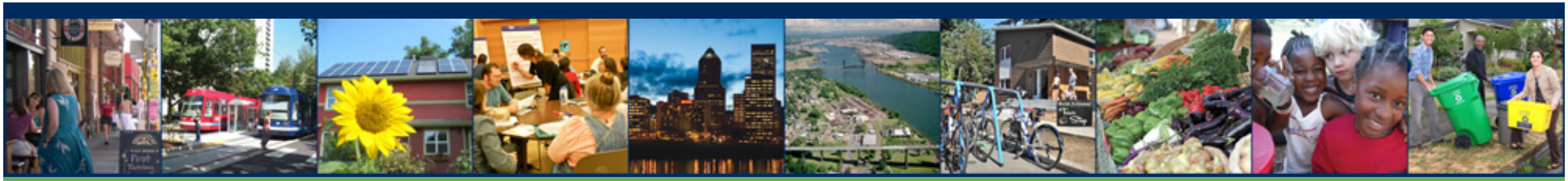


Ord. 188177, Vol. 2.5, page 15402



Employment Zoning Project, Draft 2035 Comprehensive Plan

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Employment Zoning Project and Zoning Map Update at PSC

EZP Public hearing	October 27, 2015
EZP Work session	November 10, 2015
Zoning Map Update Public Hearing	February 23, 2016

Employment Zoning Project
PSC Actions

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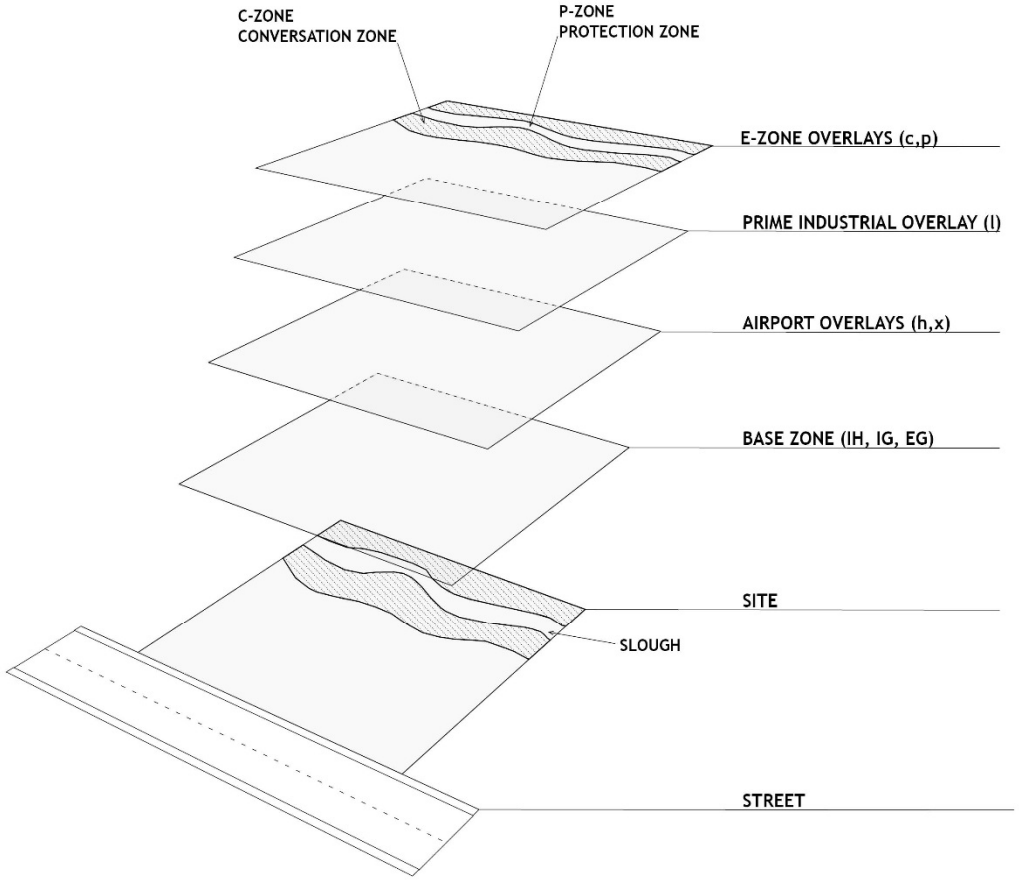
Code Issues Identified in Testimony

- Environmental Overlay Zones Compatibility with Prime Industrial Overlay
- Parks and Open Areas Prohibition
- E-zone Update Timing
- Self-Service Storage
- Golf Course Landscaping Standards
- EG zone office uses at 3:1 FAR and Guild's Lake Industrial Sanctuary Plan District Limits
- Residential Non-Conforming Uses in EG Zones
- Industrial Office
- Air Quality

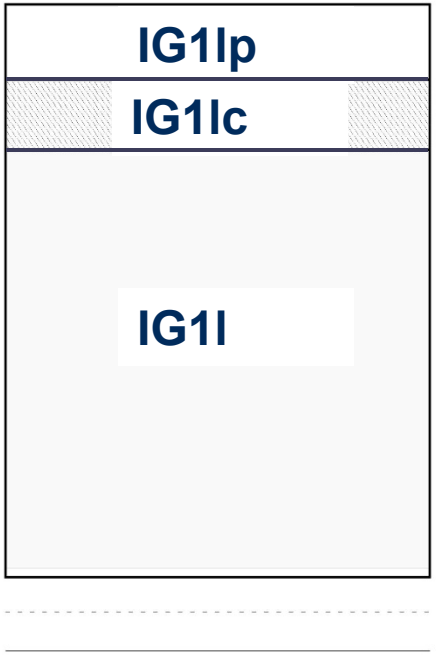
Environmental Overlay Zones Compatibility with Prime Industrial Overlay

The Prime Industrial Overlay Zone will:

- prohibit **non-industrial uses** (self-service storage, commercial outdoor recreation, major event entertainment, and parks)
- prohibit **quasi-judicial comprehensive plan map amendments** to convert industrial land to non-industrial map designations



LAYER VIEW



PLAN VIEW

Ord. 188177, Vol. 2.5, page 15408

Parks and Open Areas Prohibition

	Recreational Developed Parks	Nature Preserves	Stormwater Facilities
Proposed Code	Prohibited except for local serving parks (less than 2 acres)	Prohibited	Allowed as a public utility (BES determination)
Options	1. Allow larger local serving parks as a conditional use	2. Allow Habitat areas with or w/o trails as an accessory use	

E-zone Update Timing

The PSC has two options:

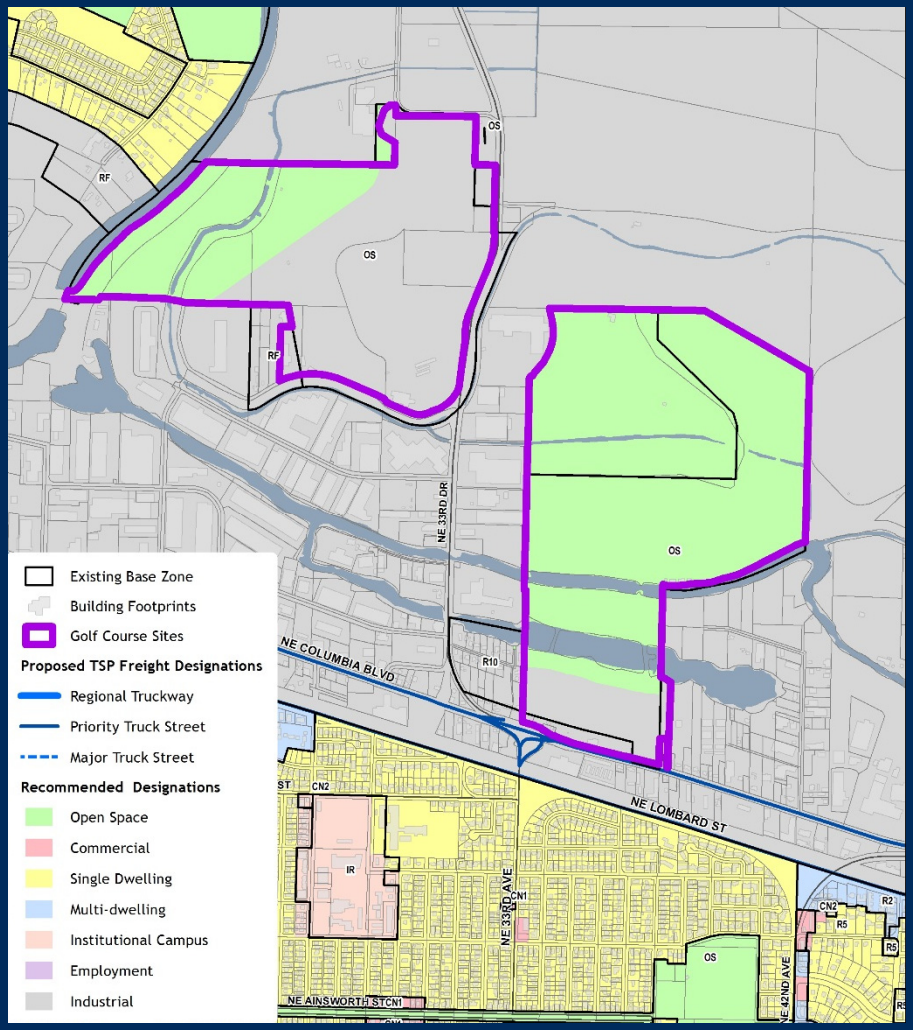
1. Keep the proposed code as written (*as amended*).
2. Add the Airport Futures e-zone changes to the proposed zoning map.

Self-Service Storage

The PSC has two options:

1. Keep the prohibition in place. Self-service storage would continue to be allowed in employment and industrial zones outside of the Prime Industrial Overlay Zone.
2. Delete the prohibition. No change to the current regulations.

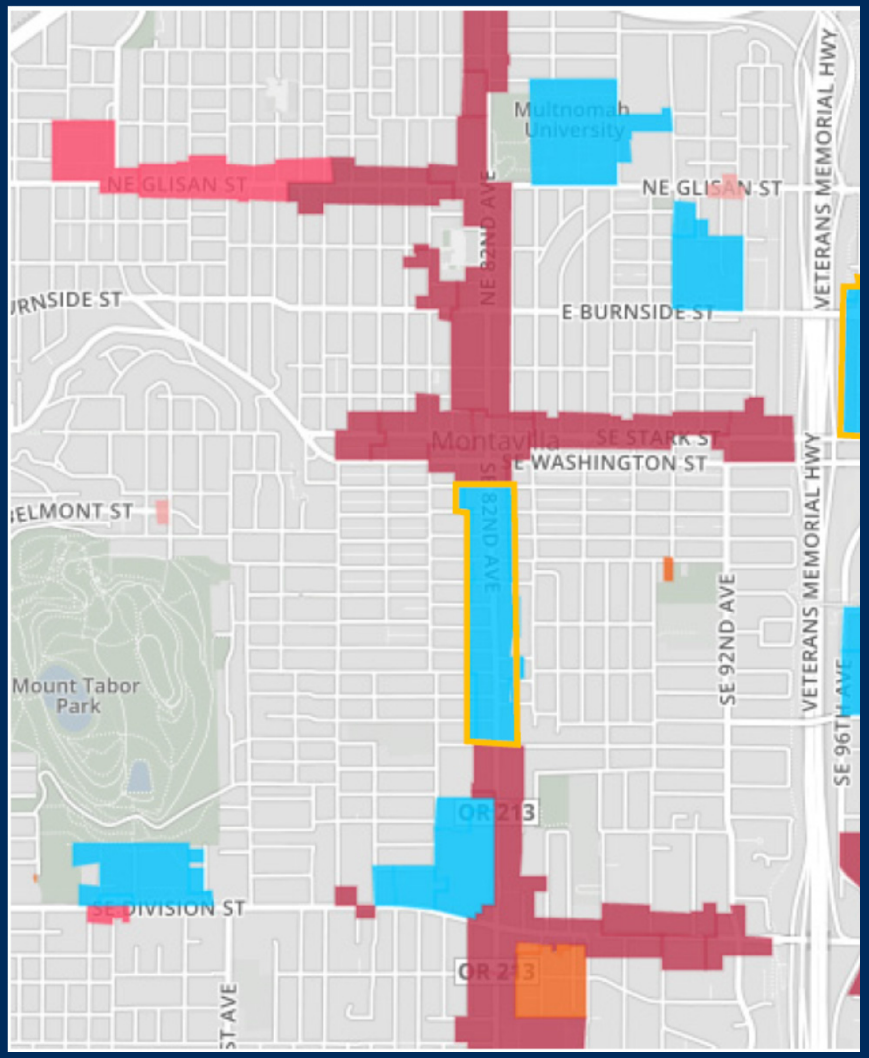
Golf Course Landscaping Standards



1. Minimum landscaped area of 20 percent, including setbacks, parking lot landscaping, and eco-roofs.

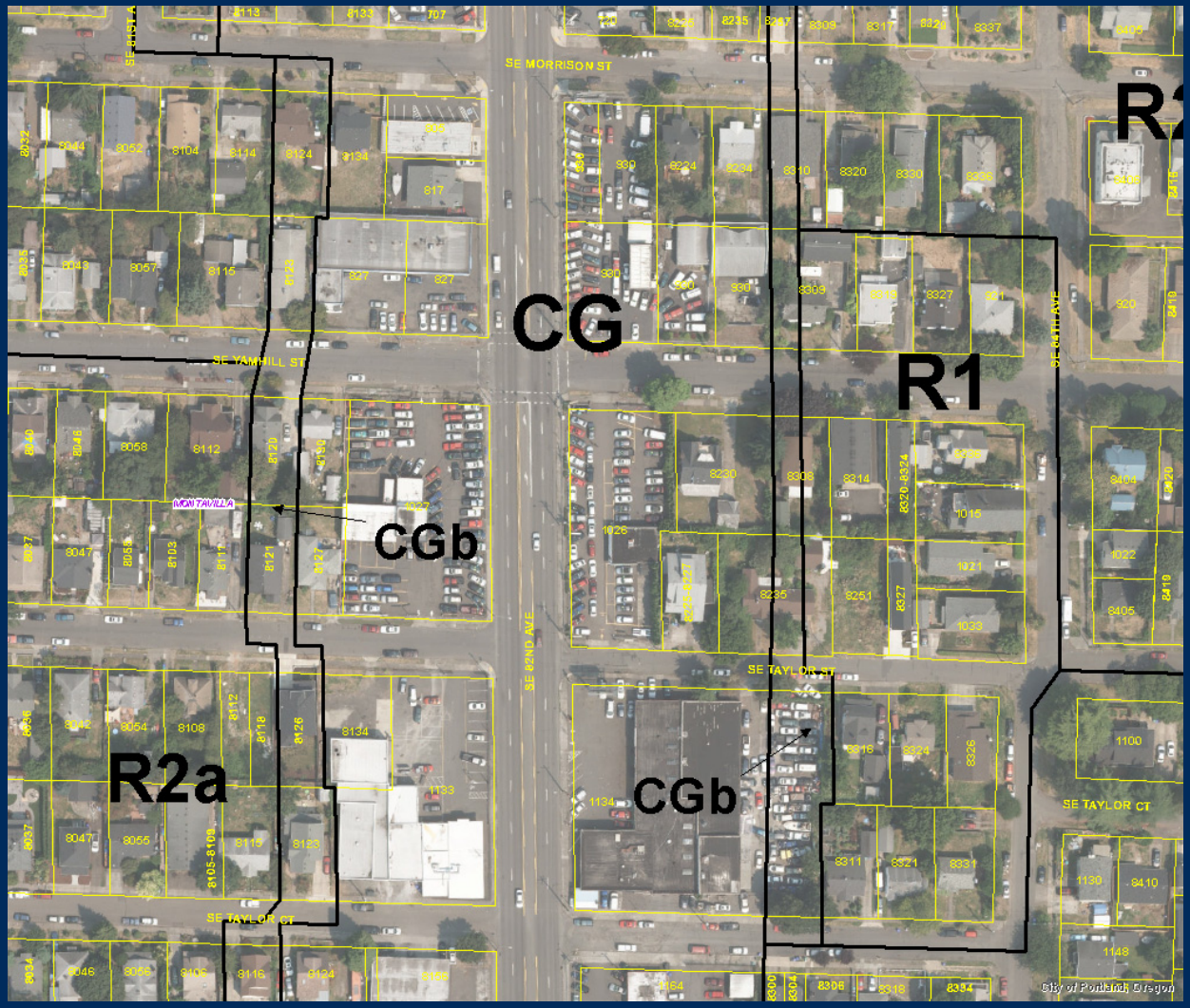
2. At least 75 percent of the plants must be native plants from the Portland Plant List.

Mixed Employment on 82nd Ave



Ord. 188177, Vol. 2.5, page 15413

Residential Non-Conforming Uses in EG Zones



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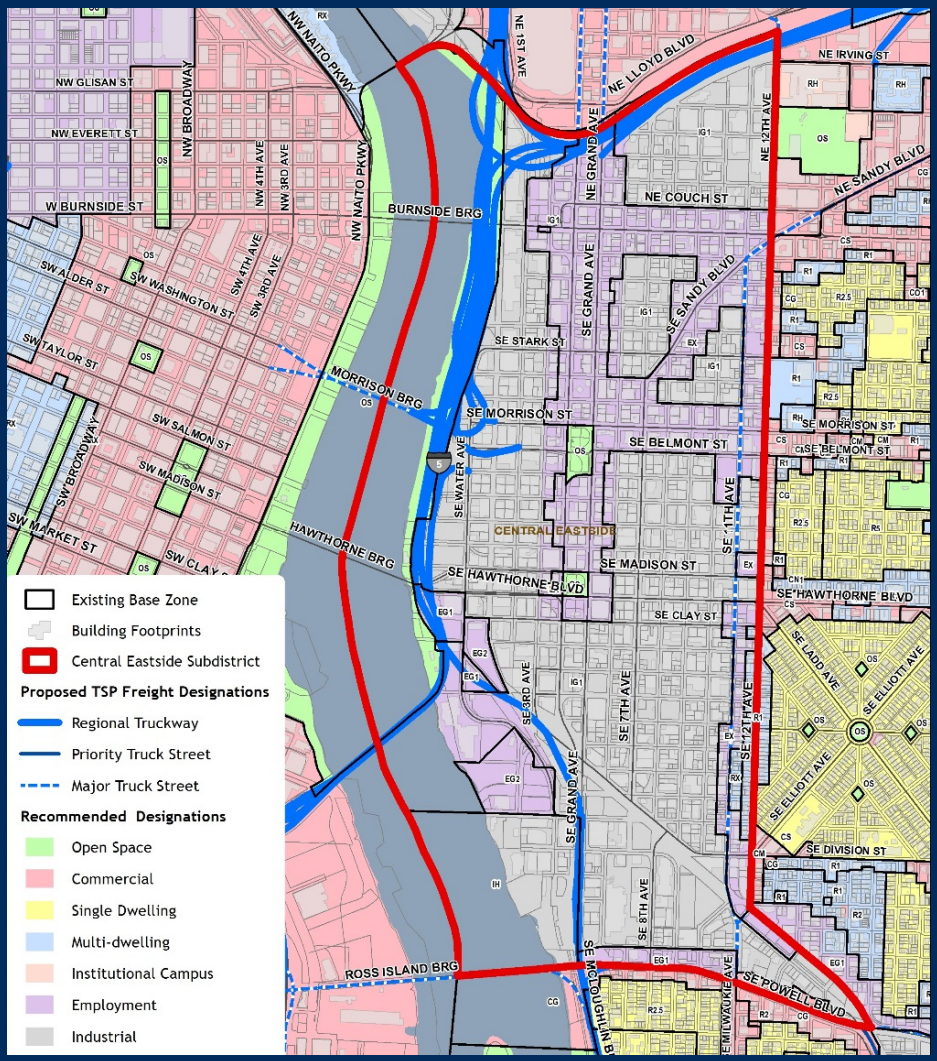
Industrial Office Definition



Air Quality

33.410 Buffer Zone

- 20 foot setback landscaped (high shrubs and trees)
- Structures, exterior storage, and exterior display are prohibited in the setbacks
- Exterior work activities are prohibited in the setbacks
- Vehicle access through the setbacks is prohibited

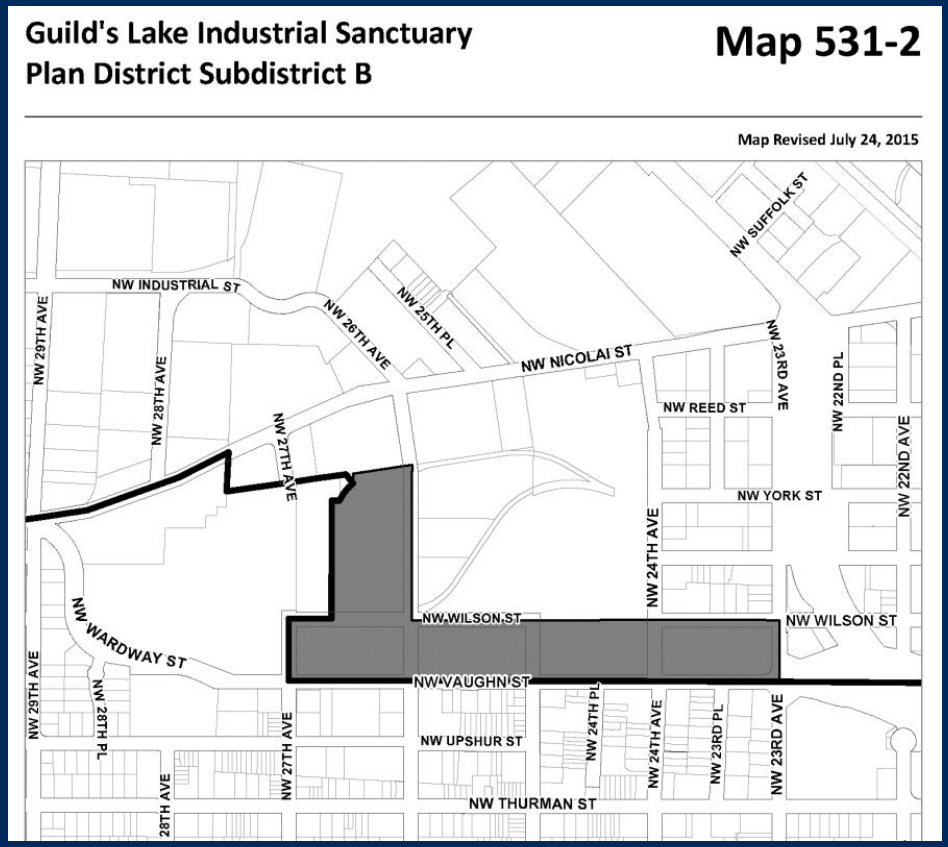
33.262 Off-Site Impacts

- Noise
- Vibration
- Odor
- Glare

Map Issues Identified in Testimony

- ESCO on NW Vaughn
- Montgomery Park on NW Vaughn
- Freeway Land site at SE Foster and I-205
- EX conversion to EG sites
- PECO site on SE 17th Ave
- Broadmoor golf course
- Metro Greenspaces requests on Port of Portland land
- Linnton Prime Industrial Overlay

Office FAR in EG zones and Guild's Lake Plan District



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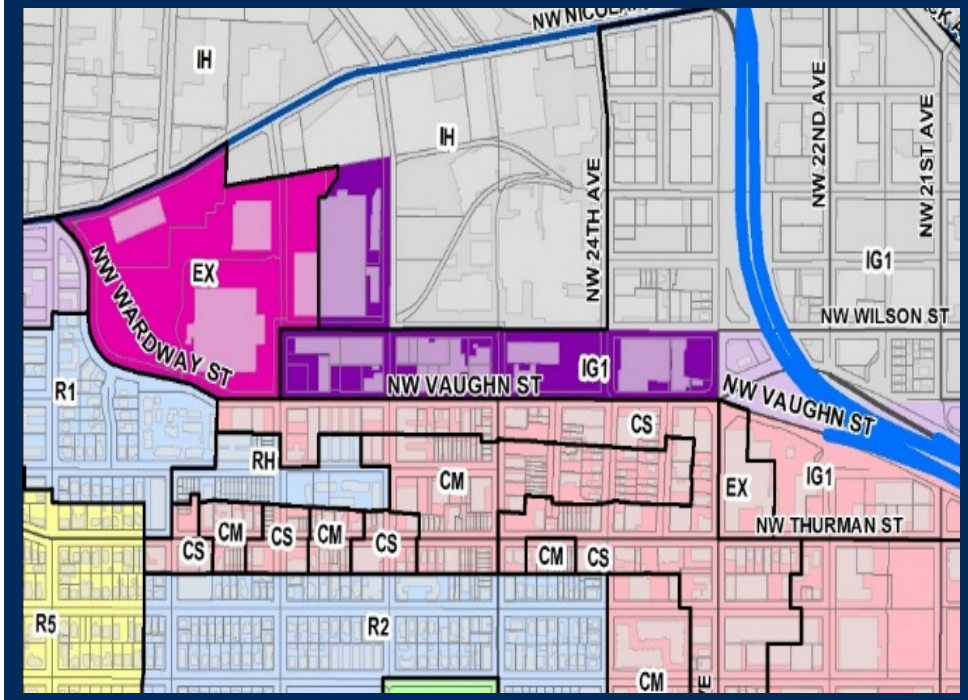
Ord. 188177, Vol. 2.5, page 15418

ESCO on NW Vaughn



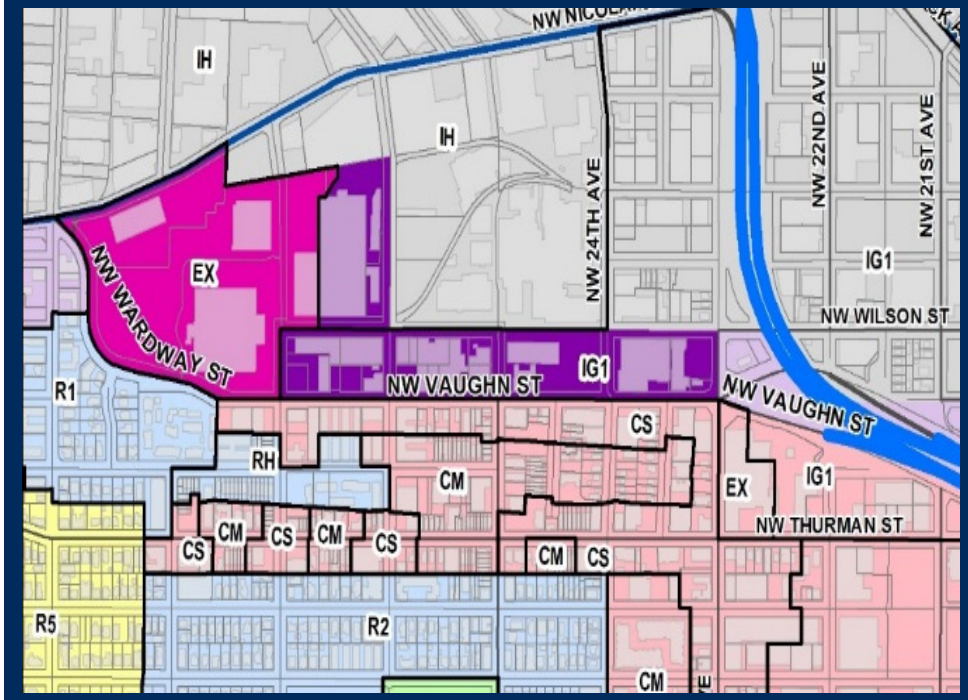
Code change options:

1. Keep the citywide 3:1 FAR for office uses in place.
2. Reduce the citywide 3:1 FAR for office uses in the EG zones.
3. Limit office use to 1:1 FAR (plus bonuses) in the Guild's Lake Industrial Sanctuary Plan District.

Map change options:

1. Keep the proposed map change from IG1 to EG1.
2. Retain IG1 until transportation capacity is further evaluated.

Montgomery Park on NW Vaughn

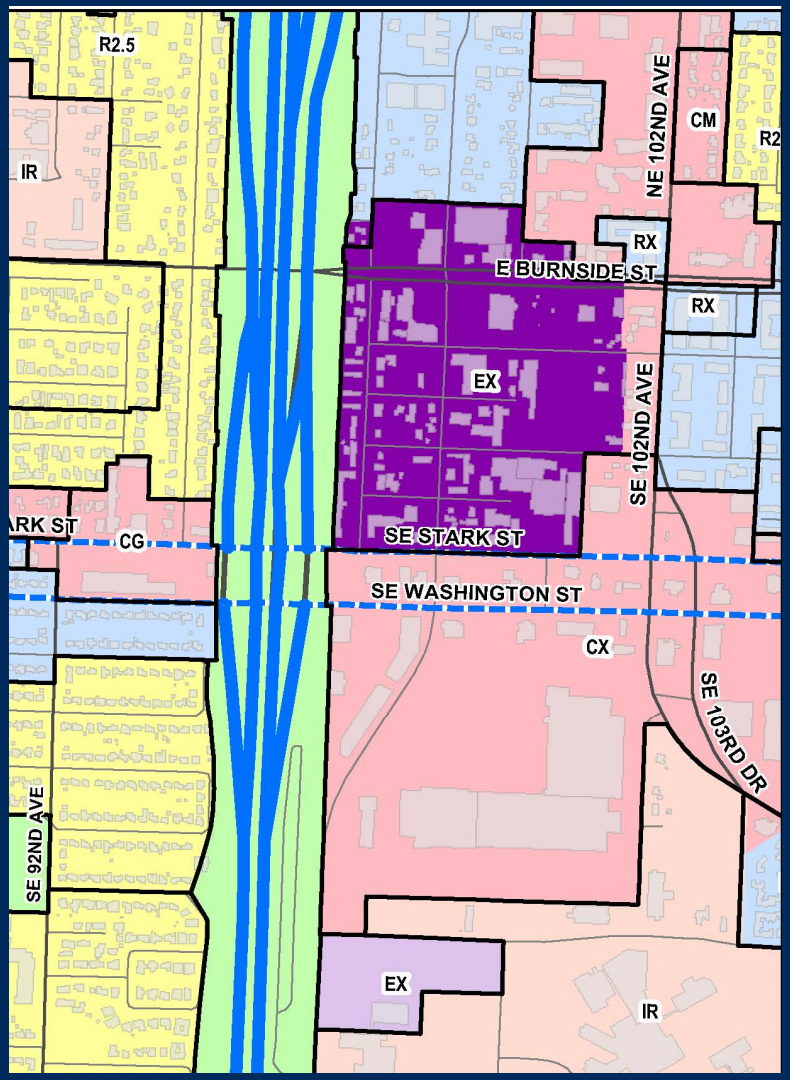


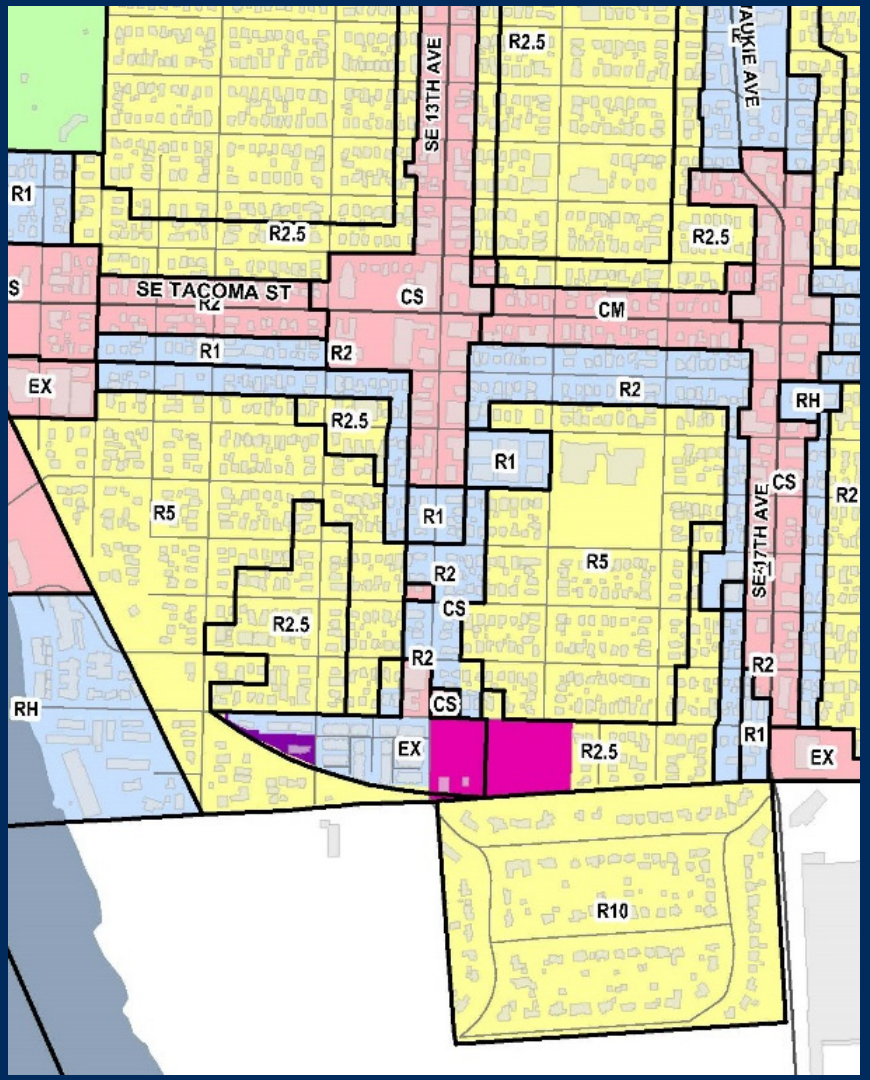
Map change options:

1. Keep the proposed map change from EX to EG2.
2. Retain EX zoning.

If City Council changes plan designation from EX to Mixed Use, then Commercial Mixed Use zoning will apply.

EX conversion to EG sites





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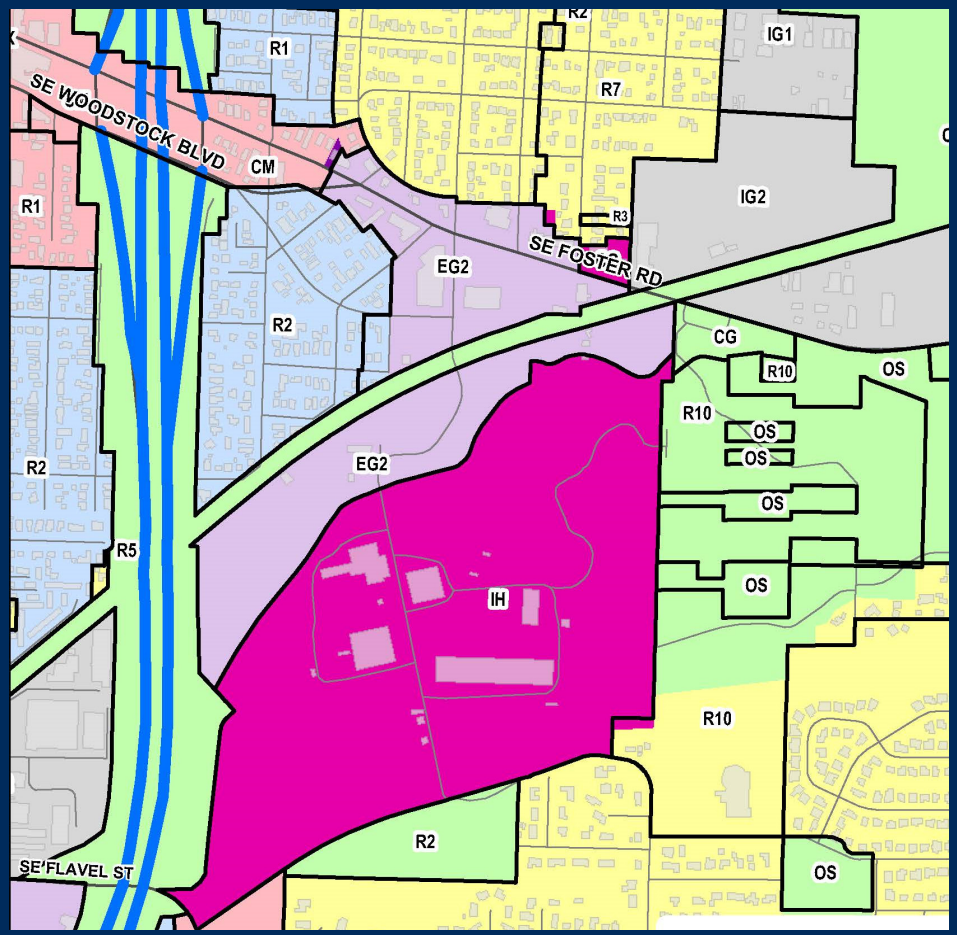

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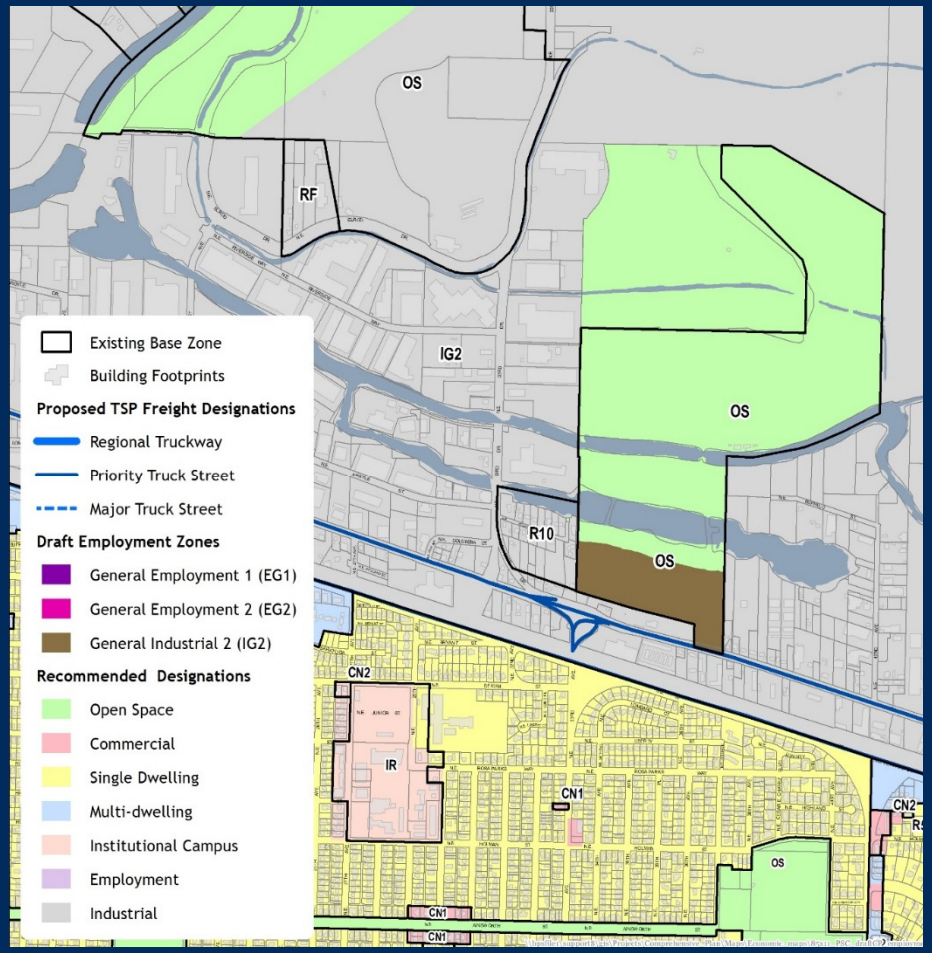

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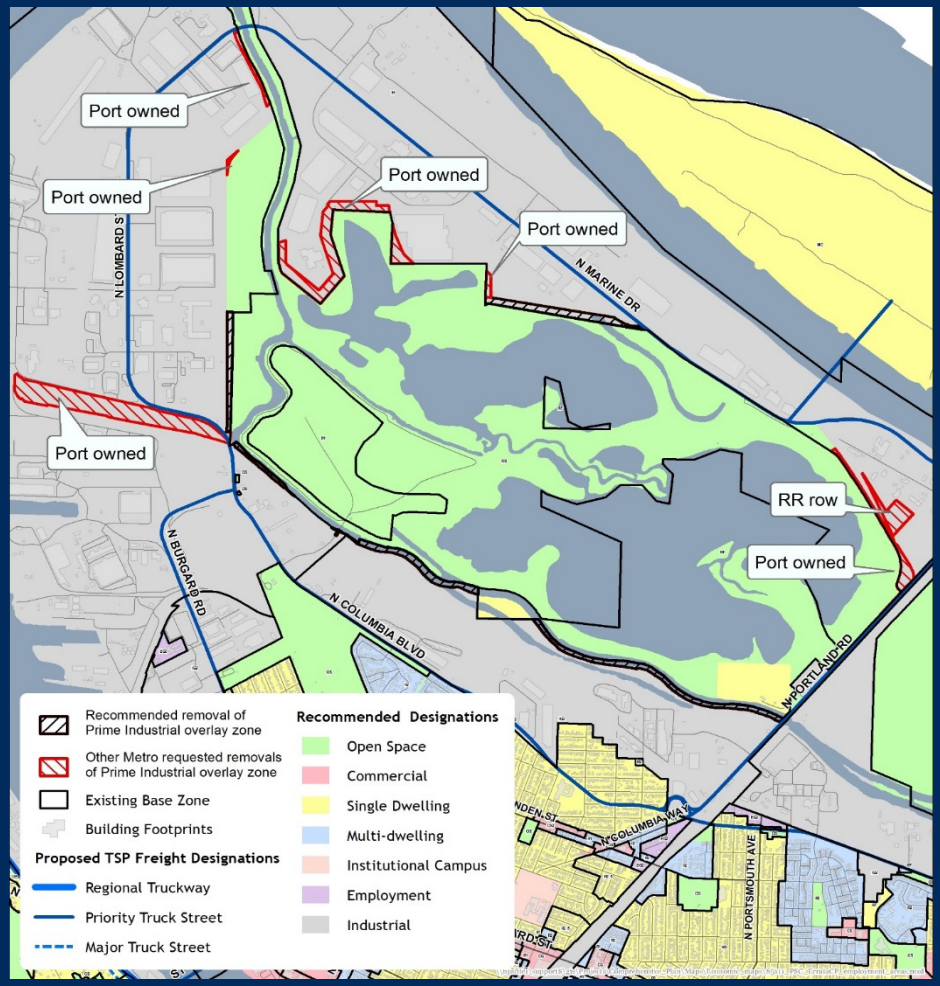

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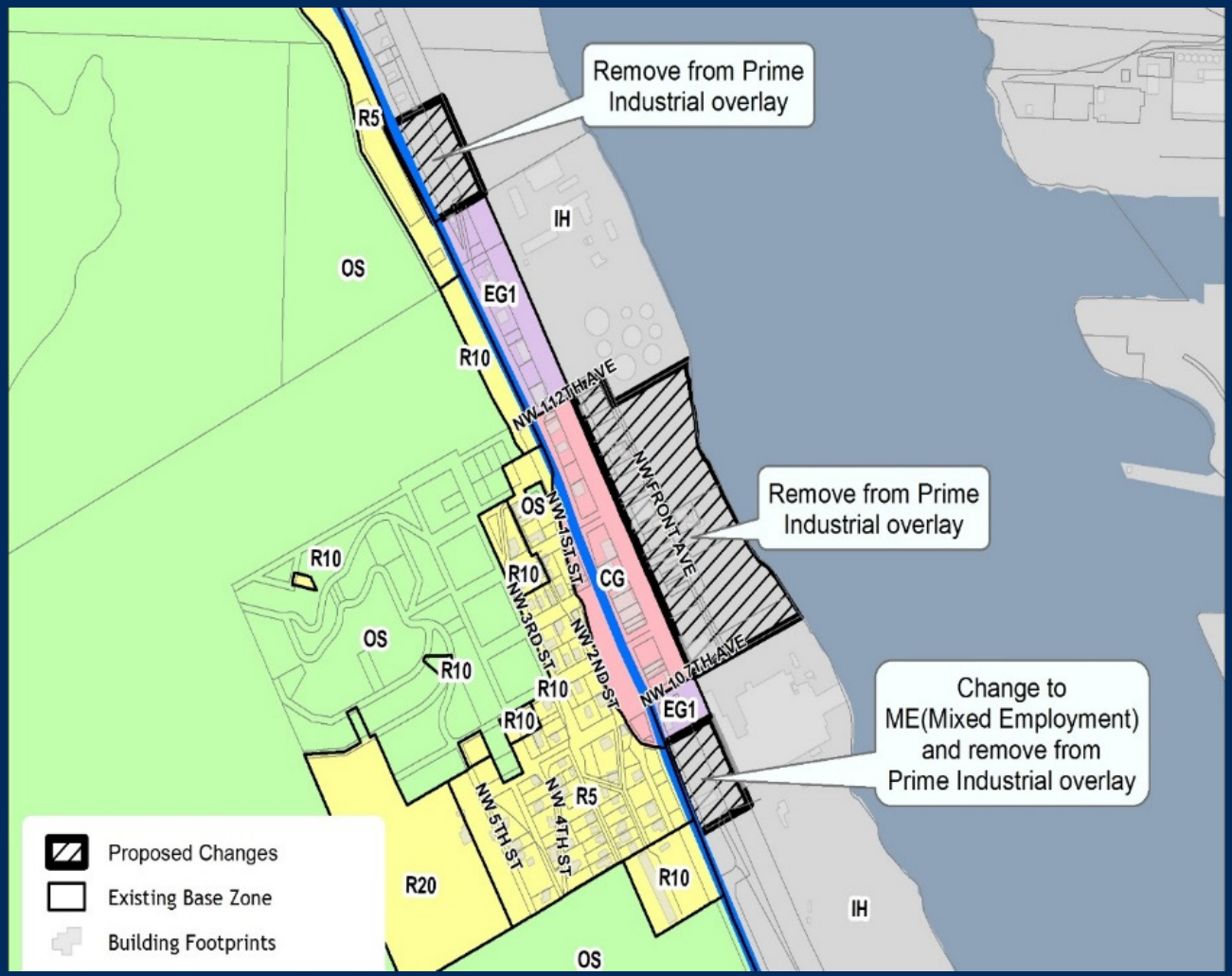

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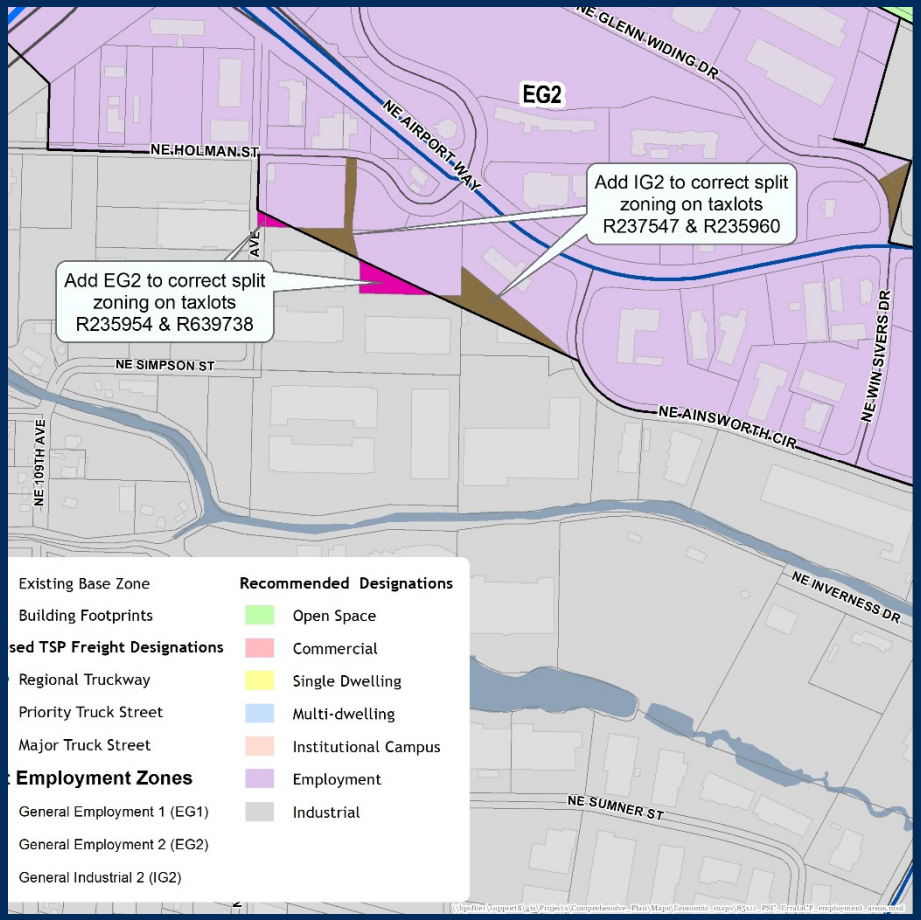

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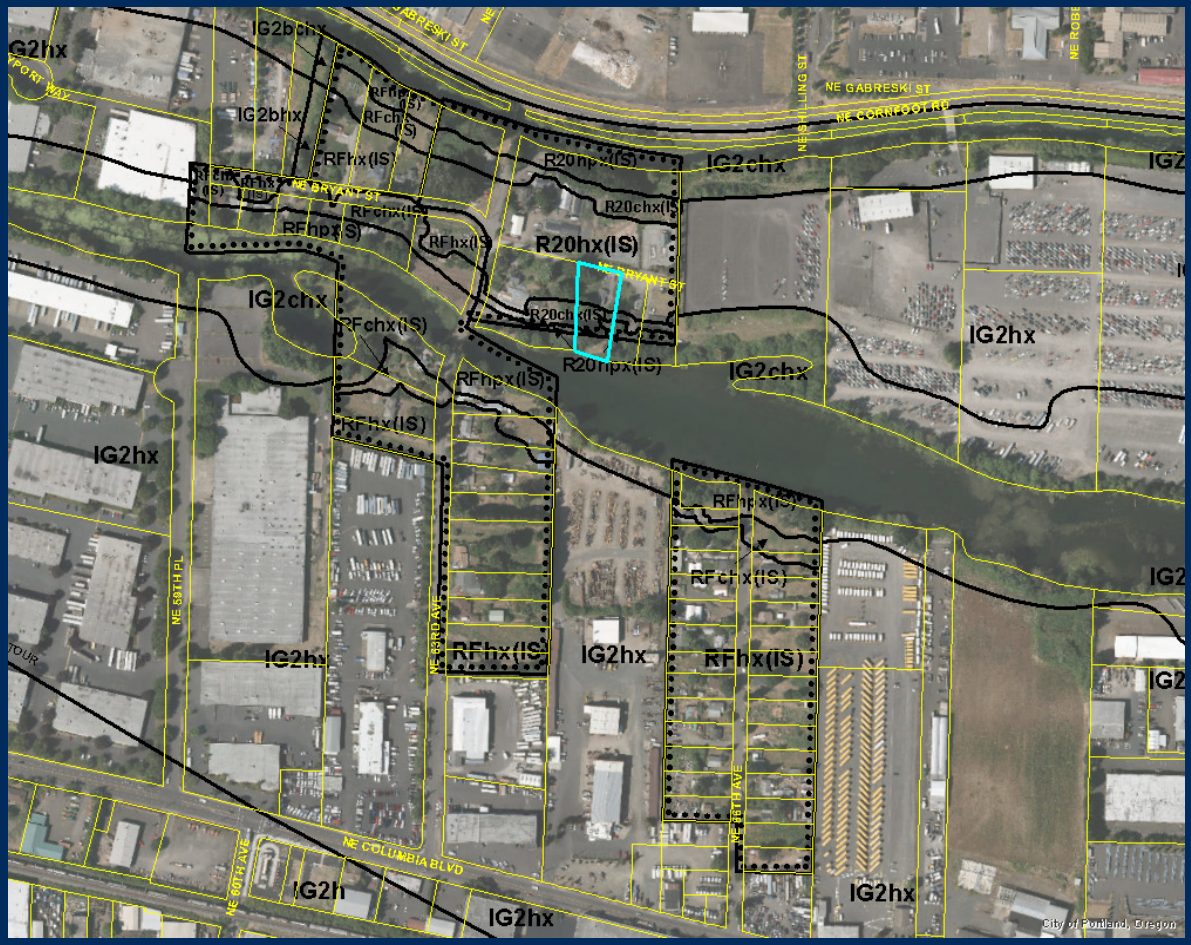

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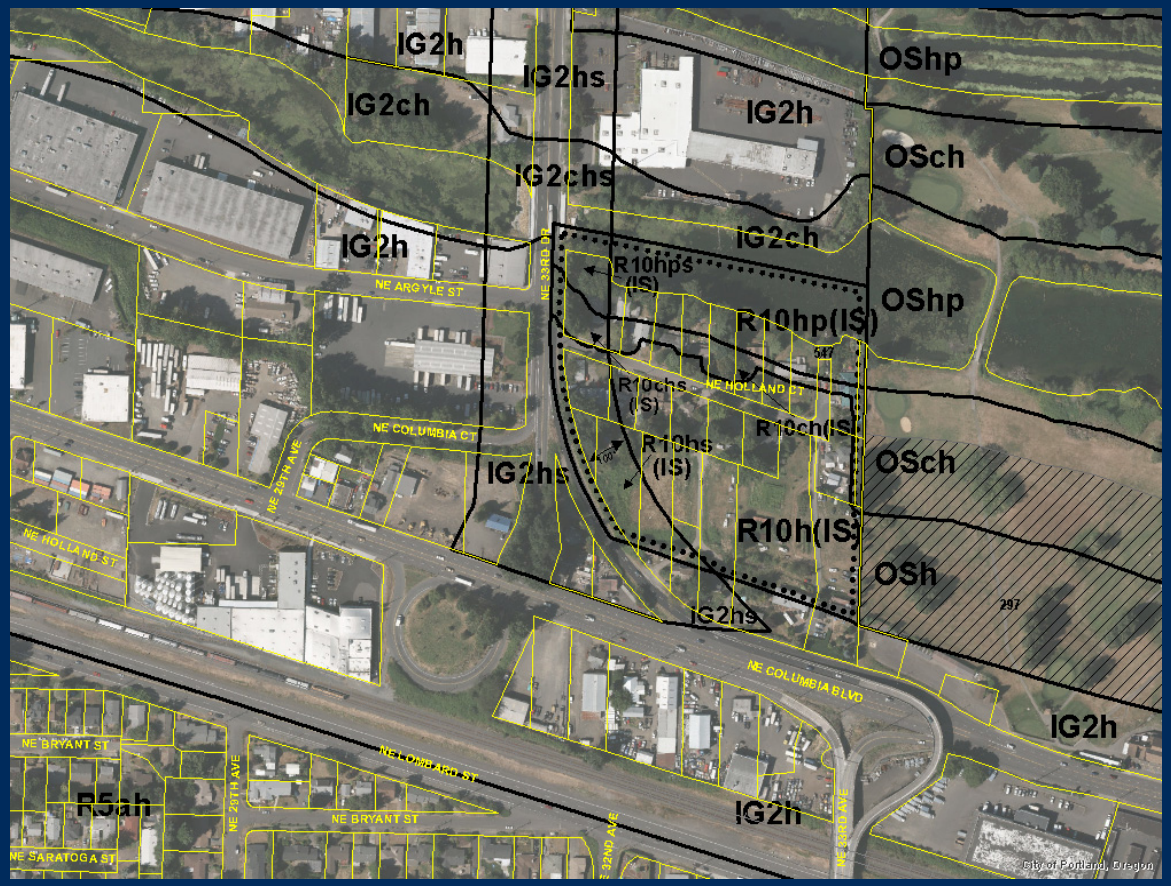

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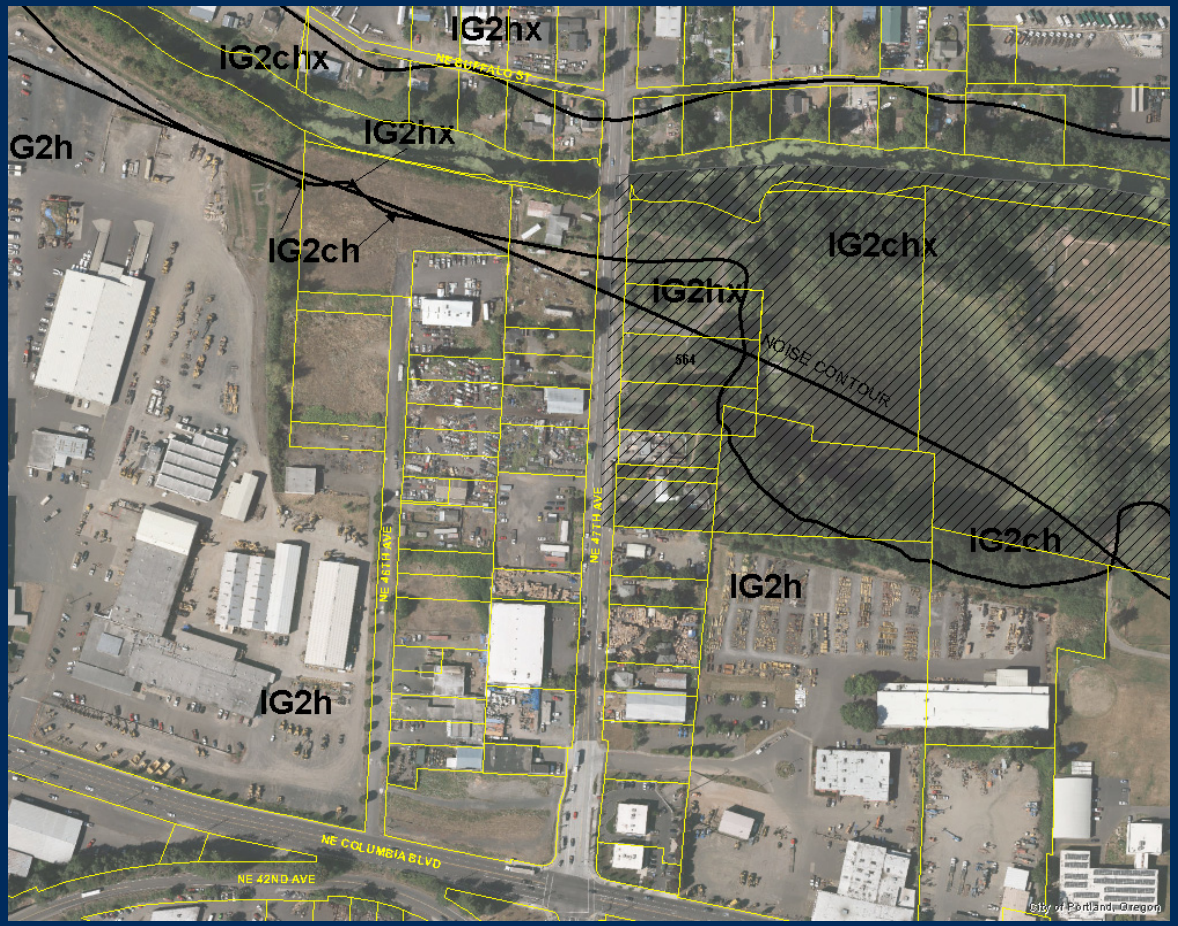

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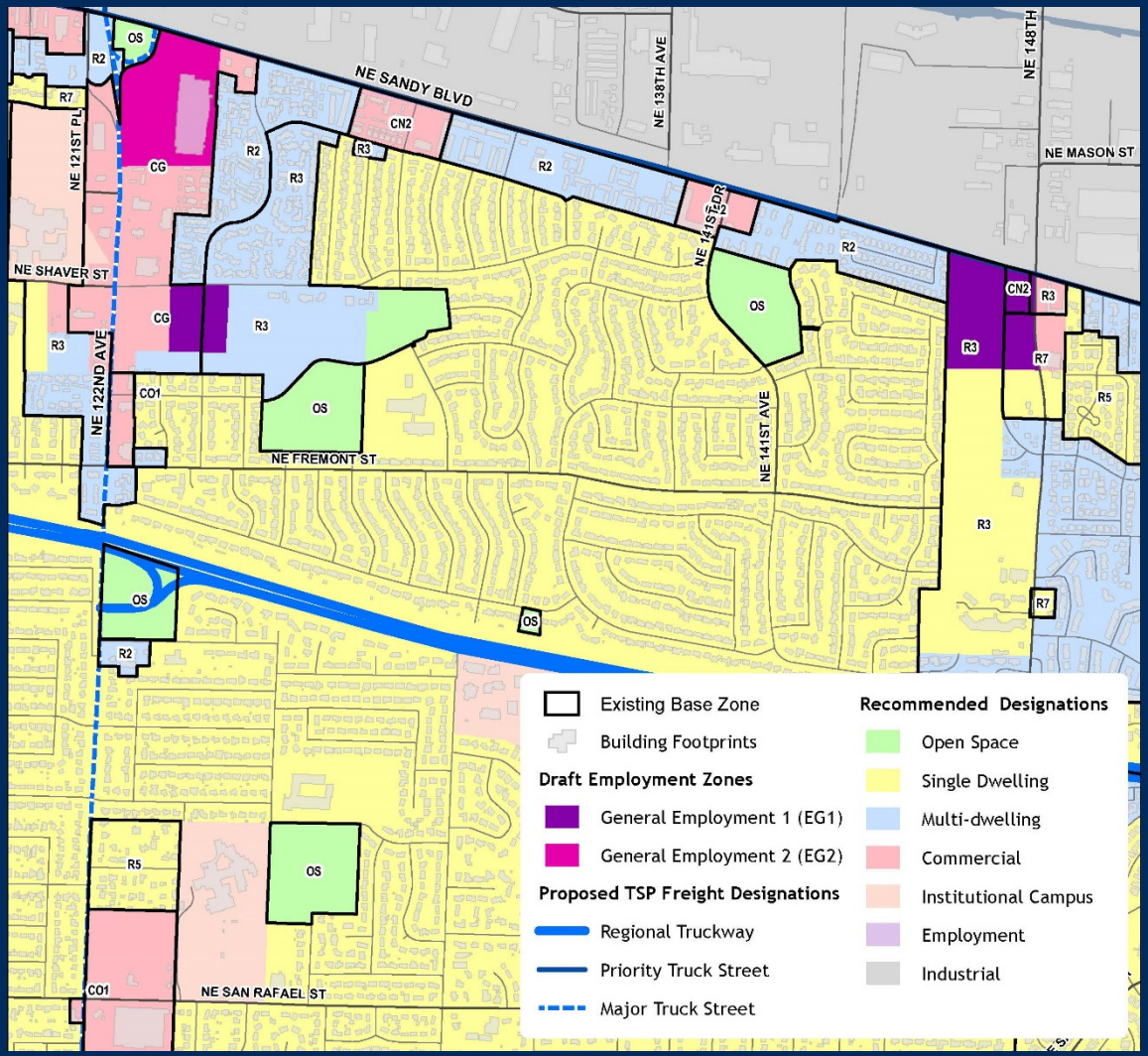

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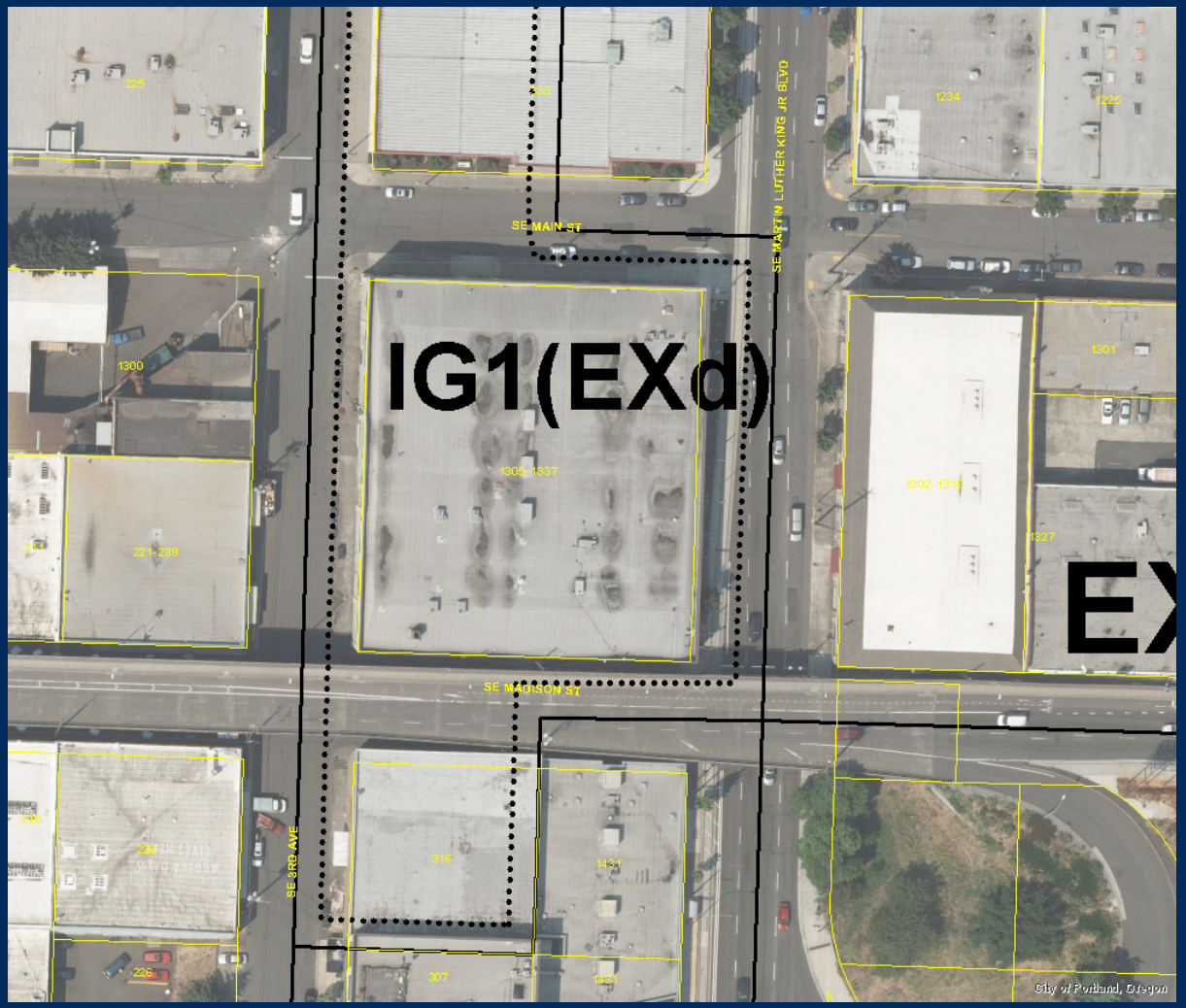

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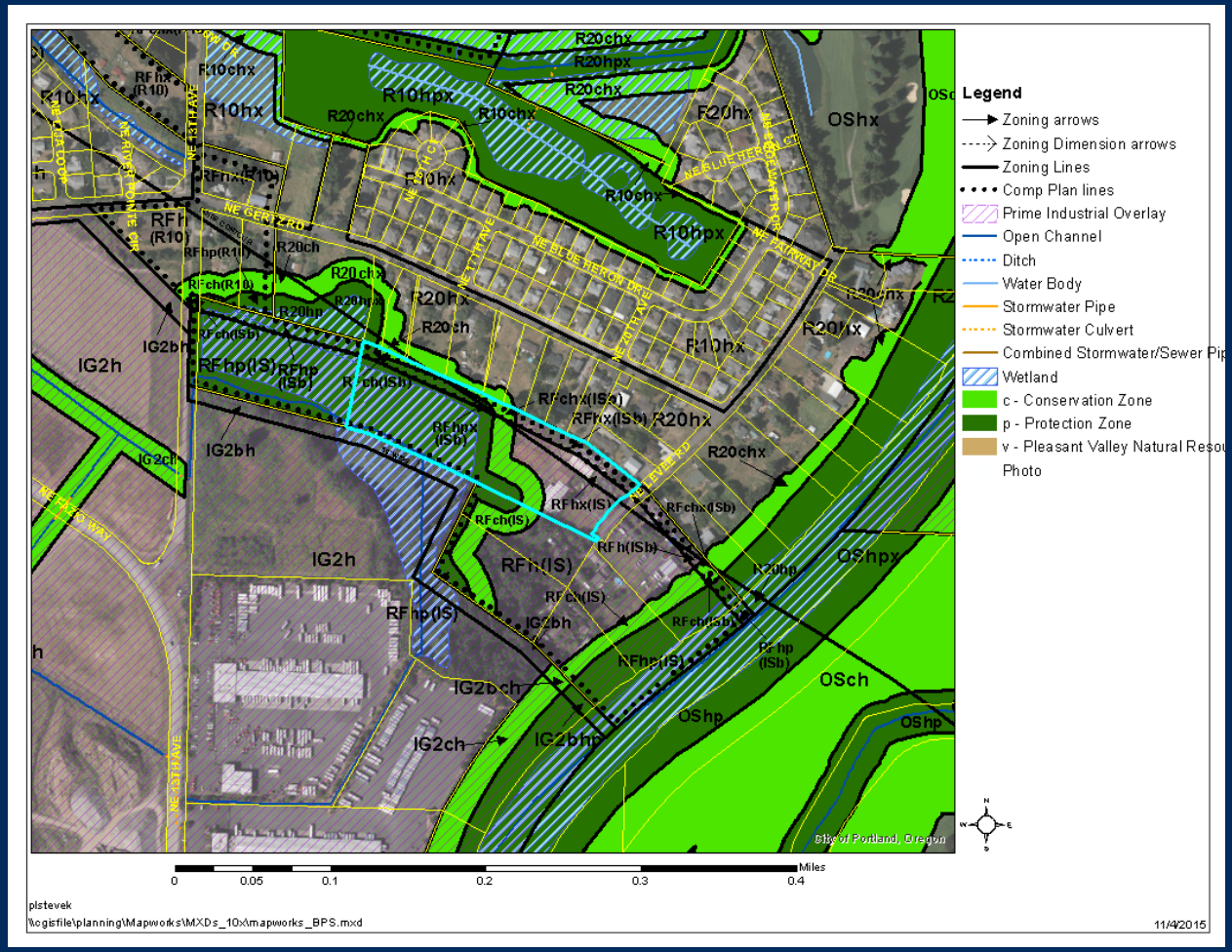
Levee Road Residential Area



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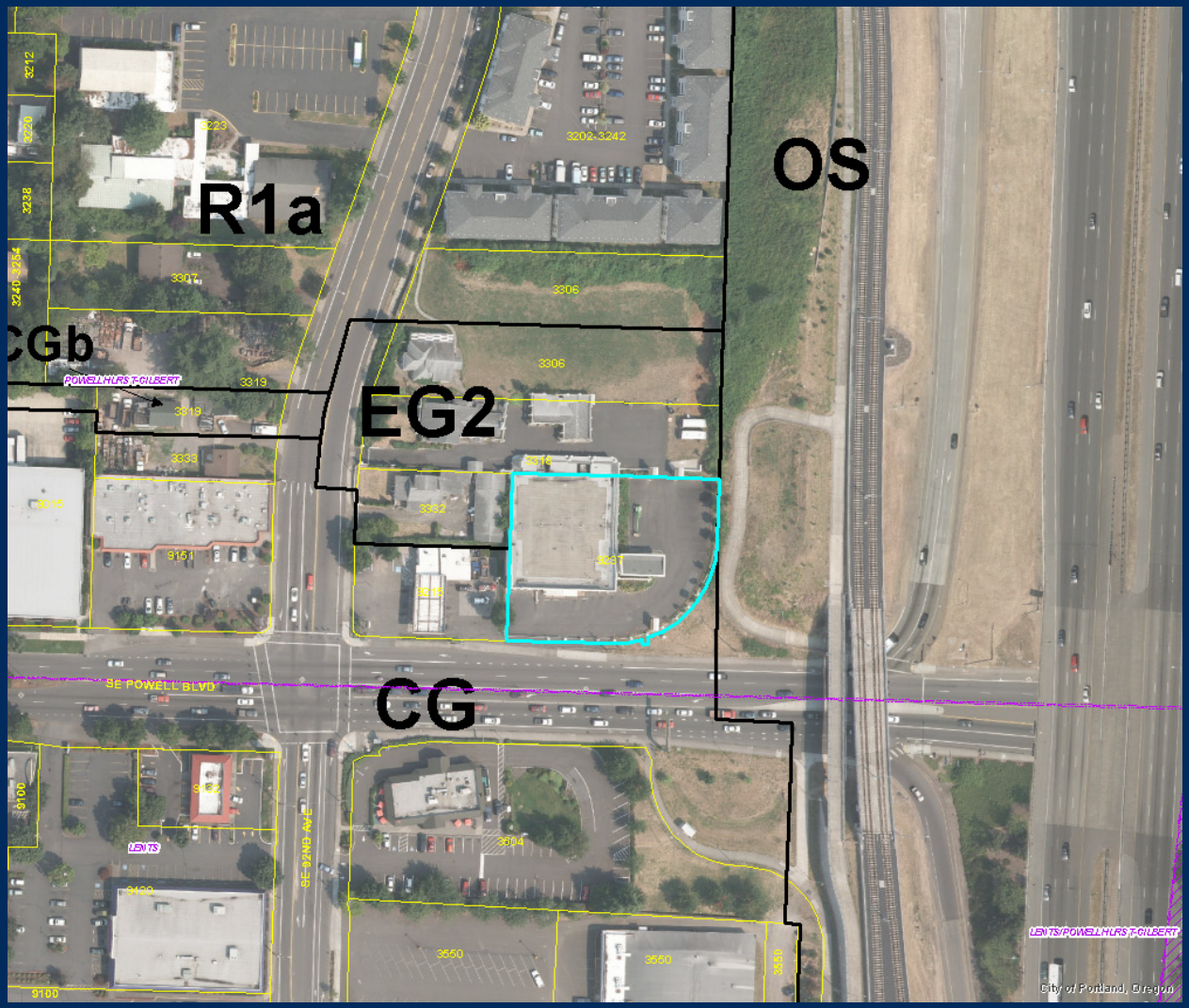
SE 92nd and Powell Height Limits



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MEMO

DATE: December 1, 2015

TO: Planning and Sustainability Commission

FROM: Tom Armstrong, Supervising Planner
Steve Kountz, Senior Economic Planner
Shannon Buono, Senior Planner

SUBJECT: Employment Zoning Project
Prime Industrial Overlay Zone - Parks

At the November 10 work session, the PSC deferred a decision on amending the proposed Prime Industrial overlay zone to allow for larger local-serving parks as a conditional use. The request was to create an additional approval criterion that would consider the potential impact on the industrial lands/jobs capacity of a larger park.

The Parks Bureau has suggested that 10 acre parks should be considered local serving. The two-acre limit in the proposed draft is based on a standard in Statewide Planning Goal 9. An alternative would be to allow parks greater than two acres as a conditional use. This alternative was proposed in our November 6 memo, and the proposed approval criteria require the applicant to demonstrate that industrial area residents and employees constitute the primary market for the park. A conditional use is one that is appropriate as an allowed use except that a review is required because the use may, but does not necessarily, have significant adverse effects on the environment, overburden public services, change the desired character of an area, or create major nuisances. The conditional use review provides an opportunity to allow these use when there are minimal impacts, to allow the use but impose mitigation measures to address identified concerns, or to deny the use if the concerns cannot be resolved.

BPS staff propose four options to consider the impact on the development/jobs capacity of the Prime Industrial area.

1. No conditional use. This option allows parks up to 2 acres in size outright, and requires a comprehensive plan map amendment and zone change to OS for parks over 2 acres in size. The impacts on industrial land and jobs capacity would be considered as part of findings on Comprehensive Plan Economic Development goals and policies and Statewide Planning Goal 9.
2. Conditional use approval criteria as proposed. This option allows parks up to 2 acres in size outright, but allow parks over 2 acres in size through a Conditional Use review with the approval criteria proposed on November 6 (no upper threshold size limit on the park but employees and residents must constitute the primary market for the park; no criterion related to job capacity).
3. Conditional use approval criteria as proposed with a 10-acre size limit. This allows parks up to 2 acres in size outright, and allow parks up to 10 acres in size through a Conditional Use review with the approval criteria proposed on November 6 (employees and residents must constitute the primary market for the park; no criterion related to job capacity).
4. Conditional use approval criteria as proposed with a 10-acre size limit and an adequate industrial land capacity criterion. This option allows parks up to 2 acres in size outright, and allow parks up to 10 acres in size through a Conditional Use review with the approval criteria proposed on November 6 plus an adequate industrial land capacity criterion.

Potential Code Amendments:

33.475.080 Parks and Open Areas

Parks and Open Areas uses are prohibited in the Prime Industrial overlay zone except for the following:

A. Recreational trails and boat launching areas are allowed. Trailheads, parking areas, bathroom facilities, educational kiosks and other development or facilities that are accessory to a recreational trail and boat launching areas are limited to 2 acres per site;

B. Nature preserves are allowed;

C. Off-site mitigation is allowed if the mitigation is for impacts that occur in the Prime Industrial overlay zone; and

D. Other Parks and Open Areas uses that are 2 acres or less in size are allowed. Parks and Open Areas over 2 acres in size may be allowed if approved through a conditional use review.

OR subsection D with a 10 acre size limit:

D. Other Parks and Open Areas uses that are 2 acres or less in size are allowed. Parks and Open Areas that are more than 2 acres but less than 10 acres in size may be allowed if approved through a conditional use review.

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33.815.150 Parks And Open Areas Uses in the Prime Industrial Overlay Zone

These approval criteria apply to Parks And Open Areas uses in the Prime Industrial overlay zone that require a conditional use review as specified in 33.475.080.D. The approval criteria promote preservation of land for industry while allowing Parks And Open Areas uses when they are supportive of the industrial area and not detrimental to the character of the industrial area. The approval criteria are:

A. The proposed use will not have significant adverse effects on nearby industrial firms, or on truck and freight movement;

B. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service; on-street parking impacts; access restrictions; connectivity; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;

C. The proposed use will not significantly alter the overall industrial character of the area, based on the existing proportion of industrial and non-industrial uses and the effects of incremental changes;

D. City-designated scenic resources are preserved; and

E. The proposed use needs to be located in an industrial area because industrial area residents or employees constitute the primary market of the proposed use.

Additional criterion to address industrial capacity:

F. The City's Economic Opportunities Analysis shows a surplus of buildable land capacity in the affected industrial geography after accounting for the loss of industrial land as a result of allowing a Park or Open Area greater than 2 acres.

Campus Institutional Zoning Project

EARLY IMPLEMENTATION OF THE 2035 COMPREHENSIVE PLAN

PROPOSED DRAFT - NOVEMBER 2015


















Planning and Sustainability Commission
Public Hearing December 15, 2015

DD → Discussion Draft → PD → Proposed Draft → REC → Recommended Draft → A → Adopted Plan

November 2015
www.portlandoregon.gov/bps/pdxcompplan

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City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Campus Institutional Zoning Update

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

How can I provide feedback to decision-makers?

You may testify about proposed changes to the Planning and Sustainability Commission (PSC) in the following ways:

Testify in person at the PSC public hearing.
You may speak for 2 minutes to the Commission, and your testimony will be added to the public record.

PSC Campus Institutional Zoning Project Public Hearing
Tuesday, December 15, 2015
1900 SW 4th Avenue, Room 2500, Portland, OR
To confirm the time and date, check the PSC calendar at
www.portlandoregon.gov/bps/35452

Testify in writing between now and December 15th, 2015.
Please provide your full name and mailing address.

- Email: *psc@portlandoregon.gov* with subject line "PSC Campus Institutional Zoning Testimony"
- U.S. Mail: Portland Planning and Sustainability Commission, Campus Institutional Zoning Testimony, 1900 SW 4th Ave., Suite 7100, Portland OR 97201
- Map App: *www.portlandmaps.com/bps/mapapp*, click on the "comments" form and provide your testimony

For more information please contact:

John Cole, Senior City Planner
Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201-5380
Phone: 503-823-3475 **Email:** john.cole@portlandoregon.gov

A digital copy of this report and additional project background information can be found at www.portlandoregon.gov/bps/institutions

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Acknowledgements

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Charlie Hales, *Mayor*
Nick Fish, *Commissioner*
Amanda Fritz, *Commissioner*
Steve Novick, *Commissioner*
Dan Saltzman, *Commissioner*

Portland Planning and Sustainability Commission
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Section I: Introduction

Project Summary

More than one third of the forecast job growth in Portland over the next 20 years is expected to be in the health care and education sectors, which is particularly concentrated in 19 large college and hospital campuses dispersed throughout the city. The City's draft Economic Opportunity Analysis (EOA) estimates that there is not enough suitably zoned developable land to accommodate this growth. Additionally, the Conditional Use Master Plan (CUMP) and Impact Mitigation Plan (IMP) land use reviews are considered cumbersome and expensive by many involved in the process, and they often generate conflict between the institutions and their neighborhoods.

To address these concerns, the Campus Institutional Zoning Update Project (CIZUP) proposes to allow institutions more flexibility to develop on their campuses, while protecting adjoining neighborhoods from undesired offsite impacts, including encroachment of campus uses.

The primary policy goal of this project is to provide for the growth of Portland's major campus institutions as essential service providers, centers of innovation and major employers.

The project proposes to:

1. Designate major campus institutions as a type of employment land and enhance transportation and public facilities.
2. Improve the campus master planning process to accommodate the changing needs of institutions while reducing development impacts to surrounding neighborhoods.
3. Encourage transitional development, including mixed use, along the edges of campus institutions and surrounding neighborhoods.
4. Encourage expanding institutions to develop satellite facilities in urban centers and corridors.
5. Improve ongoing communications between institutions and their surrounding communities.

The CIZUP would achieve these objectives by designating 15 dispersed hospitals and colleges as "Institutional Campus" (IC) on the Comprehensive Plan Map, creating two new base zones in the Zoning Code (CI1 and CI2), and rezoning the 15 campuses to the corresponding CI zone in conformance with the 2035 Comprehensive Plan Map.

Why is this important?

Through the new Comprehensive Plan, the City of Portland is proposing to increase the development potential for hospital and college campuses to provide enough land area to meet 20-year job growth forecasts. The proposed code changes and infrastructure investments will also enhance the ability for hospitals and colleges to meet the needs of a growing community.

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Reed College

What is in the report?

This report contains:

- Background information from the Employment Opportunity Analysis (EOA).
- Portland Plan and recommended 2035 Comprehensive Plan policies that prompted the Campus Institutional Zoning Update work program.
- Technical analysis and policy documents.
- Proposed code language with accompanying commentary.
- A series of maps portraying the proposed zone changes for each institution.
- Detailed maps and other documentation in the appendices that support the proposal.

This staff proposal will be presented to the Planning and Sustainability Commission on December 15, 2015 before a public hearing on the same date. The PSC will review the Proposed Draft, consider additional public input and make a recommendation to City Council for their review and adoption. City Council is tentatively scheduled to hold additional public hearings and take formal public testimony on the recommended code changes in the fall of 2016.

Hospitals on Marquam Hill are assigned the (IC) Institutional Campus Comprehensive Plan designation in recognition of their current land use but are not candidates for either the (CI1) Residential Campus zone or (CI2) Urban Campus zone. This is because the Marquam Hill campuses are currently zoned (EX) Central Employment with a plan district that provides development standards and entitlements specific to these particular institutions. No zoning changes are expected on Marquam Hill as part of this project.

High schools are also assigned an Institutional Campus(IC) designation on the recommended Comprehensive Plan Map. This is intended to be an interim measure until such time as a high school base zone or alternative regulatory approach is developed in cooperation with the high schools and relevant stakeholders.

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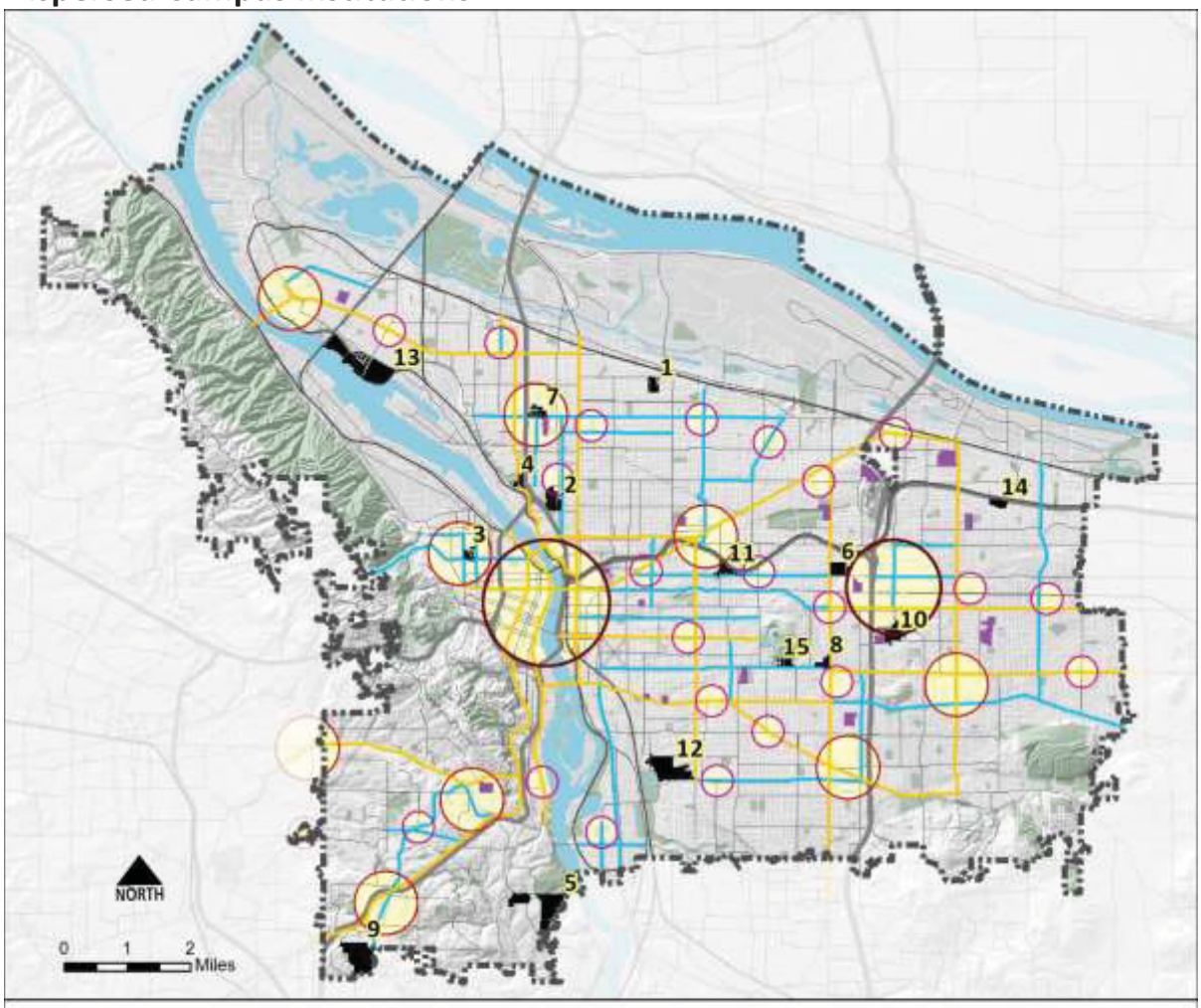
Dispersed Campus Institutions



Map Number	Institution
1	Concordia University
2	Legacy Emanuel Hospital & Health Center
3	Legacy Good Samaritan Hospital & Health Center
4	Kaiser Medical Centers
5	Lewis and Clark College
6	Multnomah University
7	Portland Community College--Cascade
8	Portland Community College--Southeast Center
9	Portland Community College--Sylvania
10	Adventist Medical Center
11	Providence Portland Medical Center
12	Reed College
13	University of Portland
14	University of Western States
15	Warner Pacific University

Institutions
- Hospital, College, or University
- High School

Centers
- Regional Center
- Town Center
- Neighborhood Center

Corridors
- Civic Corridor
- Neighborhood Corridor
- Park

The 15 dispersed campus institutions considered in this update are located across the city. See Section VI and the Appendix for detailed campus boundary maps.

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Section II: Relationship to the Comprehensive Plan

The Campus Institutional Zoning Update is one of eight early implementation projects that are part of the City's Comprehensive Plan Update. It implements proposed Comprehensive Plan Guiding Principles and Policies to provide adequate growth capacity in Portland's dispersed campus institutions, where roughly 22,700 new jobs are projected by 2035.

Comprehensive Plan Guiding Principles

The Campus Institutional Zoning Update Project implements the following guiding principles of the City of Portland Comprehensive Plan.

Economic prosperity. Support a low-carbon economy and foster employment growth, quality education and training, competitiveness and equitably distributed household prosperity.

> The Campus Zoning Update Project promotes economic prosperity by accommodating the projected job growth in healthcare and higher education employment sectors. This is significant because the draft Employment Opportunities Analysis (EOA) projects that these dispersed institutional campuses will gain some 22,700 healthcare and higher education jobs over the next 20 years. Jobs in healthcare and higher education are important to the local economy because they occur across a broad range of income levels and include traded sector jobs, which draw money into the local economy from outside the region in the form of tuition, research and specialized healthcare services.

Human health. Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

Environmental health. Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water, and land.

> The proposed zoning update also supports guiding principles related to human and environmental health. New base zone standards allow for continued development of medical centers to serve a growing regional population. Review procedures, allowable land use and development standards promote compatibility between the institutions and their surrounding neighborhoods. Development is encouraged to "grow up rather than out" into the surrounding neighborhood. Additionally, edge standards promote building design and land uses at the perimeter of these campuses that will support either a predominantly residential environment or contribute to active neighborhood commercial streetscapes.

Equity. Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-

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represented populations in decisions that affect them. Specifically recognize, address, and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

> Growing institutions advance equity principles through employment opportunities across all wage and training categories and expanded educational opportunities that provide a pathway for advancement. In particular, Portland Community College (PCC) campuses will be eligible for this new zoning, which facilitates their ability to expand to better serve the region. Development review procedures and design standards are proposed that will encourage institutions to build up rather than out while transportation impact mitigation requirements will limit encroachment on adjoining neighborhoods. By allowing more flexibility for campus alterations, PCC and other institutions will be able to respond to emerging industry training needs more rapidly and expand to serve a larger more diverse student body.

Resilience Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

> Resilience is supported by increased healthcare and higher education employment opportunities that support a diverse economy. More robust institutions can provide regional and neighborhood resources, such as emergency medical facilities and places of assembly after any future natural disasters. Campus institutions are leaders in development of green building and promotion of more sustainable transportation options. And the transportation demand management elements of this proposal will encourage institutions to play a leadership role in sustainable transportation.

Comprehensive Plan Goals and Policies

The proposed Comprehensive Plan Update includes policy language directing the City to "provide for the growth of Portland's major campus institutions as essential service providers, centers of innovation, and major employers." Expanded policy language specific to campus institutions from proposed Comprehensive Plan, Chapter 6: Economic Development is included below:

Campus institutions

Health care and education sectors are concentrated in large hospital, college, higher education and high school campuses as well as dispersed smaller facilities. Major institutions are large employers with campuses that vary from pastoral expanses to more concentrated urban grounds. Health care and education are projected to be the city's leading job growth sectors, adding more than 50,000 new jobs by 2035 at campus institutions and in other commercial areas. Rapid growth of campus institutions is a national trend, and best practices offer opportunities to plan effectively for this campus growth, and reduce neighborhood impacts. Examples of new directions in the policies below include designation of major campuses as employment land, regulatory improvements, and transportation-related improvements.

Policy 6.55 ***Campus institutions****. Provide for the stability and growth of Portland's major campus institutions as essential service providers, centers of innovation, workforce development resources, and major employers.*

Policy 6.56 ***Campus land use****. Provide for major campus institutions as a type of employment*

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land, allowing uses typically associated with health care and higher education institutions. Coordinate with institutions in changing campus zoning to provide land supply that is practical for development and intended uses.

Policy 6.57 ***Development impacts.*** *Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design.*

Policy 6.58 ***Community amenities and services.*** *Encourage campus development that provides amenities and services to surrounding neighborhoods, emphasizing the role of campuses as centers of community activity.*

Policy 6.59 ***Campus edges****. Provide for context-sensitive, transitional uses and development at the edges of campus institutions to enhance their integration into surrounding neighborhoods, including mixed-use and neighborhood-serving commercial uses where appropriate.*

Policy 6.60 ***Satellite facilities****. Encourage opportunities for expansion of uses, not integral to campus functions, to locate in centers and corridors to support their economic vitality.*

The Campus Institutional Zoning Update Project addresses these policies through its proposed regulatory structure and application of these land use and development standards to 15 dispersed institutional campuses. Institutional Campus (IC) land uses are identified on the Comprehensive Plan Map and their impact accounted for in corresponding infrastructure and transportation system plans (policy 6.55, 6.56).

Two new corresponding Campus Institutional (CI) zones are proposed and applied with land use regulations, development standards and review procedures to support the policies described above (policy 6.57, 6.58, 6.59). Satellite facilities are allowed in mixed use zones and will be eligible for development incentives offered through those zones (policy 6.60). Possibilities for expansion into adjoining mixed use zones will be facilitated through the removal of Conditional Use Master Plan and Impact Mitigation Plan boundaries.



Portland Providence Medical Center

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Section III: Public Involvement

Campus Institutional Zoning Update Project outreach has been an extension of efforts begun during policy development in the Portland Plan and later in conjunction with the Economic Development Policy Expert Group (PEG) undertaken during Task 4 of the Comprehensive Plan Update.

Portland Plan (adopted in 2012)
The result of more than two years of research, dozens of workshops and fairs, hundreds of meetings with community groups, and 20,000 comments from residents, businesses and nonprofits, the Portland Plan's three integrated strategies and framework for advancing equity were designed to help realize the vision of a prosperous, educated, healthy and equitable Portland.

The Portland Plan's resulting **Economic Prosperity and Affordability Integrated Strategy** contains a goal to "expand economic opportunities to support a socially and economically diverse population by prioritizing business growth, a robust and resilient regional economy, and broadly accessible household prosperity." This strategy was further defined by the following policy and action plan, which are particularly relevant to the Campus Institutional Zoning Update Project.

> **Guiding policy P-22** instructs the city to "Provide capacity for Portland's campus institutions to grow and to remain competitive."
>
> **Five year action plan item 69 campus institutions** instructs the Bureau of Planning and Sustainability to "Develop, as part of the new Comprehensive Plan, new land use and investment approaches to support the growth and neighborhood compatibility of college and hospital campuses."

Comprehensive Plan Update
As part of its Comprehensive Plan Update, the City of Portland assembled an Economic Development Policy Expert Group (PEG) that met from June 2012 through September 2013 to advise on policy and map changes relevant to the Equity Framework and Economic Prosperity & Affordability strategies of the Portland Plan. Issues related to economic development, forecast shortfalls of industrial and institutional land supply, and brownfield redevelopment were of particular focus. A subset of this Policy Expert Group, including representatives of both campus institutions and neighborhood associations, convened three times to consider issues specific to healthcare and higher education. They addressed the following questions:

1. How should the city meet its growth capacity shortfall for campus institutions?

2. What are the components of neighborhood compatibility that both the City and institutions themselves should consider as part of campus expansions?

Zoning Project Advisory Group
At the conclusion of the PEG deliberations, Bureau of Planning and Sustainability staff commenced an effort to address the shortfall in campus institutional employment capacity through a review of the City's regulatory framework. A project advisory group was convened comprising institutional

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representatives and neighborhood stakeholders most involved in the Portland's dispersed campus institutions. This group met 11 times over the course of the CIZUP development. A roster of advisory group members is provided below. Agendas, meeting notes and background materials from these meetings are available on the project webpage at www.portlandoregon.gov/bps/institutions

Project Advisory Group

Beverly Bookin, Bookin and Associates	Tom Karwaki, University Park NA
Elizabeth Decker, JET Planning	Julia Kuhn, Kittleson and Associates
Tamara DeRidder, Rose City Park NA	Sharon Maxwell, Contractor/Business Owner
Justin Dollard, Portland Public Schools	Rebecca Ocken, Portland Community College
David Ellis, Lewis and Clark College	Jill Punches, University of Western States
Daniel Heffernan, N/NE Business Association	Marty Stiven, Providence Medical Center
Dave Johnston, Collinsview NA Resident	Mike Warwick, Eliot NA
Karen Karlsson, NWDNA	Pamela Witherspoon, Legacy Emanuel

Additional public outreach during the concept development phase included more than 20 meetings with neighborhood and business associations and 10 with institutional representatives as well as staffing two Comprehensive Plan Open Houses. See Appendix A for a partial list of project outreach meetings.

A project website has been maintained over the duration of this project. CIZUP updates were published on the project blog/news feed and in bureau e-newsletters (circ. 5,000 – 8,000). Both the Land Use Map and Zoning Map changes were reflected on the Comprehensive Plan interactive Map App, which has had more than 31,000 pages views since its release in late September.

These efforts are consistent with the Institutional Zoning Project Public Involvement Plan, reviewed and endorsed by the Comprehensive Plan Community Involvement Committee in November 2013.

Concept and Discussion Draft Input

Below is an abbreviated synopsis of public input that was submitted through a variety of channels over the course of the project's concept development and Discussion Draft report.

Institutions
Institutional representatives expressed concerns about the current review process. They cited the expense involved in preparing and submitting an adequate application and the conflict such reviews invariably generate between the institutions and their surrounding neighborhoods.

Given the realities of institutional funding and evolving trends in both healthcare and higher education, long range development master plans are imperfect planning tools for these institutions. The recurring, complex nature of City reviews can lead institutions to distort their expansion plans and limit their ability to take advantage of emerging opportunities.

Institutions seek a zoning designation that recognizes them as a permanent presence befitting their tenure in the neighborhoods that, in some cases, dates back 100 years.

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Institutions expressed concerns that they are often assigned more than their fair share of neighborhood traffic impact and the resulting mitigation expense.

Neighborhoods
There remains considerable support for the existing CUMP and IMP plan review process among neighborhood associations and individual neighbors despite the recurring effort required. They value the existing review processes' ability to address unique circumstances that accrue to individual institutions and neighborhoods and support the Hearings Officer as an independent authority who reviews the evidence submitted against the applicable law to render a fair judgment.

Traffic and parking issues related to institutional expansion and operations are the most predominant, substantive concerns of neighbors. Other offsite impacts, such as athletic field lighting, noise, off-campus housing, public safety and campus boundary expansions, are also common concerns.

Surrounding neighbors are more interested in building design and land uses that occur at the edge of a campus than buildings in the campus interior. Edge standards should contribute to the adjoining neighborhood character, whether that means accommodating a quiet single-family residential neighborhood or activating a neighborhood commercial district.

Satellite facilities within nearby commercially zoned centers and corridors may provide an alternative location for growth. However, consideration should be given to their relationship to the main campus, particularly where transportation issues are concerned, such as a requirement for a shuttle bus to reduce traffic.

Development that may be good for the region is not necessarily perceived as good for the neighborhood. Use of good neighbor agreements, community benefit agreements and other appropriate tools should be explored that would address non-land use issues and promote local hiring, contracting and procurement policies as components of the institutions' business operations.

City Service Bureaus
Service bureaus support development code options that are straightforward to administer. The Portland Bureau of Transportation is particularly interested in the continued ability to review transportation impacts from campus institutions and require proportional improvements to the affected transportation network. PBOT also wants to retain the requirement for institutions to develop and administer ongoing Transportation Demand Management (TDM) programs.

Proposed Draft Input

A Discussion Draft report was published on August 6, 2015. It included proposed Zoning Code that creates two new campus institutional zones and implements the concepts developed by staff through the Project Advisory Group deliberations. Comments regarding the Discussion Draft were solicited and submitted by a number of institutions and neighborhood associations. While not all proposed revisions were implemented, staff did make a number of changes to the proposed text in response to these comments, including two significant changes from the Discussion Draft:

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1. **Legislative Rezoning and Expiration of Existing Approvals**
   This proposal includes a component to *legislatively* rezone the 15 campuses and to include an expiration date (2020), at which point existing CUMPs and IMPs will expire. Subsequent development on the campuses will be subject to the underlying zone district regulations, in addition to any applicable overlay zone and plan district regulations that apply. This is a significant change from the project's Concept Report and Discussion Draft, which stopped short of applying the newly created zones and relied instead on future quasi-judicial zone change applications to apply the new zone standards.

   Staff has proposed these changes in order to proactively move institutions toward the new base zone standards and procedures, as well as to resolve persistent concerns regarding administration of the increasingly complex combination of development regulations for campus institutions. Corresponding revisions have been made to the Transportation Impact Review and TDM sections to require ongoing traffic impact analysis and TDM programs that match transportation system improvements to development on campuses.

2. **Retail Sales and Service Use Designated a Conditional Use in CI1 Zone**
   In response to neighborhood concerns, Primary Retail Sales and Service Use has been reclassified as a conditional use and limited to 10,000 square feet in the CI1 zone. Through such a classification, limited neighborhood-serving retail opportunities are made available on CI1 zoned campuses. A heightened level of neighborhood input will also help ensure compatibility with the surrounding neighborhood.

Other suggestions, notably a call for "good neighbor agreements" as a requirement within the campus institutions zones, were considered but not included in the Proposed Draft because of administrative and legal concerns, consistency with other code sections, and conflict with project goals and objectives.



University of Portland

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Section IV: Analysis and Proposal

The primary policy goal of this project is:

> Provide for the growth of Portland's major campus institutions as essential service providers, centers of innovation, and major employers.

This goal is supplemented by the following objectives:

A. Designate major campus institutions as a type of employment land and enhance transportation and public facilities as needed to serve them, while minimizing development impacts to surrounding neighborhoods; or improve the campus master planning process to accommodate the changing needs of institutions while reducing development impacts to surrounding neighborhoods.
B. Encourage transitional development, including mixed use, along the edges of campus institutions and surrounding neighborhoods, providing opportunities for neighborhood enhancement and campus expansion.
C. Encourage expanding institutions to develop satellite facilities in urban centers and corridors to spur economic development and relieve growth pressures in residential neighborhoods.
D. Improve ongoing communication between institutions and surrounding communities to maximize the role of institutions as an asset to the community while reducing negative impacts.

With the help of project advisors and community members, staff developed seven review criteria to evaluate alternative methodologies for achieving the policy goal and objectives:

1. How well does this alternative recognize the distinctions between the different types of institutions?
2. Does this alternative provide opportunity for meaningful input for neighborhoods and other interested parties?
3. Does this alternative address the institutions' expressed desire for stability and flexibility?
4. Can this review process accommodate different levels of review between the interior of campuses and their perimeter?
5. Is this alternative straightforward for applicants to comply with during the application process, for interested parties to participate in and for the City to administer?
6. Can an institution readily transition from their current status to the new designation?
7. Is the review procedure required to expand the institutional campus boundary proportional to its potential impact on the neighborhood?

There are three parts to the implementation strategy:

1. Designate 15 dispersed hospitals and colleges as "Institutional Campus" (IC) on the Comprehensive Plan Map. This designation is applied to individual properties currently included

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within a City-approved conditional use master plan (CUMP) or impact mitigation plan (IMP) boundary. In circumstances where there is no current CUMP/IMP, this designation is applied to the contiguous ownership of the institution.

2. Draft two new base zones for the zoning code:

   Campus Institutional 1 (CI1) for application to college campuses that are predominantly surrounded by residential neighborhoods and are expected to develop at a lower intensity. Maximum heights of up to 75' may be permitted towards the interior of these campuses with an overall floor area ratio (FAR) of 0.5:1. Limited commercial activity in addition to that which is accessory to the primary institutional land uses is allowed subject to conditional use review at the periphery of the campus in order to provide for shared campus and neighborhood amenity.

   Campus Institutional 2 (CI2) for medical centers and select college campuses. Campuses assigned this zone are characterized by an urban level of development and are generally located along neighborhood or civic corridors and within, or adjacent to, Town and Neighborhood Centers. Development standards include allowed building heights up to 150 feet and floor area ratios (FAR) up to 3:1. Allowed land uses, which are comparable to those allowed in the draft Mixed Use Zones Project, include a wide range of commercial activity in addition to the primary medical and educational activities.

   The proposed lot coverage, floor area ratios and building height standards provide sufficient development capacity to meet the projected shortfall identified in the City's draft Employment Opportunity Analysis. Development standards, transportation impact analysis and demand management requirements of the new zones will act to successfully incorporate the institution into the surrounding neighborhood. Institutions will be able to more efficiently develop within their existing campus boundaries without the need to expand out into their surrounding neighborhoods.

   Finally, the existing Institutional Residential (IR) zone will be relocated from its current location within the multi-dwelling zone chapter of the Zoning Code (chapter 120). The existing procedural requirements, land use allowances and development standards of the IR zone are retained.

3. Legislatively rezone the 15 dispersed institutional campuses to the corresponding campus institutional zone in conformance with the 2035 Comprehensive Plan Map. Provide a 5 year transition period in which conditional use master plans and impact mitigation plans would remain in effect after which time development proposals will be reviewed against the applicable campus institution base zone criteria and proceed by right or subject to plan district, overlay zone, adjustment or conditional use reviews as indicated.

   Transportation impact review and transportation demand management plans, will be required in advance of significant development and updated on a recurring basis to determine adequacy of public services and to mitigate or prevent neighborhood impacts.

Alternative approaches to achieving these objectives were further explored by staff, who were informed by the Project Advisory Group. The following five options for updating the zoning process and standards for these institutions were the result:

1. Update existing CUMP/IMP Process & Standards.
2. Add development standards for hospitals and higher education institutions.
3. Add new Campus Institution Overlay Zone(s).
4. Apply Plan District(s) to Campus Institutions.
5. Create new Campus Institution (CI) base zones.

There was advisory group support for more discussion about three of these options (1, 3 and 5), but there was no consensus on a single preferred alternative.

Project staff are proposing the new base zone option (5) as the best means of addressing Comprehensive Plan policy and objectives for the following reasons:

- Institutional Campus land uses will be reflected on the Comprehensive Plan Map. Their development impact will be more directly accounted for in underlying transportation and other infrastructure modelling.
- Prescriptive base zone development standards rather than subjective review processes simplify development review. Conditional use reviews will be retained for those land use proposals and adjustment reviews for physical develop that have the most potential for offsite impacts.
- Specific Comprehensive Plan Map boundaries and specific development standards encourage new development within the existing campus boundaries rather than expansion outward, which would displace existing housing and other neighborhood uses. Proposed use and development standards also promote edge standards that promote neighborhood compatibility.
- Legislative zone changes in conformance with the Comprehensive Plan, along with the establishment of a specific expiration date for the Conditional Use Master Plans and Impact Mitigation Plans, allow for a predictable transition from the current land use status to the new zones.
- Transportation impact analyses and transportation/parking demand management programs of most interest to the adjoining neighborhoods will be updated prior to significant development on campus and regularly thereafter to acknowledge changes to the background traffic in a su rrounding neighborhood, in addition to proposed development on campus.

Transportation Issues
Transportation issues are of significant concern to both institutions and their surrounding neighborhoods. Effective transportation and parking management strategies are vital for an institution's successful integration into its surrounding neighborhood — as are opportunities for public input throughout the initiation and administration of these programs. The proposed zoning code update requires both a current Traffic Impact Analysis and a Transportation Demand Management Plan as an ongoing obligation of a CI-zoned campus institution. Such requirements are referenced in sections 33.150, 33.266 and 33.807 of the zoning code, which establish the requirement and procedures. The specific components of particular impact analysis and mitigation and TDM programs will be presented in Title 17 of City Code pertaining to public improvements and permitting in the rights-of-way and related administrative guides.

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Section V: Zoning Code Amendments

The primary implementing mechanism for the Comprehensive Plan policies described in this report is the creation of a new zoning code chapter **150 Campus Institutional Zones.** Proposed chapter text is included in this section. Because the Zoning Code is an interrelated document, changes or additions in one section often effect other code sections as well. For this reason this report also includes proposed text changes to the following sections:

33.258 Nonconforming Situations
33.266 Parking and Loading
33.508.220 Maximum Development/Transportation Capacity
33.730.130 Expiration of an Approval
33.815 Conditional Uses
33.820 Conditional Use Master Plans
33.848 Impact Mitigation Plans
33.852 Transportation Impact Review
33.855 Zoning Map Amendments
33.900 General Terms

These chapter revisions are included because they contain substantive changes to either the standards or the procedural requirements of the code related to the Campus Institutional Zones. There will be other, minor amendments to the Zoning Code, largely in recognition of the new zone categories, that are not included in this report. These administrative amendments will be presented in a subsequent code amendment project that addresses not only the campus zones but task 5 changes made to the employment zones and mixed use zones as well.



Legacy Good Samaritan Hospital

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33.150 Campus Institutional Zones

150

Sections:

General
33.150.010 Purpose
33.150.020 List of the Campus Institutional Zones
33.150.030 Characteristics of the Zones
33.150.040 Other Zoning Regulations
33.150.050 Where This Chapter Does Not Apply
33.150.060 Neighborhood Contact and Outreach
Use Regulations
33.150.100 Primary Uses
33.150.110 Accessory Uses
33.150.120 Nuisance-Related Impacts
Development Standards
33.150.200 Lot Size
33.150.205 Floor Area Ratio
33.150.210 Height
33.150.215 Setbacks
33.150.220 Building Coverage
33.150.235 Building Length in the CI1 Zone
33.150.240 Landscaped Areas
33.150.245 Trees
33.150.250 Ground Floor Windows in the CI2 Zone
33.150.255 Building Length and Façade Articulation in the CI2 Zone
33.150.260 Screening
33.150.265 Transit Street Main Entrance
33.150.267 Development Standards for Institutional Campuses in the IR Zone
33.150.270 Exterior Display, and Storage
33.150.275 Trucks and Equipment
33.150.277 Drive-Through Facilities
33.150.280 Detached Accessory Structures
33.150.285 Fences
33.150.290 Demolitions
33.150.295 Nonconforming Development and Status of Previous Approvals
33.150.300 Parking, Loading and Transportation Demand Management
33.150.305 Signs
33.150.310 Superblock Requirements
33.150.315 Recycling Areas

Maps 150-1 through 150-4 Maximum Heights and Minimum Setbacks

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Commentary

A new chapter 150 contains the land use and development standards for two new Campus Institutional zones and a holding location for the existing IR Institution Residential zone relocated from the 120 Multi Dwelling zone chapter. Because all of the proposed text here is new (and none is proposed for deletion) the authors have not displayed the code text in the usual ~~struck~~ and underlined format.

The general format and subsections follow the broader code hierarchy and arrangement.

Two Campus Institutional (CI) zones are proposed to accommodate two campus typologies: CI1 zones generally found in residential areas, are characterized by lower intensity college campuses and CI2 for urban land uses and intensities are associated with hospitals and select college campuses. Typically these front on commercial streets or lie within or adjacent to mixed use centers. Two CI zones can better match the typologies than what is now contained in the single IR zone.

The existing (IR) Institutional Residential Zone and related land use and development standards have been relocated from their current location in the 33.120s multi-dwelling zones section of the Zoning Code to the 150s chapter. This will better match the proposed land use designation hierarchy of the new Comprehensive Plan wherein Campus Institutional, Mixed-Employment and Industrial zones all implement the Employment Land comprehensive plan land use map designations.

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33.150.010 Purpose

The campus institutional zones implement the campus institution policies and Institutional Campus (IC) land use designation of the Comprehensive Plan. The zones are for institutions such as medical centers and colleges that have been developed as campuses, and for other uses that are compatible with surrounding neighborhoods. The differences between the zones reflect the diversity and location of campus institutions. Allowed uses and development standards promote the desired character of each zone, and reflect the character and development intensity of surrounding neighborhoods. The CI1 and IR zones encourage development that is at a low to medium density residential scale, while the CI2 zone encourages development that is at a more intense, urban scale. The development standards allow flexibility for development and provide guidance to property owners, developers, and neighbors about the limits of what is allowed.

33.150.020 List of the Campus Institutional Zones

The full and short names of the campus institutional zones and their map symbols are listed below. When this Title refers to the campus institutional zones, it is referring to the three zones listed here. When this Title refers to the CI zones, it is referring only to CI1 and CI2.

Full Name	Short Name/Map Symbol
Campus Institutional 1	CI1
Campus Institutional 2	CI2
Institutional Residential	IR

33.150.030 Characteristics of the Zones

A. Campus Institutional 1 zone. The Campus Institutional 1 (CI1) zone is intended for large colleges and medical centers located in or near low and medium density residential neighborhoods. Retail Sales and Service and other uses that serve or support the campus and neighborhood are allowed. Development is intended to be internally focused and compatible with the scale of the surrounding neighborhood. Setback and open space requirements create a buffer between the institution and the surrounding community.

B. Campus Institutional 2 zone. The Campus Institutional 2 (CI2) zone is intended for large medical centers, colleges and universities located in or near a Regional, Town or Neighborhood Center, or along a civic or neighborhood corridor that is served by frequent transit service. Development is intended to be pedestrian-oriented and at a scale that encourages urban-scale medical and educational facilities, while also ensuring compatibility with nearby mixed-use commercial and residential areas. Retail Sales and Service and Office uses are allowed to support the medical or college campus, and to provide services to the surrounding neighborhoods.

C. IR zone. The IR zone is a multi-use zone that provides for the establishment and growth of large institutional campuses as well as higher density residential development. The IR zone recognizes the valuable role of institutional uses in the community. However, these institutions are generally in residential areas where the level of public services is scaled to a less intense level of development. Institutional uses are often of a significantly different scale and character than the areas in which they are located. Intensity and density are regulated by the maximum number of dwelling units per acre and the maximum size of buildings permitted. Some commercial and light industrial uses are allowed, along with major event entertainment facilities and other uses associated with institutions.

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33.150.040 Other Zoning Regulations

A number of the campuses subject to the proposed rezoning are also subject to a variety of overlay zones including but not limited to the "d" design overlay "c" and "p" environmental overlays and the "g" greenway overlay. Some institutions fall within geographically specific "plan districts". Additional regulations and entitlements from these overlay zones and plan districts will apply to development within the new campus zones as will specific use and development type regulations included in the zoning code 200's chapter.

33.150.050 Where This Chapter Does Not Apply

Institutions may retain their existing Conditional Use Master Plans and Impact Mitigation Plans until their expiration or through December 31, 2020 whichever comes first. This is roughly five years from the City's Comprehensive Plan adoption and the application of the campus zones. During this transition period institutions may continue to develop according to the entitlements and obligations of their approved plans.

33.150.060 Neighborhood Contact and Outreach

The neighborhood communications section ensures institutions coordinate with the surrounding neighborhood. The proposed neighborhood communications section has three components:

1) an annual meeting,
2) an early notification of any land use reviews the institution will apply for, and
3) an opportunity for the neighborhood association to meet with the institution prior to them submitting an application for a building permit resulting in 10,000 square or more in floor area.

During the course of the project's concept development and later in the review of discussion draft language, interest was expressed by a number of neighborhood or community based interests in including requirements for both "Good Neighbor Agreements" and for "Community Benefits agreements" as a component of the base zone.

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Residential development allowed includes all structure types. Mixed use projects including both residential development and institutions are allowed as well as single use projects that are entirely residential or institutional. IR zones will be located near one or more streets that are designated as District Collector streets, Transit Access Streets, or streets of higher classification The IR zone will be applied only when it is accompanied by the "d" Design Review overlay zone.

33.150.040 Other Zoning Regulations

The regulations in this chapter state the allowed uses and the development standards for the base zones. Sites with overlay zones, plan districts, or designated historical landmarks are subject to additional regulations. The Official Zoning Maps indicate which sites are subject to the additional regulations. Specific uses or development types may also be subject to regulations in the 200s series of chapters.

33.150.050 Where This Chapter Does Not Apply

The regulations in this chapter do not apply to sites with a College or Medical Center use that are continuing to develop under an approved conditional use, conditional use master plan, or impact mitigation plan as allowed by 33.700.110.B.2.b. and 33.700.110.B.4. According to 33.700.110.B.2.b. and 33.700.100.B.4., Colleges and Medical Centers in the CI1 and CI2 zones that were approved conditional uses under prior regulations can continue to develop under the approved conditional use master plan or impact mitigation plan, and the base zone regulations that were in effect at the time the conditional use application was deemed complete, until the conditional use, conditional use masterplan, or impact mitigation plan expires, or December 31, 2020, whichever comes first. In this case, the regulations of this chapter do not apply to development on the site.

33.150.050 Neighborhood Contact and Outreach

A. Purpose. The requirements of this section promote ongoing communication between campus institutions and their surrounding communities. By regularly updating the community on campus operations and development proposals, all involved have the opportunity to discuss and resolve potential impacts or conflicts before the proposal has progressed to a quasi-judicial or permit review process. While the comments from the community are not binding, a collaborative approach is encouraged.

B. Where these regulations apply. The regulations in this section apply to Colleges and Medical Centers in the campus institutional zones.

C. Neighborhood contact. Neighborhood contact is required as follows:

1. When development on a site will require a land use review, the applicant must notify the neighborhood association and business association for the area at least 30 days before submitting the land use review application to the City. Notification must be by certified mail and the notice must provide information on the proposed development, types of activities, size, and location on the site. A copy of the notification and mailing list must be submitted with the land use review application.

2. Building permits, not otherwise subject to a land use review, that increase gross floor area by 10,000 square feet or more are subject to the neighborhood contact requirement as specified in Section 33.700.025, Neighborhood Contact. All of the steps in 33.700.025 must be completed before a building permit is requested.

D. Annual meeting. Colleges and Medical Centers must conduct at least one community meeting per year:

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33.150.100 B.1 Retail Sales And Services in the CI1 zone:

Up to 10,000 square feet of primary sales and service use may be permitted through a conditional use review on CI1 campuses. Specific conditional use approval criteria for retail sales and service uses within the CI1 zone are being added to Code section 33.815 Conditional Uses including criteria requiring demonstration that the proposed retail use will:

- be compatible with the adjacent residential neighborhood in building scale and size;
- not create significant adverse impact on surrounding residential uses from noise, lights or odors; and
- is served by a transportation system capable of supporting the proposed use.

The limited square foot allowances for primary retail sales help insure that the primary market area will be the surrounding neighborhood and not generate additional traffic to the neighborhood.

Accessory retail activity such as student bookstores and cafeterias are not subject to this square footage limitation.

Office uses are not given this same consideration. The rationale is that the retail uses will provide a neighborhood amenity while office uses would not provide the same neighborhood benefit.

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1. The meeting must provide the following information:
   a. The status of and any updates to the College's or Medical Center's Transportation Demand Management Plan, Transportation Impact Analysis, and related mitigation measures;
   b. Development that is anticipated to take place on the site during the next 12 months;
   c. Potential impacts of other on-site activities that could affect the surrounding neighborhood; and
   d. Updated contact information for the College or Medical Center ;
2. The College or Medical Center must send notice of the meeting to the neighborhood association and business association for the area at least 30 days before the meeting. Notice must be by registered or certified mail, and must include the following:
   a. The purpose of the meeting;
   b. Information on how to contact the institution regarding details about this meeting;
   c. The date, time, and location of the meeting.
3. A copy of the notification and mailing list must be retained by the College or Medical Center for at least 5 years and must be available for inspection by City staff upon request.

Use Regulations

33.150.100 Primary Uses

A. Allowed uses. Uses allowed in the campus institutional zones are listed in Table 150-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed development will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters.

B Limited uses. Uses allowed that are subject to limitations are listed in Table 150-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 150-1.

1. Retail Sales And Service uses in the CI1 zone. This regulation applies to all parts of Table 150-1 that have note [1]. Up to 10,000 square feet of Retail Sales And Service use per site may be allowed as a conditional use in the CI1 zone.

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Commentary

33.150.100 B.2 Manufacturing And Production and Industrial Services in the CI1 and CI2 zones:

Accommodation is made for Manufacturing And Production and Industrial Service uses in both the CI1 and CI2 zones to support campus institutions as centers of innovation and workforce development. Business incubators that may be affiliated with, but not strictly accessory to campus institutions are allowed as limited uses in both zones while additional Manufacturing And Production and/or Industrial Service Use may be permitted within the CI2 zone subject to conditional use approval.

33.150.100 B.5 Parks And Open Areas

Note that the limitations assigned to the proposed uses in this section apply only if they are not accessory to a campus use. For example a swimming pool built for students on a college campus is an accessory use and not subject to a conditional use as would be a pool built by Portland Parks and Rec.

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2. Manufacturing And Production and Industrial Service in the CI1 and CI2 zones. This regulation applies to all parts of Table 150-1 that have note [2]. In the CI 1 and CI2 zones, up to 10,000 square feet of Manufacturing And Production use and 10,000 square feet of Industrial Service use is allowed per site. More than 10,000 square feet of Manufacturing and Production use and 10,000 square feet of Industrial Service use may be allowed as a conditional use in the CI2 zone. More than 10,000 square feet of Manufacturing and Production and Industrial Service is prohibited in the CI1 zone.
3. Basic Utilities. These regulations apply to all parts of Table 150-1 that have note [3].
    a. Basic Utilities that serve a development site are accessory uses to the primary use being served on that site.
    b. Small Scale Energy Production that provides energy for on-site or off-site use are considered accessory to the primary use on the site. Installations that sell power they generate—at retail (net, metered) or wholesale—are included. However, they are only considered accessory if they generate energy primarily from biological materials or byproducts from the site itself, or conditions on the site itself. Not more than 10 tons per week of biological material or byproducts from other sites may be used to generate energy. Not more than 20 percent of the floor area on a site, exclusive of parking area may be devoted to small scale energy production. The requirements of Chapter 33.262, Off Site Impacts must be met.
    c. All other Basic Utilities are conditional uses.
4. Community Service. This regulation applies to all parts of Table 150-1 that have note [4]. Most Community Service uses are regulated by Chapter 33.815, Conditional Uses.
5. Parks And Open Areas. This regulation applies to all parts of Table 150-1 that have note [5]. Parks And Open Areas uses are allowed by right. However, certain accessory uses and facilities that are part of a Parks And Open Areas use require a conditional use review. These accessory uses and facilities that require a conditional use review are listed below.
    a. Swimming pools.
    b. Cemeteries, including mausoleums, chapels, and similar accessory structures associated with funerals or burial.
    c. Golf courses, including club houses, restaurants, and driving ranges.
    d. Boat ramps.
    e. Parking areas.
    f. Recreational fields for organized sports. Recreational fields used for organized sports are subject to the regulations of Chapter 33.279, Recreational Fields for Organized Sports.

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33.150.100 B.6.College Uses – Status of outdoor recreation fields
It is the intent of this code section, together with 33.700.110 2.b.(2) to continue operational requirements assigned to certain outdoor sports fields such as, but not limited to, soccer, football and baseball fields. These facilities, often host organized sporting events and may be lighted for evening activities, which can impact the adjoining residential neighborhoods. Limitations have been placed on these fields through conditional use master plans and impact mitigation plans that include hours of operation, frequency of events and requirements for event staffing. Restrictions and regulatory requirements will continue to apply to outdoor sports fields. Application to modify these restrictions or to develop a new outdoor sportsfield (above certain thresholds) will require a new conditional use application together with the attendant neighborhood notification and opportunity to participate in the review process.



Shown above is a four row 15 foot long (60 linear feet) bleacher unit with a 30 person capacity at 24" of bleacher width per spectator.

One of the thresholds included is a limit on spectator seating of 500 linear feet. This is greater than the 210 linear feet assigned to high schools under the assumption that more spectators will reside on campus and that the larger campus size allows for greater buffering from adjoining neighborhoods.

33.150.100 B.9. Group Living in the IR zone
33.150.100 B.10.Retail Sales And Services and Office uses in the IR zone
Use regulations for the existing IR zone have been relocated from their current location in Chapter 120 Multi-Dwelling Zones. No substantive changes are being made.

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6. Colleges. This regulation applies to all parts of Table 150-1 that have note [6]. Colleges are allowed by right. However, outdoor sports facilities that include more than 1,500 square feet of accessory building floor area, more than 500 linear feet of spectator seating, outdoor lighting, or voice amplification require a conditional use review.

7. Agriculture. This regulation applies to all parts of Table 150-1 that have note [7]. If the use and site do not meet the regulations of Chapter 33.237, Food Production and Distribution, Agriculture is prohibited.

8. Radio Frequency Transmission Facilities. This regulation applies to all parts of Table 150-1 that have an [8]. Some Radio Frequency Transmission Facilities are allowed by right. See Chapter 33.274.

9. Group Living in the IR Zone. This regulation applies to all parts of table 120-1 that have a note [9]. Group Living facilities in the IR zone are regulated as follows:

    a. Group Living facilities must be included in the mission statement of the campus's impact mitigation plan;

    b. The impact mitigation plan's implemented mitigation measures must accommodate the impacts the Group Living facility will create; and

    c. A facility located less than 150 feet from another residential zone must meet the standards for Group Living in that zone. Where two or more residential zones are within 150 feet of the Group Living development, the controlling regulations are those of the lower density zone.

10. Retail Sales And Services and Office uses in the IR zone. This regulation applies to all parts of Table 120-1 that have a note [10].

    a. Purpose. Retail Sales And Service uses are allowed as part of an institutional campus in recognition of the large size of such campuses and the needs of the people present for nearby goods and services. Office uses are allowed in recognition of the multifaceted nature of colleges and medical centers.

    b. Retail Sales and Service uses allowed as accessory activities. These uses are allowed by right when the use is identified as a permitted accessory use in the institution's approved impact mitigation plan or conditional use master plan; and

    c. Retail Sales and Service and Office uses are allowed on an institutional campus as primary uses when the following regulations are met:

        (1) The location is identified as a site for a primary retail, service or office use in the institution's approved impact mitigation plan;

        (2) The impact mitigation plan's mitigation measures for commercial use at the site are met; and

Commentary

33.150.100 B.11. Schools, Colleges and Medical Centers in the IR zone
Use regulations for the existing IR zone have been relocated from their current location in Chapter 120 Multi-Dwelling Zones. No substantive changes are being made.

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(3) Retail Sales and Services uses in combination with office uses which are not listed as primary or accessory uses in the mission statement of the impact mitigation plan are limited. These uses are limited to no more than 50,000 square feet of floor area or 10 percent of the campus floor area, whichever is less. When structured parking is provided 250 square feet of parking structure floor area is included in the area subject to this floor area limitation for each required parking space. Size exceptions are prohibited.

d. Institutional Office uses allowed as accessory activities. These uses are allowed by right when the use is identified as a permitted accessory use in the institution's approved impact mitigation plan or conditional use master plan; and

e. Institutional Office uses allowed as primary uses. Office uses related to the mission of the institution are allowed by right when all of the following are met:

(1) The amount of office space development is mitigated for at the level specified in the institution's approved impact mitigation plan;

(2) The office uses allowed are limited to the following:

- Institutional administrative, faculty, staff, student, and educational offices;
- Blood collection facilities;
- Medical office space and medical office buildings; and
- Medical, scientific, educational research and development facilities and laboratories.

(3) Limit the aggregate size of medical, scientific, educational research and development facilities and laboratories; non institution-owned medical office buildings; and major event entertainment facilities and their associated structured parking to 30 percent or less of the campus floor area. Exceptions to the 30 percent maximum are prohibited.

11. Schools, Colleges, and Medical Centers in the IR zone. This regulation applies to all parts of Table 120-1 that have a note [11].

a. Purpose. High Schools, Colleges, and Medical Centers located in IR Zones are limited to the large institutional campuses the IR Zone is intended to foster. The IR zone was created in recognition of the role such institutions play in meeting the needs of Portland's citizens.

b. Regulations for institutional campuses. High Schools, Colleges, Hospitals, and Medical Centers are allowed to develop as institutional campuses when they meet the following regulations.

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Religious Uses
Religious uses are designated as a conditional use in all three zones. Chapels and other places of worship related to the primary education or medical use are considered accessory uses.

High Schools
High schools are being designated as Institutional Campus on the Comprehensive Plan Map and are allowed within the IR zone.

33.150.120 Accessory Uses:
There are a wide range of accessory uses allowed on campuses including but not limited to group housing (dormitories) household living (for faculty and staff) and retail sales (cafeterias and bookstores). Current code offers some guidelines for distinguishing between primary and accessory uses including, but not limited to 33.910 Definitions and proposed section 33.150.110.

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(1) The institution is located or is to be located on a site that is at least 5 acres in total area. Exceptions to this minimum size requirement are prohibited.

(2) The institution has an approved impact mitigation plan or conditional use master plan.

(3) Schools and business schools are commercial uses and are not allowed in an IR zone through a conditional use.

c. Regulations for other institutions. Schools, Colleges, Hospitals, and Medical Centers are allowed as a conditional use only.

d. Regulations for recreational fields for organized sports. Recreational fields used for organized sports on a school, school site, or in a park, are subject to the regulations of Chapter 33.279, Recreational Fields for Organized Sports.

12. Daycare in the IR zone. This regulation applies to all parts of Table 120-1 that have a note [11]. Daycare facilities are allowed if included in the institution's approved impact mitigation plan or conditional use master plan.

C. Conditional uses. Uses that are allowed if approved through the conditional use review process are listed in Table 150-1 with a "CU". These uses are allowed provided they comply with the conditional use approval criteria for that use, the development standards, and other regulations of this Title. Uses listed with a "CU" that also have a footnote number in the table are subject to the regulations cited in the footnote. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The conditional use review process and approval criteria are stated in Chapter 33.815, Conditional Uses.

D. Prohibited uses. Uses listed in Table 150-1 with an "N" are prohibited. Existing uses in categories listed as prohibited may be subject to the regulations of Chapter 33.258, Nonconforming Uses and Development.

33.150.110 Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory use and all applicable development standards. In addition, Retail Sales and Service, Manufacturing and Production, and Industrial Service uses that are on a site with a College or a Medical Center in a CI1 or CI2 zone that have exterior access within 150 feet of a public right-of-way or have exterior signage are primary uses. Retail Sales and Service, Manufacturing and Production, and Industrial Service uses that have exterior access more than 150 from a public right-of-way and do not have exterior signage are accessory uses.

33.150.120 Nuisance-Related Impacts

A. Off-site impacts. All uses, including accessory uses, must comply with the standards of Chapter 33.262, Off-Site Impacts.

B. Other nuisances. Other nuisances are regulated by Title 29, Property and Maintenance Regulations

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Commentary

Table 150-1

As noted previously, there are three campus zones included in this new chapter:

- Campus Zone 1 (CI1) provides for college and related accessory uses with limited provision for additional neighborhood serving Retail Sales And Service Uses as a conditional use. Outdoor recreation facilities beyond certain thresholds are also conditional uses due to their potential impact on adjoining neighborhoods.

- Campus Zone 2 (CI2) is a more intensive zone allowing a wider range of primary commercial uses in addition to college and medical center uses. It is intended for hospitals and colleges located along commercial street frontages.

- Institutional Residential (IR) is an existing zone currently located within Zoning Code Multi-Dwelling Residential Chapter 120. Staff has made limited changes to this "legacy" zone which remains applicable to many of the city's high schools.

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Table 150-1 Campus Institutional Zone Primary Uses			
Use Categories	**CI1**	**CI2**	**IR**
Residential Categories			
Household Living	N	N	Y
Group Living	N	N	Y [9]
Commercial Categories			
Retail Sales And Service	CU [1]	Y	L/CU [10]
Office	N	Y	L/CU [10]
Quick Vehicle Servicing	N	N	N
Vehicle Repair	N	N	N
Commercial Parking	N	Y	N
Self-Service Storage	N	N	N
Commercial Outdoor Recreation	N	N	N
Major Event Entertainment	CU	CU	CU
Industrial Categories			
Manufacturing And Production	L [2]	L/CU [2]	N
Warehouse And Freight Movement	N	N	CU
Wholesale Sales	N	N	N
Industrial Service	L [2]	L/CU [2]	N
Railroad Yards	N	N	CU
Waste-Related	N	N	N
Institutional Categories			
Basic Utilities	L/CU [3]	L/CU [3]	L/CU [3]
Community Service	CU [4]	Y	CU [4]
Parks And Open Areas	L/CU [5]	L/CU [5]	L/CU [5]
Schools	N	N	L/CU [11]
Colleges	Y/CU [6]	Y/CU [6]	L/CU [11]
Medical Centers	Y	Y	L/CU [11]
Religious Institutions	CU	CU	CU
Daycare	Y	Y	L/CU [12]
Other Categories			
Agriculture	L [7]	L [7]	L [7]
Aviation And Surface Passenger Terminals	N	N	N
Detention Facilities	N	N	N
Mining	N	N	N
Radio Frequency Transmission Facilities	L/CU [8]	L/CU [8]	L/CU [8]
Rail Lines And Utility Corridors	CU	CU	CU

Y = Yes, Allowed
L = Allowed, But Special Limitations
CU = Conditional Use Review Required
N = No, Prohibited

Notes:

- The use categories are described in Chapter 33.920.
- Regulations that correspond to the bracketed numbers [ ] are stated in 33.150.100.B.
- Specific uses and developments may also be subject to regulations in the 200s series of chapters.

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33.150.200 Lot Size

This will be treated the same as commercial zones in all campus zones. An amendment to 33.613 is required to add reference to CI zones.

33.150.205 Floor Area Ratio

A maximum 3:1 Floor Area Ratio assigned to the CI-1 Urban Campus Zone combined with the available building heights allows for significant development potential on all of the urban campuses. The 0.5:1 FAR allowed for CI-2 residential campus zones is a reduction from existing development allowed in the IR zone but still results in significant development potential beyond what is currently built on these residential campuses. Together the proposed zones will meet the City's Goal 9 obligation to provide for additional dispersed campus institutional development capacity.

33.150.210 Height

The 75 foot CI1 zone maximum height limit is equivalent to the existing IR zone standard. This accommodates prevalent educational campus design as described in the Bookin Group LLC and THA Architects authored white paper *"Determinants of College/University Campus Development Patterns"* prepared initially for the Economic Development Policy Expert Group and subsequently presented as background to the Campus Institutional Zoning Update Project .

A CI2 maximum height limit of 150 feet will accommodate modern nursing care facilities as demonstrated by the new Providence Cancer Center and Randall Children's Hospital towers and as further described in the Bookin Group/ THA Architects white paper *"Determinants of Medical Center Development Patterns"* also presented to the Project Advisory Group as background material.

Setbacks and height at campus perimeter

In both the CI1 and CI2 zones, a reduced initial height limit at the perimeter of the campus is intended to match the allowed height of the adjoining zone. Subsequent maximum height limits are established back and away from the campus perimeter where greater height will not "encroach" on adjoining structures or yards.

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Development Standards

33.150.200 Lot Size

There is no required minimum lot size for development of land or for the creation of new lots in campus institution zones. Creation of new lots is subject to the regulations of Chapter 33.613, Lots in Commercial and Campus Institutional Zones.

33.150.205 Floor Area Ratio

A. Purpose. Floor area ratios (FARs) regulate the amount of use (the intensity) allowed on a site. FARs provide a means to match the potential amount of uses with the desired character of the area and the provision of public services. FARs also work with the height, setback, and building coverage standards to control the overall bulk of development.

B. FAR standard. The floor area ratios are stated in Table 150-2 and apply to all development.

33.150.210 Height

A. Purpose. Maximum height limits work with other development standards to control the overall scale of buildings. The height limits in the CI zones allow for urban scale development that generally reflects the intent of each zone. Height limits adjacent to residential and mixed use areas preserve light, air, and the potential for privacy in the adjacent zones, and discourage buildings that visually dominate adjacent development.

B. Maximum height. The maximum height standards for all structures are stated in Table 150-2, or are shown on Maps 150-1 through 150-4. Maximum height is reduced adjacent to certain zones as described in Subsection C. The maximum heights shown on Maps 150-1 through 150-4 supersede the maximum height standards in Table 150-2 and Subsection C. Exceptions to all the maximum height standards are stated in Subsection E.

C. Reduced maximum height. Maximum height is reduced adjacent to certain zones.

1. In the CI1 zone, maximum height is reduced as follows.

   a. On the portion of the site within 60 feet of a lot line abutting or across the street from a site zoned OS or RF through R2.5, the maximum height is 30 feet. See Figure 150-1.

   b. On the portion of the site within 40 feet of a lot line abutting or across the street from a site zoned R3 through RX or commercial/mixed use zones the maximum height is 45 feet. See Figure 150-2.

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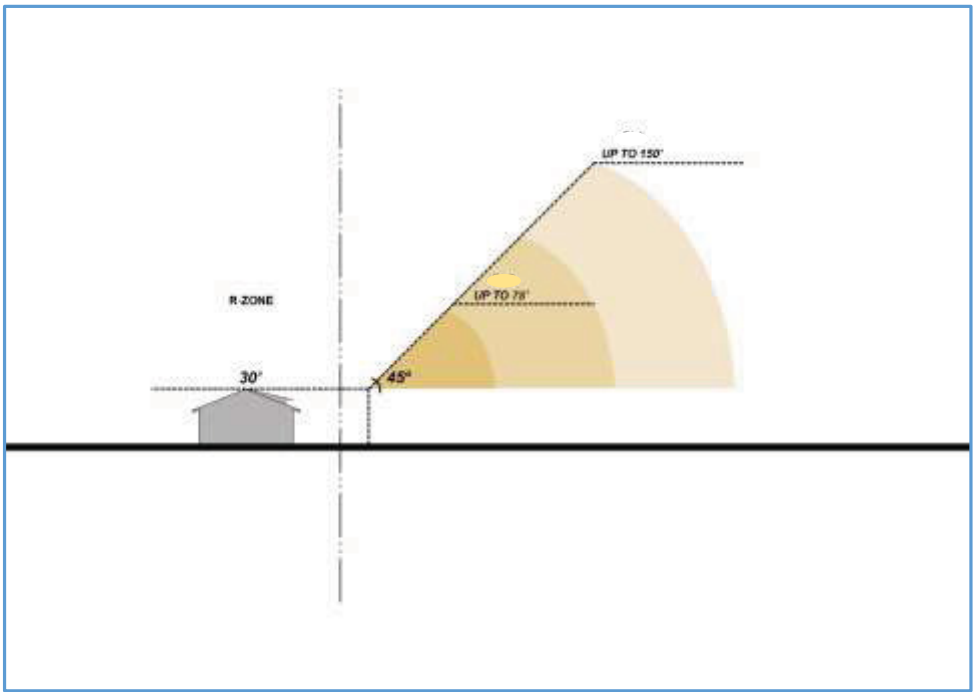
33.150.210.c Reduced maximum height

Together with building setback requirements, building height limits are intended to match building heights at the perimeter of campuses to the context of the neighborhood and locate taller buildings towards the interior of campuses.

A thirty-foot initial height limit is proposed for both CI1 and CI2 zoned property where it abuts, or is across the street from open space or single dwelling zones. This is consistent with the thirty-foot height limit now applicable in the RF through R5 single dwelling zones.

A forty-five (45)-foot initial height limit is proposed for CI1 and CI2 zones property where it abuts, or is across the street from multi-dwelling or mixed use commercial zones. This height is compatible with the R1-R3 multi-dwelling zone height limits which range from 35 to 45 feet in height and the proposed 35-65 foot height limits of the CM1-CM3 mixed use zones.

These initial height limits increase away from the campus perimeter where additional building height and mass will not have as great an impact on adjoining properties.



Generally, initial building height matches allowed height in adjacent zones and increases towards the interior of a campus.

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2. CI2 zone.

   a. Maximum height is reduced on sites in the CI2 zone that abut or are across the street from a site zoned OS, or RF through R2.5 as follows:

      (1) On the portion of the site within 60 feet of a lot line abutting or across the street from a site zoned OS, or RF through R2.5, the maximum height is 30 feet. See Figure 150-1.

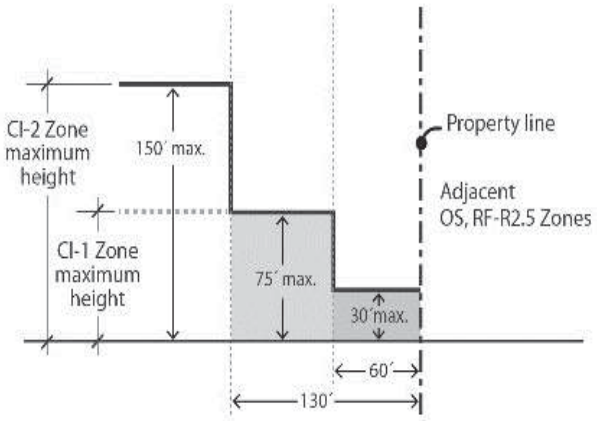
      (2) On the portion of the site that is more than 60 feet but within 130 feet of a lot line abutting or across the street from a site zoned OS, or RF through R2.5, the maximum height is 75 feet. See Figure 150-1.

   b. Maximum height is reduced on sites in the CI2 zone that abut or are across the street from a site zoned R3 through RX, or commercial/mixed use zones as follows:

      (1) On the portion of the site within 40 feet of a lot line abutting or across the street from a site zoned R2 through RX, or commercial/mixed use zones, the maximum height is 45 feet. See Figure 150-2.

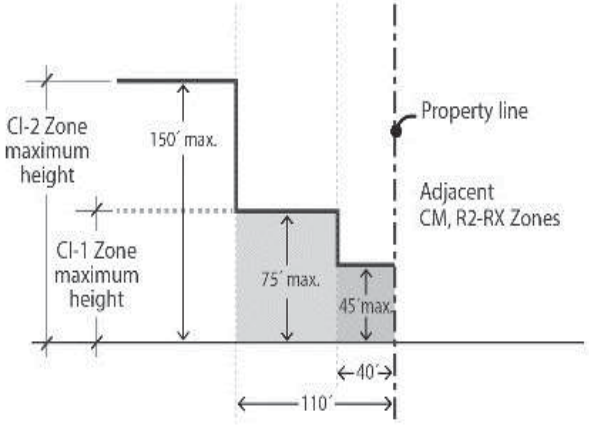
      (2) On the portion of the site more than 40 feet but within 110 feet of a lot line abutting or across the street from a site zoned R2 through RX, or commercial/mixed use zones, the maximum height is 75 feet. See Figure 150-2.

Figure 150-1



1. See Section 33.150.215 Setbacks for required building setback.

Figure 150-2



1. See Section 33.150.215 Setbacks for required building setback.

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33.150.210 D. Maximum height in the IR Zone.
This is existing text applicable in the IR zone. It is retained here although there are currently no IR zoned properties subject to the 4 to 1 FAR and 100 foot height limit except for Adventist Hospital where such entitlements are a function of the Gateway Plan District.

33.150.210 E. Exceptions
This is existing text applicable in various zones where height restrictions are described.

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D. Maximum height in the IR Zone. In the IR zone, the maximum height is 75 feet, except on sites within 1,000 feet of a transit station that have an FAR of 4 to 1, where the maximum height is 100 feet.

E. Exceptions

1. Chimneys, flag poles, satellite receiving dishes, and other items similar with a width, depth, or diameter of 5 feet or less may extend 10 feet above the height limit, or 5 feet above the highest point of the roof, whichever is greater. If they are greater than 5 feet in width, depth, or diameter, they are subject to the height limit.
2. All rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical equipment may extend up to 16 feet above the height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit.
3. Antennas, utility power poles, and public safety facilities are exempt from the height limit.
4. Small wind turbines are subject to the standards of Chapter 33.299. Roof mounted solar panels are not included in height calculations, any may exceed the maximum height limit if the following are met:
   a. For flat roofs or the horizontal portion of mansard roofs, they may extend up to 5 feet above the top of the highest point of the roof.
   b. For pitched, hipped, or gambrel roofs, they must be mounted no more than 12 inches from the surface of the roof at any point, and may not extend above the ridgeline of the roof. The 12 inches is measured from the upper side of the solar panel.
5. Towers and spires with a footprint of 200 square feet or less may exceed the height limit, but still must comply with the setback standard.

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Development Standards, Generally

Development standards assigned to the CI2 zone have been modelled on mixed use zone standards and are designed to achieve a commercial development environment. The lower scale CI1 zone standards are largely derived from the existing IR zone and table 110-5 Institutional Development Standards within single family zones to produce development that is compatible with adjoining residential neighborhoods. Some specific comparisons are outlined below:

FAR: CI1 zone-0.5:1 FAR = table 110-5 Institutional development in single dwelling zones standard
CI2 zone-3:1 FAR = CM3 zone standard

Max Height CI1 zone-75' allowed height is the same as currently allowed in the IR zone
CI2 zone-150' allowed height proposed to accommodate modern nursing tower design.

Building Coverage CI1 zone-50% max coverage= table 110-5 allowance
CI2 zone-85% max coverage = CM1 and CM2 and CM3 zone allowances

Max building length CI1 zone-110 ft. maximum length is same as Mixed Use Zones
CI2 zone – 110 ft. maximum length is same as Mixed Use Zones

Min Landscape CI1 zone-25% = Table 110-5 Institutional Development. Standards in Single Dwelling Residential Zones
CI2 zone-15% = CM1, CM2 and CM3 zone allowances

Landscape abutting residential zone property lines
CI1 zone 10 feet@ L3 = Table 120-5 Institutional Development Standards in Multi-dwelling zone
CI2 zone 5 feet @ L3 = commercial/mixed use zone standard

Landscape across ROW from residential zone
CI1 zone 10 feet@ L1 = Table 120-5 Institutional Development Standards in Multi-dwelling zone
CI2 zone 5 feet @ L1 = commercial/mixed use zone standard

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Table 150-2
Summary of Development Standards in Campus Institutional Zones

Standard	CI1	CI2	IR
Maximum FAR [1] (see 33.150.205)	0.5 to 1	3 to 1	2 to 1
Maximum Height (see 33.150.210)	75 ft. [2].	150 ft. [2]	75/100 ft.
Minimum Building Setbacks [1] (see 33.150.215)			
-Lot line abutting or across the street from an OS, RF-R2.5 zoned lot	15 ft.	10 ft.	1 ft. for every 2 ft. of building height but not less than 10 ft.
-Lot line abutting or across the street from an R2-RX,IR zoned lot	10 ft.	10 ft.	
-Lot line abutting or across the street from a C,CI,E, or I zoned lot	0 ft.	0 ft.	
Maximum Building Setbacks Street Lot Line, Transit Street or Pedestrian District (See 33.150.215)	None	10 ft.	10 ft.
Maximum Building Coverage [1] (see 33.150.225)	50% of site area	85% of site area	70% of site area
Maximum Building Length [1] (see 33.150.235)	100 ft.	None	None
Minimum Landscaped Area (see 33.150.240)	25% of site area	15% of site area	20% of site area
Landscaping Abutting an R zoned lot (see 33.150.240.C)	10 ft. @ L3	5 ft. @ L3	10 ft. @L3
Landscaping across the street from an R zoned lot (see 33.150.240.C)	10 ft. @ L1	5 ft. @ L1	10 ft. @L1
Building Facade Articulation [1] (see 33.150.255)	No	Yes	No
Ground Floor Window Standards [1] (see 33.150.250)	No	Yes	Yes
Transit Street Main Entrance [1] (See 33.150.265)	No	Yes	No

Notes:
[1] For Colleges and Medical Centers, the entire CI zone is treated as one site regardless of ownership. In this case, FAR is calculated based on the total square footage of the parcels within the zone rather than for each individual parcel, and setbacks, building length, façade articulation, ground floor windows and transit street main entrance regulations are measured from, or only apply to, the perimeter of the zone.
[2] Heights reduced on sites that are across the street from, or adjacent to, certain zones. See 33.150.210.C.

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Commentary

33.150.215 Setbacks

Minimum and maximum setback requirements are included in the campus institutional zones. There is also a map series in this section that establishes specific height and setback standards for four campuses where specific adjustments or other development standard design features were included in the applicable conditional use master plan or impact mitigation plan. These maps will allow these institutions to continue to develop according to these fundamental design parameters approved through these earlier review procedures.

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33.150.215 Setbacks

A. Purpose. The required building setbacks promote streetscapes that are consistent with the desired character of the campus institutional zones, and reflect the diversity of neighborhoods within which the campus institutional zones are located. In instances where a campus institutional zone abuts a residential zone, the required setbacks centers complement the residential character of surrounding neighborhood and result in development that will maintain light, air, and the potential for privacy for adjacent residential zones. In instances where a campus institutional zone abuts a mixed-use zone, pedestrian district and/or transit street, the setback requirements promote buildings and activity that are inviting to pedestrians, and contribute to an active pedestrian environment.

B. Minimum building setbacks. The minimum building setback standards apply to all buildings and structures on the site. Minimum required building setbacks are stated in Table 150-2, or are shown on Maps 150-1 through 150-4. Minimum building setbacks shown on Maps 105-1 through 150-4 supersede Table 150-2. Exceptions to the minimum building setback standards are stated below:

1. Minor projections allowed. Minor features of a building, such as eaves, chimneys, fire escapes, water collection cisterns and planters, bay windows, uncovered stairways, wheelchair ramps, and uncovered decks or balconies, may project into a required building setback up to 20 percent of the depth of the setback. However, they may not be within 3 feet of a lot line. Bays and bay windows extending into the setback also must meet the following requirements:

    a. Each bay and bay window may be up to 12 feet long, but the total area of all bays and bay windows on a building façade cannot be more than 30 percent of the area of the façade;

    b. At least 30 percent of the area of the bay which faces the property line requiring the setback must be glazing or glass block;

    c. Bays and bay windows must cantilever beyond the foundation of the building; and

    d. The bay may not include any doors.

2. Full projection allowed. In addition to Paragraph 1 above, the following features are allowed to fully project into required building setbacks:

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Commentary

Mixed Use Zone Coordination

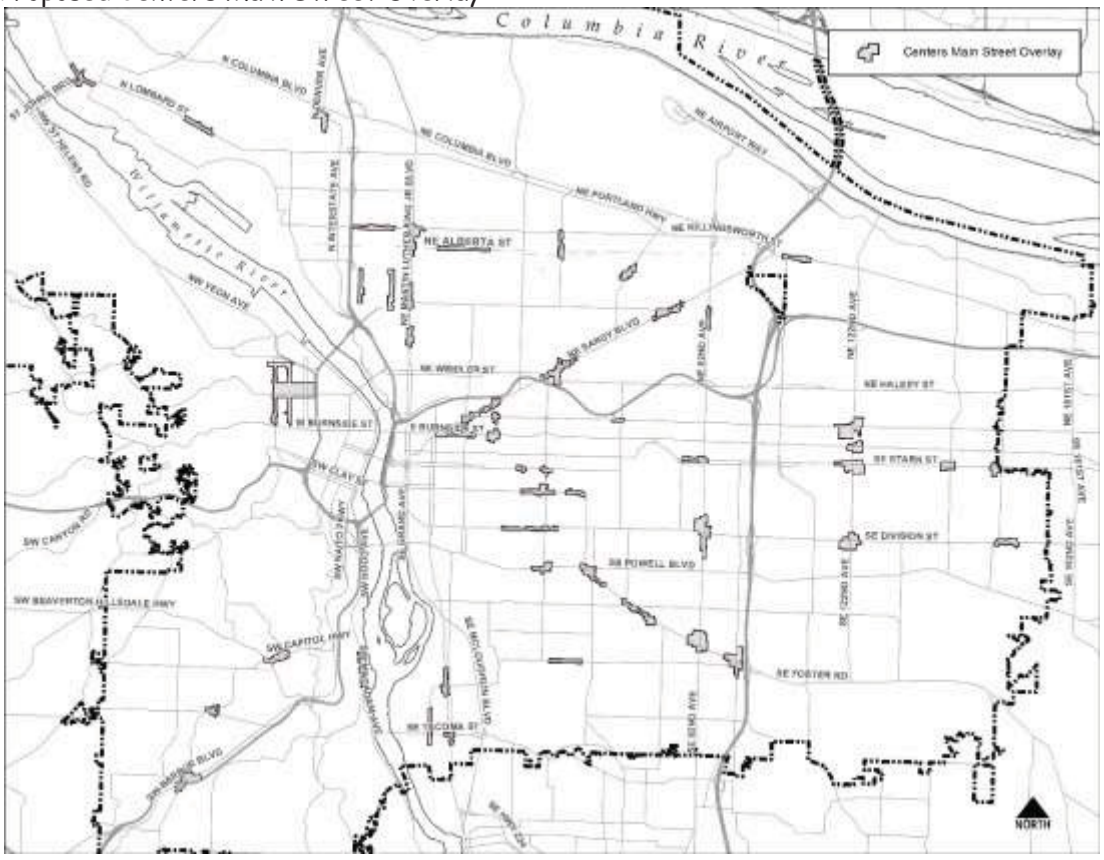
The development standards in the CI2 Campus Institution Zone are the same as the Mixed Use Commercial Zones Discussion Draft to promote an active, pedestrian-friendly environment along the city's commercial corridors and centers. The intention is that development within CI2 zones should be as supportive of these objectives as development within the mixed use zones themselves. Some standards have been modified in recognition of the relatively large site sizes available to campus institutions.

33.150.215 C. Maximum building setbacks in the CI2 Zone.
33.150.250 Ground Floor Windows in the CI2 Zone
33.150.255 Building Façade Articulation in the CI2 Zone,
33.150.265 Transit Street Main Entrance

Centers Overlay Zone

Two institutional campuses; PCC Cascade and PCC SE, will also be subject to a new "Centers Overlay zone", presented in more detail as part of the Mixed Use Zone Project, requiring enhanced design standards and vehicular access limitations.

Proposed Centers Main Street Overlay



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a. Canopies, marquees, awnings, and similar features may fully extend into a street setback;

b. Uncovered stairways and wheelchair ramps that lead to one entrance on the street-facing façade of a building may fully extend into a street setback;

c. Uncovered decks and stairways that are no more than 2-1/2 feet above the ground may fully extend into a required building setback; and

d. On lots that slope down from the street, vehicular and pedestrian entry bridges that are no more than 2-1/2 feet above the average sidewalk elevation may fully extend into a required building setback.

3. Projections not allowed. Attached mechanical structures such as heat pumps, air conditioners, emergency generators, and water pumps are allowed in a street setback but not a required setback from an abutting residential zone.

C. Maximum building setbacks in the CI2 zone. Except as stated in Subsection C.3, the maximum building setback standards are stated below.

1. Maximum setback standards. Unless otherwise specified, the maximum a building can be set back from a transit street or street lot line within a pedestrian district is 10 feet. At least 50 percent of the length of the ground level street-facing façade of the building must meet the maximum setback standard.

2. Applying the standard.

a. Where an existing building is being altered, the standards apply to the ground level, street-facing façade of the entire building. See Figures 150-3 and 150-4.

b. Where there is more than one building on the site, the standards of this paragraph apply to the combined ground level, street-facing facades of all of the buildings. See Figures 150-5 and 150-6.

c. For buildings where all of the floor area is in residential use, the street-facing façade of an open porch that meets the following standards is included as part of the ground level, street-facing façade of the building:

(1) For houses, attached houses and duplexes, the porch must be at least 25 square feet in area. For multi-dwelling structures, the porch must be at least 9 feet wide and 7 feet deep;

(2) The porch must have at least one entrance facing the street; and

(3) The porch must have a roof that is:

- No more than 12 feet above the floor of the porch; and
- At least 30 percent solid. This standard may be met by having 30 percent of the porch area covered with a solid roof, or by having the entire area covered with a trellis or other open material if no more than 70 percent of the area of the material is open.

d. If the site has street lot lines on three or more streets, the maximum setback standard only applies to two of the streets. When this occurs, the standard must be applied to the streets with the highest transit street classifications. If multiple

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streets have the same highest transit street classification, the applicant may choose which streets to apply the standard.

3. Exception. The maximum building setbacks do not apply to primary structures under 500 square feet in floor area, or to detached accessory structures. The street-facing facades of detached accessory structures do not count towards meeting maximum setback standards. See Figure 150-6.

D. Improvements within maximum building setbacks. At least 50 percent of the setback area between the street lot line and the portion of the building that complies with the maximum building setback must be hard surfaced for use by pedestrians. Residential buildings are exempt from this standard.

Figure 150-3
Alteration to Existing Building in Conformance with Maximum Setback Standard

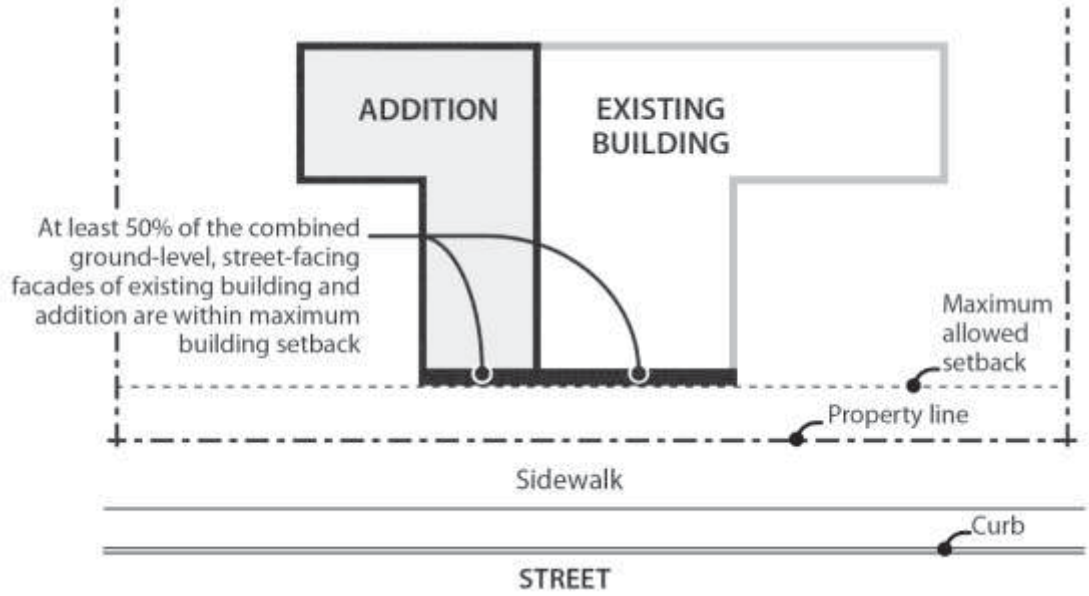

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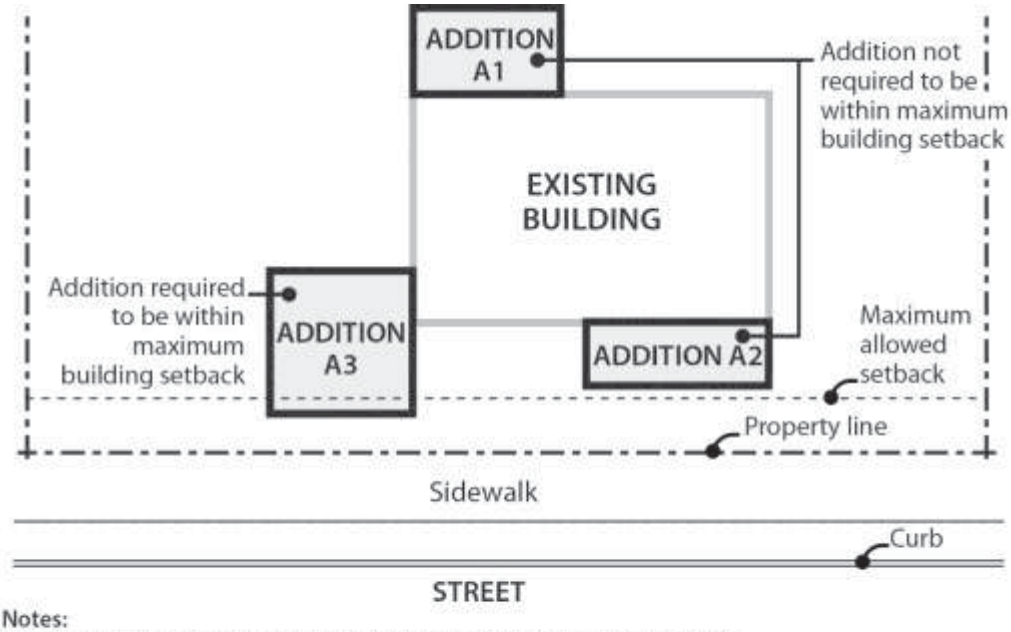
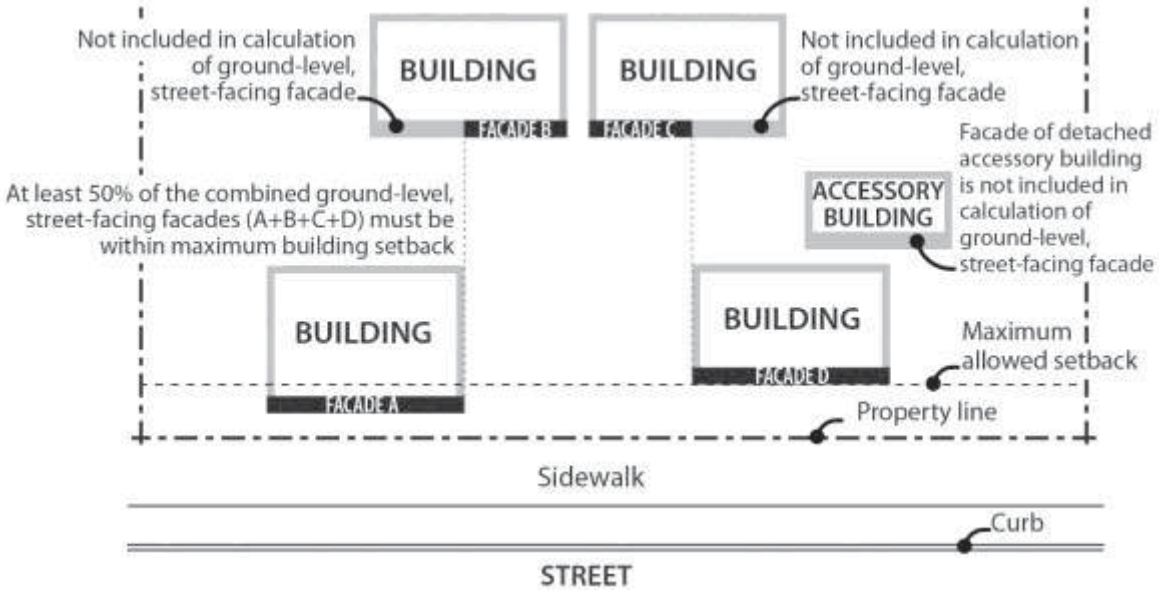
Figure 150-4
Alterations to Existing Building



Notes:
Addition A1. Not subject to maximum setback standard because addition has no street-facing facade.
Addition A2. Brings building closer to conformance with maximum setback standard because it does not increase the length of the street-facing facade, and it brings building closer to maximum building setback line.
Addition A3. Because addition increases length of street facing facade, 100% of addition facade must be within maximum setback until maximum setback standard for entire building is met.

Figure 130-5
Calculating Maximum Building Setback When More Than One Building On Site



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Commentary

33.150.220 Building Coverage

The standard considers the entire campus as one site, similar to the treatment of institutions in multi-dwelling zones.

33.150.235 Building Length in the CI1 Zone

The maximum building length standard applicable in the CI1 zone is intended to match building massing at the perimeter of campuses with surrounding residential areas. It is similar to standards applied in multi-dwelling zones.

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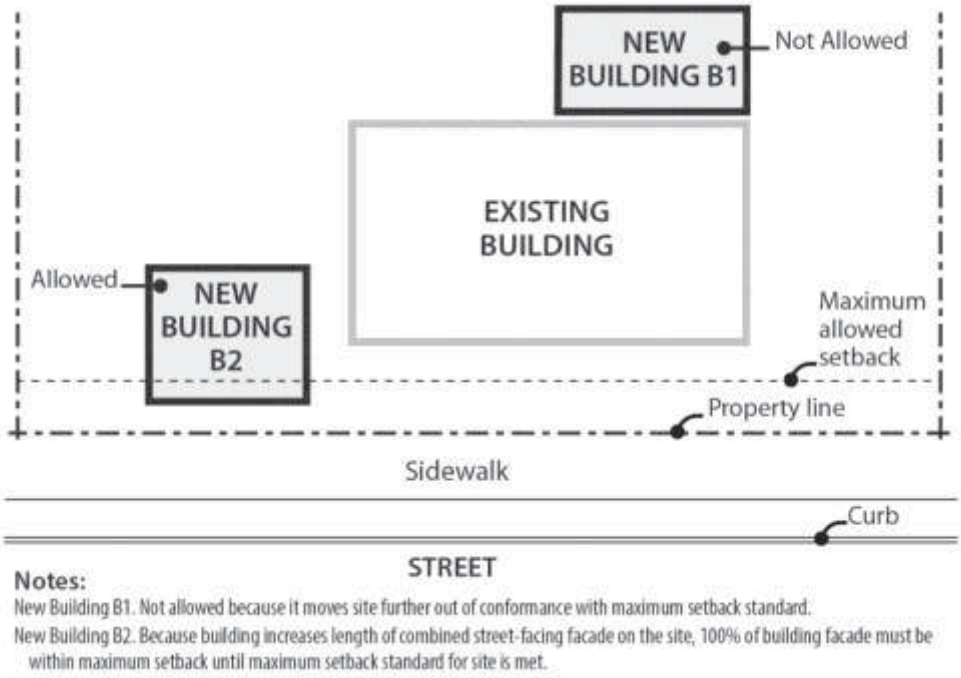
Figure 150-6
New Buildings on Sites with Buildings That Do Not Meet the Maximum Building Setback



33.150.220 Building Coverage

A. Purpose. The building coverage standards limit the footprint of buildings and work with the FAR, height, and setback standards to control the overall scale of development. The standards promote development consistent with the desired character of the zone. In the CI1 zone, the standard promotes open spaces, both formal and informal, together with buildings at a scale that are compatible with surrounding single family residential development. In the CI2 zone the standards allow for buildings that represent an urban level of development and are consistent with adjacent mixed use zones.

B Building coverage standards. The maximum building coverage covered structures are stated in Table 150-2

33.150.235 Building Length in the CI1 Zone

A. Purpose. The maximum building length standard, along with the height and setback standard, limits the amount of bulk that can be placed close to the street. The standard assures that long building walls close to streets will be broken up into separate buildings. This will provide a feeling of transition from lower density development and help create the desired character of development in these zones.

B. Maximum building length. In the CI1 Zone, the maximum building length for the portion of buildings located within 30 feet of a street lot line is 110 feet. The portions of buildings subject to this standard must be separated by a minimum of 20 feet when located on the same site.

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33.150.250 Ground Floor Windows in the CI2 Zone.
The campus institution zone standard requiring 40 percent of the ground level wall area of street-facing facades that are 20 feet or closer to rights of way is consistent with requirements and exceptions proposed in the Mixed Use Zones Discussion Draft. Such requirements are generally seen to promote an engaging pedestrian environment by increasing visibility and activity at the sidewalk level. Exceptions for public art and vegetated green walls provide options for institutional activity that may be incompatible with such window standards.

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33.150.240 Landscaped Areas

A. Purpose. Landscaping is attractive and it helps to soften the effects of built and paved areas. Landscaping also helps cool the air temperature, intercept rainfall and reduce stormwater runoff by providing non-paved permeable surface. Landscaping is required for all campus institutional zoned lands that abut or are across a street from residential zoned lands to provide buffering and promote the livability of the residential lands.

B. Minimum landscaped area. The required amount of landscaped areas is stated in Table 150-2. Required landscaped areas must be at ground level and comply with at least the L1 standard as stated in Chapter 33.248, Landscaping and Screening. However, up to one-third of the required landscaped area may be improved for active or passive recreational use, or for use by pedestrians. Examples include walkways, play areas, plazas, picnic areas, and unenclosed recreational facilities. Any required landscaping, such as for required setbacks or parking lots, applies towards the landscaped area standard.

C. Landscaping required in minimum building setbacks. Landscaping is required in minimum building setbacks from lot lines abutting or across the street from a residential zoned lot. The depth and type of required landscaping are stated in Table 150-2.

33.150.245 Trees

Requirements for street trees and for on-site tree preservation, protection, and overall tree density are specified in Title 11. See Chapter 11.50, Trees in Development Situations.

33.150.250 Ground Floor Windows in the CI2 Zone.

A. Purpose. In the CI2 Zone, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of active street level uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

B. Ground floor window standards.

1. General standard. The following ground floor window standards apply in the CI2 Zone. Houses, attached houses, manufactured homes, and duplexes are exempt.

    a. Windows must cover at least 40 percent of the ground level wall area of street-facing facades that are 20 feet or closer to a street lot line or publicly-accessible plaza. For the purposes of this standard, ground level wall areas include all exterior wall areas from 2 feet to 10 feet above the finished grade.

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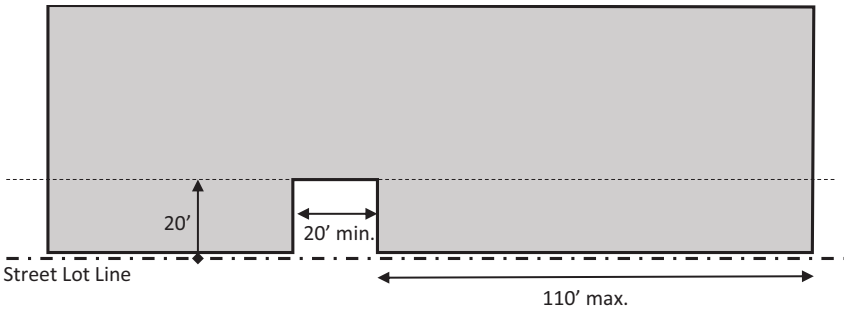
33.150.255 Building Length and Façade Articulation in the CI2 Zone

Campus Institution Zone standards establishing a maximum building length for that portion of a building located within 20 feet of a street lot line at 110 feet is consistent with that being proposed for commercial structures in the Mixed Use Zones Discussion Draft. Façade articulation standards require large building wall planes to be divided into smaller components. This is in response to community concerns expressed about large building masses and their negative impact on the adjacent streetscape and desire for increased architectural interest.

Maximum building length. This requirement is derived from a standard that applies in some of the multi-dwelling zones. The maximum building length standard of 110 feet relates to common development patterns in many commercial areas (commercial lots with 100 feet of frontage are common in many main street areas), but is intended to provide flexibility for building divisions to occur in locations other than just the middle of 200-foot wide block frontages. This limitation only applies within 20 feet of a street lot line, so that building volumes may be attached beyond this distance. This standard requires that the resulting building volumes, when located on the same site, be separated by a minimum of 20 feet in order to create a clear break in the building massing and to provide a usable space between them.

Maximum building length standard in CI2Zone



Ord. 188177, Vol. 2.5, page 15497

b. If the lot has more than one street frontage, then the ground floor window standard in Subparagraph B.1.a applies to the façade that faces the highest transit street classification according to the Transportation Element of the Comprehensive Plan. If two or more streets have the same highest transit street classification, then the applicant may choose on which street to meet the standard. All other street-facing facades that are 20 feet or closer to the street lot line must have windows that cover 25 percent of the ground level wall area.

c. Structured parking. If the building is structured parking, the ground floor window standards in Paragraph B.1 apply, except that the ground floor window standard does not apply to the secondary frontages that are required to have windows that cover 25 percent of the ground level wall area if the façade is setback 5 feet and landscaped to the L2 standard.

C. Qualifying window features. Required ground floor window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Windows into storage, parking, garbage and recycling areas, and display cases attached to outside walls, do not qualify. The bottom of the windows must be no more than 4 feet above the finished grade.

D. Exception for Public Art. Public art may be used to meet up to one half of the required window coverage of the ground floor window provision. Covenants for the public art will be required, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the public art. To qualify for this exception, documentation of approval by the Regional Arts and Culture Council must be provided prior to approval of the building permit.

E. Exception for Vegetated Green Walls. Vegetated green walls may be used to meet up to one half of the required window coverage of the ground floor window provision. Covenants for the vegetated green wall will be required, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the vegetated green wall. Vegetated green walls must be set back at least 2 feet from street lot lines and must meet the standards for vegetated green walls in Chapter 33.248, Landscaping and Screening.

33.150.255 Building Length and Façade Articulation in the CI2 Zone

A. Purpose. These standards, along with the height and setback standards, limit the bulk of buildings close to the street. These standards help ensure that large buildings will be divided into smaller components that relate to the scale and patterns of Portland's commercial/mixed-use areas and add visual interest and variety to the street environment.

B. Maximum building length. In the CI2, zone, the maximum building length for the portion of a building located within 20 feet of a street lot line is 110 feet. The portions of buildings subject to this standard must be separated by a minimum of 20 feet when located on the same site.

Ord. 188177, Vol. 2.5, page 15498

Commentary

33.150.260 Screening

Proposed screening text uses existing code language from other code sections where screening requirements are in place.

Ord. 188177, Vol. 2.5, page 15499

C. Building Façade articulation in the CI2 Zone.

1. The standard applies to buildings more than 35 feet high and that have more than 3,500 square feet of street-facing façade area within 20 feet of a street property line.

2. The standard. At least 25 percent of each façade within 20 feet of a street lot line must be divided into façade planes that are off-set by at least 2 feet from the rest of the façade. Façade area used to meet the façade articulation standard may be recessed behind, or project out from, the primary façade plane, but projections into street right-of-way do not count toward meeting this standard.

33.150.260 Screening

A. Purpose. The screening standards address specific unsightly features that detract from the appearance of campus institutional areas.

B. Garbage and recycling collection areas. All exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt. Screening must comply with at least the L3 or F2 standards of Chapter 33.248, Landscaping and Screening.

C. Mechanical equipment. Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation. Screening must comply with at least the L2 or F2 standards of Chapter 33.248, Landscaping and Screening, and be tall enough to screen the equipment. Mechanical equipment placed on roofs must be screened in one of the following ways, if the equipment is within 50 feet of an R zone:

1. A parapet along facades facing the R zone that is as tall as the tallest part of the equipment;

2. A screen around the equipment that is as tall as the tallest part of the equipment; or

3. The equipment is set back from roof edges facing the R zone 3 feet for each foot of height of the equipment.

Ord. 188177, Vol. 2.5, page 15500

33.150.265 Transit Street Main Entrance

The proposed standards are consistent with the mixed-use zone requirements intent to promote street facing active uses along the city's neighborhood commercial streets. Note that the 200 foot distance between entrances has been established with an acknowledgement that certain institutional uses do not readily lend themselves to frequent public entranceways.

Ord. 188177, Vol. 2.5, page 15501

33.150.265 Transit Street Main Entrance

A. Purpose. Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

B. Applicability.

1. Generally. All sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, or residential use in a multi-dwelling structure, must meet the following standards. If the site has frontage on more than one transit street, the standards of Subsection C must be met on at least one of the transit streets;

2. Houses, attached houses, manufactured homes, and duplexes. Houses, attached houses, manufactured homes, and duplexes must meet the standards of 33.130.250.C, Residential Main Entrance, instead of the requirements of this section.

C. Location. For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor, and one main entrance to a multi-dwelling structure must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent transit street grade. The main entrance must:

1. Be within 25 feet of the transit street;

2. Allow pedestrians to both enter and exit the building; and

3. Meet one of the following:

   a. Face the transit street;

   b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 130-7; or

   c. If it is an entrance to a multi-dwelling structure:

      (1) Face a shared courtyard that is connected to the transit street by a 6 foot wide pathway that is landscaped to at least the L1 level, or hard-surfaced for use by pedestrians; and

      (2) Be within 50 feet of the transit street.

D. Distance between entrances. For portions of a building with any nonresidential uses within the maximum building setback, a minimum of one entrance is required for every 200 feet of building length.

Ord. 188177, Vol. 2.5, page 15502

Commentary

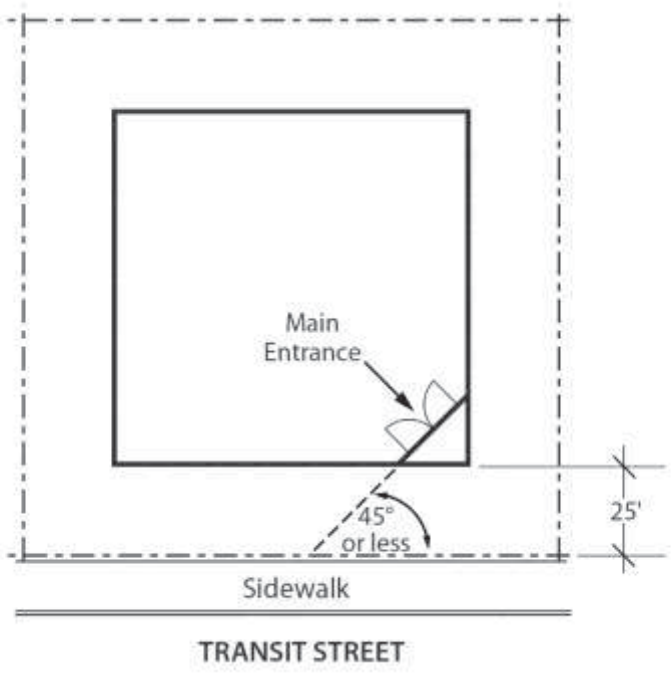
33.150.267 Development Standards for Institutional Campuses in the IR Zone

The Institutional Residential (IR) zone allowed use and development standards have been relocated from their current location in the zoning code, Chapter 33.120 "Multi-Dwelling Zones" in order to more accurately match zoning code chapters with their corresponding Comprehensive Plan Map land use categories. An effort has been made to carry forward the relevant text to Chapter 150 however, in a limited number of circumstances, reference to chapter 120 standards are included in order to fully retain the current IR requirements without duplicating text in both chapters.

No changes have been made to the land use regulations, development standards or procedural requirements applied to development within the IR zone.

Ord. 188177, Vol. 2.5, page 15503

Figure 150-7
Transit Street Main Entrance



33.150.267 Development Standards for Institutional Campuses in the IR Zone

A. Purpose. The general base zone development standards in the IR zone are designed for institutional campuses with approved impact mitigation plans. The intent is to maintain compatibility with and limit negative impacts on surrounding areas.

B. Where these standards apply. The standards of this section apply to all development that is part of an institutional campus with an approved impact mitigation plan or conditional use master plan in the IR zone, whether allowed by right, allowed with limitations, or subject to a conditional use review. The standards apply to new development, exterior alterations, and conversions from one use category to another.

C. The standards.

1. Access to accessory Retail Sales And Service uses must be from an interior space, or from an exterior space that is at least 150 feet from a public right of way.
2. Exterior signage for accessory Retail Sales And Service uses is prohibited.
3. The following subsections apply to development in the IR zone unless superseded by development standards in an approved impact mitigation plan or approved conditional use master plan:
   a. 33.120.200 Housing Types Allowed;
   b. 33.120.232 Street-Facing Facades;
   c. 33.120.240 Required Outdoor Areas; and
   d. 33.120.255 Pedestrian Standards.

Ord. 188177, Vol. 2.5, page 15504

Commentary

33.150.270 Exterior Display and Storage

33.150.275 Trucks and Equipment

Text for these sections is similar to code language used elsewhere in the code.

Ord. 188177, Vol. 2.5, page 15505

33.150.270 Exterior Display and Storage,

A. Purpose. The standards of this section are intended to assure that exterior display, storage, and work activities:

- Will be consistent with the desired character of the zone;
- Will not be a detriment to the overall appearance of a commercial area;
- Will not have adverse impacts on adjacent properties, especially those zoned residential; and
- Will not have an adverse impact on the environment.

B. Exterior display. Exterior display of goods is prohibited except for the display of plants and produce.

C. Exterior storage. Exterior storage is allowed when the following are met:

1. Exterior storage is limited to 10 percent of the site area; and
2. Exterior storage areas must be set back 10 feet from lot lines and the setback area must be landscaped to at least the L3 standard. Exterior storage areas located more than 100 feet from an exterior property line are exempt from the landscape requirement.

C. Paving. All exterior display and storage areas, except for plant nurseries, must be paved.

33.150.275 Trucks and Equipment

A. Purpose. The parking and storage of trucks and equipment is regulated to ensure that it will be consistent with the desired character of the campus institutional zones, and to limit adverse effects on adjacent residential lands.

B. Truck and equipment parking standards. The standards for truck and equipment parking apply to business vehicles that are parked regularly at a site. The regulations do not apply to pick-up and delivery activities, to the use of vehicles during construction, or to services at the site that occur on an intermittent and short term basis. The truck categories are defined in Chapter 33.910.

1. Light trucks. The parking of passenger vehicles, light trucks, and similar equipment is allowed in all campus institutional zone areas that comply with the development standards for auto parking areas.
2. Medium trucks. The parking of pickup trucks in the medium truck category is allowed in all campus institutional zones. The parking of all other medium trucks and similar equipment is allowed only in the CI2 zone. Truck parking areas must comply with the development standards for auto parking areas.
3. Heavy trucks. The parking of heavy trucks and similar equipment is not allowed in any campus institutional zone.

33.150.277 Drive-Through Facilities

Drive-through facilities are prohibited in the campus institutional zones.

Ord. 188177, Vol. 2.5, page 15506

33.150.280 Detached Accessory Structures

33.150.285 Fences

Text for these sections is similar to code language used elsewhere in the code.

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Ord. 188177, Vol. 2.5, page 15507

33.150.280 Detached Accessory Structures

A. Purpose. These standards are intended to maintain separation and privacy for abutting residential zoned lots from nonresidential development.

B. General standards.

1. The regulations of this section apply to detached accessory structures.
2. The height and building coverage standards of the base zone apply to detached accessory structures.

C. Setbacks.

1. Uncovered accessory structures. Uncovered accessory structures such as flag poles, lamp posts, signs, antennas and dishes, mechanical equipment, uncovered decks, play structures, and tennis courts are allowed in a street setback, but not in a required setback from an abutting residential zone.
2. Covered structures.
   a. Covered structures such as storage buildings, greenhouses, work shed, covered decks, and covered recreational structures are subject to the setbacks for buildings.
   b. Water cisterns that are 6 feet or less in height are allowed in side and rear setbacks, including setbacks for abutting a residential zone.

33.150.285 Fences

A. Purpose. The fence regulations promote the positive benefits of fences without negatively impacting the community or endangering public or vehicle safety. Fences near streets are kept low in order to allow visibility into and out of the site and to ensure visibility for motorists. Fences in any required side or rear setback are limited in height so as to not conflict with the purpose for the setback.

B. Types of fences. The standards apply to walls, fences, and screens of all types whether open, solid, wood, metal, wire, masonry, or other material.

C. Location and heights.

1. Fences abutting both external and internal street lot lines and pedestrian connections. Within 10 feet of a street lot line or lot line that abuts a pedestrian connection, fences that meet the following standards are allowed:
   a. Fences that are more than 50 percent sight-obscuring may be up to 3-1/2 feet high.
   b. Fences that are 50 percent or less sight-obscuring may be up to 8 feet high.
2. Fences abutting other lot lines. Fences up to 8 feet high are allowed in required building setbacks along all other lot lines.
3. Fences in all other locations. The height for fences in locations other than described in Paragraphs C.1 and C.2 is the same as the regular height limits of the zone.

Ord. 188177, Vol. 2.5, page 15508

Commentary

33.150.300 Parking, Loading and Transportation Demand Management
Campus specific Transportation Impact (TIA) and Transportation Demand Management (TDM) plans will supersede the standard parking and loading requirements of Table 266-2. Development permits for projects adding more than 20,000 square feet of building area or 4 parking spaces to a campus must be accompanied by approved TIA/TDM plans unless they are already contemplated or otherwise accounted for by an existing, approved Transportation Impact Analysis.

Please refer to proposed Zoning Code text amendments to Chapters 33.266 Parking Loading and Transportation Demand Management and 33.807 Transportation Impact Review for additional discussion.

Ord. 188177, Vol. 2.5, page 15509

D. Reference to other regulations

1. Building permits. Building permits are required by BDS for certain fences pursuant to the building code.

2. Fence materials regulated by other bureaus. Electrified fences are regulated under Title 26, Electrical Regulations. The use of barbed wire is regulated under Title 24, Building Regulations.

33.150.290 Demolitions

A. Generally. Demolition on a site that requires a demolition permit is subject to the tree preservation and protection requirements of Title 11, Trees. See Chapter 11.50, Trees in Development Situations.

B. Historic resources. Demolition of a historic resource is regulated by Chapter 33.445, Historic Resource Overlay Zone.

C. Landscaping. Sites must be landscaped within 6 months of the demolition of buildings unless there is an approved development for the site. Approved development means a project approved through a land use review or building permit. The landscaping must meet at least the L1 standard of Chapter 33.248, Landscaping and Screening, except that no shrubs or trees are required.

3.150.295 Nonconforming Development

Existing development that does not conform to the development standards of this chapter may be subject to the regulations of Chapter 33.258, Nonconforming Situations.

33.150.300 Parking, Loading and Transportation Demand Management

The standards pertaining to the minimum required and maximum allowed number of auto parking spaces, minimum required number of bicycle parking spaces, parking lot placement, parking lot setbacks, and landscaping are stated in Chapter 33.266, Parking, Loading and Transportation Demand Management.

33.150.305 Signs

The sign regulations are stated in Title 32, Signs and Related Regulations.

33.150.310 Superblock Requirements

Development on land that includes vacated rights-of-way may be subject to the superblock standards of Chapter 33.293, Superblocks.

33.150.315 Recycling Areas

Requirements for recycling areas are regulated by the Bureau of Planning and Sustainability. See Section 17.102.270, Businesses and Multifamily Complexes Required to Recycle, of the Portland City Code.

Ord. 188177, Vol. 2.5, page 15510

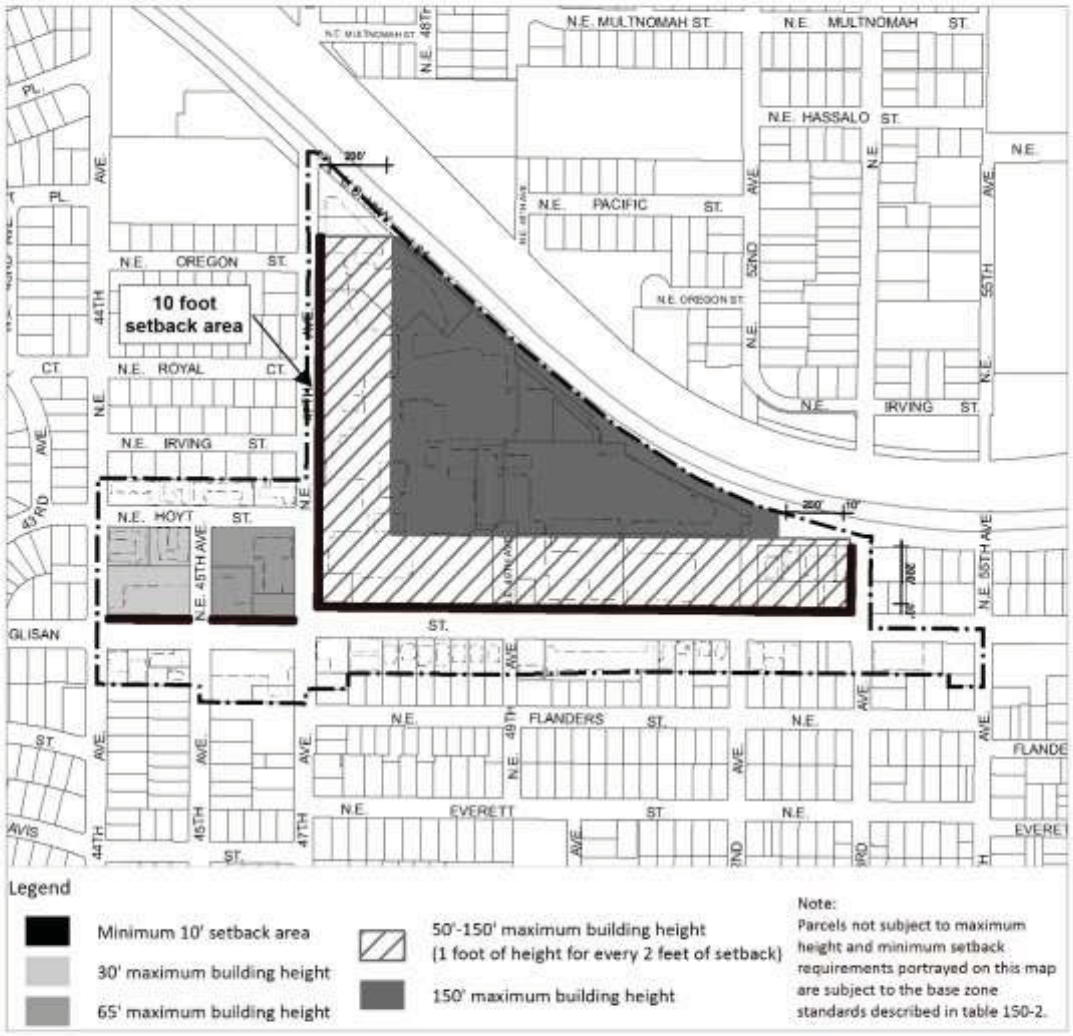
Campus Map Series
In those circumstances where specific height or building setback standards have been established through an approved Impact Mitigation Plan or Conditional Use Master Plan and they exceed the proposed standards established in 33.150 these alternative height and setback standards are portrayed in a map series that supersedes the applicable chapter text

Ord. 188177, Vol. 2.5, page 15511

Maximum Heights and Minimum Setbacks
Providence Portland Medical Center

Map 150-1

Map Revised Xxxxx X, 2015



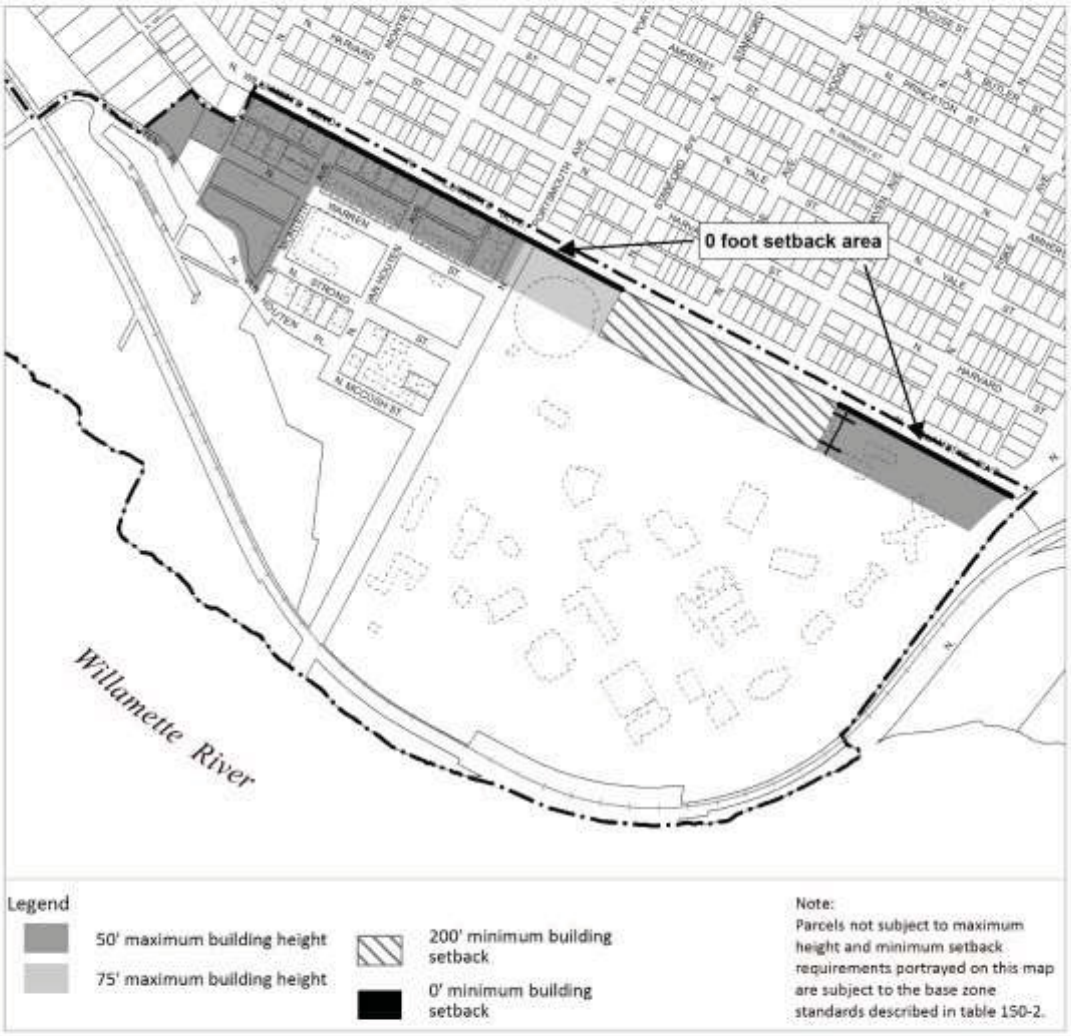
Ord. 188177, Vol. 2.5, page 15512

Ord. 188177, Vol. 2.5, page 15513

Maximum Heights and Minimum Setbacks University of Portland

Map 150-2

Map Revised Xxxxx X, 2015



Ord. 188177, Vol. 2.5, page 15514

Maximum Heights and Minimum Setbacks
Legacy Emanuel Hospital and Health Center

Map 150-3

Map Revised Xxxxx X, 2015



Ord. 188177, Vol. 2.5, page 15516

Ord. 188177, Vol. 2.5, page 15517

Maximum Heights and Minimum Setbacks — Map 150-4
Legacy Good Samaritan Hospital and Health Center

Map Revised Xxxxx X, 2015



Ord. 188177, Vol. 2.5, page 15518

266 PARKING LOADING AND TRANSPORTATION DEMAND MANAGEMENT

Chapter 266 is amended to reference the new Campus Institutional zones in the regulations. The chapter is further amended to include requirements for Transportation Demand Management.

Sections:
The changes add the new Transportation Demand Management requirements to the list of sections.

33.266.010 Introduction
The changes add text to include the new requirements for Transportation Demand Management plans.

Ord. 188177, Vol. 2.5, page 15519

CHAPTER 33.266 PARKING, ~~AND~~ LOADING, AND TRANSPORTATION DEMAND MANAGEMENT

266

Sections:

33.266.010 Introduction
Motor Vehicle Parking
33.266.100 General Regulations
33.266.110 Minimum Required Parking Spaces
33.266.115 Maximum Allowed Parking Spaces
33.266.120 Development Standards for Houses and Duplexes
33.266.130 Development Standards for All Other Development
33.266.140 Stacked Parking Areas
33.266.150 Vehicles in Residential Zones
Bicycle Parking
33.266.200 Purpose
33.266.210 Required Bicycle Parking
33.266.220 Bicycle Parking Standards
Loading
33.266.300 Purpose
33.266.310 Loading Standards
Transportation Demand Management
33.266.410 Purpose
33.266.420 Transportation Impact Review in the Campus Institutional Zones

33.266.010 Introduction

This chapter establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, and standards for on-site loading areas, and requirements for transportation demand management plans. Other titles of the City Code may regulate other aspects of parking and loading.

Ord. 188177, Vol. 2.5, page 15520

33.266.410 Purpose
The purpose statement describes the need and rationale for the Transportation Demand Management (TDM) requirements. TDM plans are intended to reduce trips by automobiles and encourage use of alternative transportation modes. They may also reduce the need for corollary parking demand.

33.266.420 Standards for the Campus Institutional Zones
These regulations explain the thresholds and procedure for a Transportation Impact Review for Campus institutions. A Transportation Impact Review (33.852) involves a Transportation Impact Analysis for anticipated development, and will result in a TDM Plan and potentially other mitigation requirements. This section applies to development that adds more than 20,000 square feet of floor area or more than 4 new parking stalls in the campus institutional zones. Note that comprehensive Transportation Impact Analyses and Demand Management Programs can be prepared for entire campuses anticipating development over many years. In such instances development larger than 20,000 square feet or more that 4 parking spaces will not necessarily trigger the need for a new Transportation Impact Review provided it is anticipated in an existing analyses and program.

Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

Transportation Demand Management

33.266.410 Purpose

Transportation demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system, and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand. TDM strategies help reduce traffic congestion, reduce the amount of money that must be spent to expand transportation system capacity, improve air quality, and ensure road capacity is available for those who need it most.

33.266.420 Transportation Impact Analysis in the Campus Institutional Zones

Development on a site with a College or Medical Center use must conform to an approved Transportation Impact review. Transportation Impact review is not required if the development:

A. Does not increase the net building area on the campus by more than 20,000 square feet; or

B. Does not increase the number of parking spaces on the campus by more than 4.

33.508/Cascade Station/Portland International Center Plan District
33.508.220 Maximum Development/Transportation Capacity
Transportation impact analysis requirements are being relocated from this code section to new code section 33 852. These standards are referenced in a number of code sections including 33.266.420.

Ord. 188177, Vol. 2.5, page 15523

33.508.220 Maximum Development/Transportation Capacity

A. Purpose. [No change.]

B. Limitations on the amount of development allowed. [No change.]

C. Cascade Station/Portland International Center Transportation Impact ~~Analysis~~ Review. An applicant may propose development that exceeds the allocation limits of Table 508-1 through a land use review that is based on a Transportation Impact Analysis (TIA). This approach allows an applicant more flexibility but is more complex to use. In addition to the application requirements of Section 33.730.060, the applicant must prepare a TIA that includes the elements and analysis listed in 33.852.105~~this subsection~~. The TIA may be used to exceed the maximum allocation limits in Table 508-1 or to establish lower trip generation rates. The TIA may not be used to exceed the total trips in Table 508-1.

~~1. Description of recommended development;~~

~~2. Delineation of the study area, and rationale for the delineation;~~

~~3. Description of existing uses and conditions in the study area;~~

~~a. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;~~

~~b. Any approved TIA must be reflected in the BDS tracking report;~~

~~4. Traffic forecasts and distribution;~~

~~5. Primary traffic access routes to and from the study area;~~

~~6. Recommended mitigation measures, including transportation system management, transportation demand management, and needed roadway improvements on or for local roads and State highways; and~~

~~7. Evaluation of:~~

~~a. Impacts on street function, capacity and level of service;~~

~~b. Impacts on on-street parking;~~

~~c. Access requirements;~~

~~d. Impacts on transit operations and movements;~~

~~e. Impacts on pedestrian and bicycle routes and safety; and~~

~~f. Impacts on the immediate airport area and adjacent neighborhoods.~~

Commentary

33.700.110 Prior Conditions of Land Use Approvals

Subsection 2.b.(1) Colleges and Medical Centers in the CI1 and CI2 zones establishes the regulatory framework under which colleges and hospitals will operate through the transition period, that time between the effective date of the new zones and the expiration of adopted Conditional Use Master Plans and Impact Mitigation Plans on December 31, 2020.

The expiration date proposed is roughly five years after the adoption of the Comprehensive Plan. This is after the adopted expiration date of the majority of Conditional Use Master Plans and the development phases identified in Impact Mitigation Plans. This will minimize disruption to development plans that institutions may pursue in reliance on their existing approvals while moving all institutions to the new base zone in a discrete time period that supports larger Tansportation System Plan goals and administrative certainty.

Campus	Current Approval	Duration
Reed College	CUMP	2008-2018
University of Portland	CUMP	2013-2023
Lewis and Clark College	CUMP	2009-2019
PCC Sylvania	CUMP	1993-2003[1]
Concordia University	IMP	2003-2017
Warner Pacific University	CUMP	2001-2013
Multnomah University	IMP	2000-2025
University of Western States	CUMP	1998-2008
Providence Medical Center	CUMP	2012-2022
Kaiser Medical Center	CUMP	1989-2000[2]
Legacy Emanuel	IMP	1994-2024
Legacy Good Samaritan	CUMP	2005-2015
Adventist Medical Center	CUMP	2005-2015
PCC Cascade	IMP	2001-2021
PCC Southeast	Base Zone	NA

1. BDS is allowing PCC to complete projects described in CUMP document
2. Expiration under dispute by Kaiser

Ord. 188177, Vol. 2.5, page 15525

33.700.110 Prior Conditions of Land Use Approvals

This section addresses situations where a use, development, or land division was approved with conditions as part of a land use review under zoning or land division regulations that no longer apply to the site. Over time, there are instances when uses or development previously approved with conditions are subject to new zoning or land division regulations. This may result from a change of the content of zoning or land division regulations or from legislative zone changes including annexation rezonings.

A. Conditions of approval prior to 1981. Conditions of approval for a land use review applied for prior to 1981 no longer apply to a site, except for conditions on all types of land divisions, Planned Unit Developments (PUD), or any other quasi-judicial review approved in association with a land division or PUD.

B. Conditions of approval after 1981. The regulations stated below apply to all prior conditions of approval for all types of land divisions, Planned Unit Developments (PUD), and any other quasi-judicial review approved in association with a land division or PUD, and for land use reviews applied for after January 1, 1981, unless the conditions of approval or the ordinance adopting the conditions provide for their continuance.

1. Zone changes. If a site is subject to conditions as the result of a zone change, the conditions continue to apply if the site is rezoned to a comparable zone as part of an annexation rezoning or as part of a legislative remapping. The conditions of the original zone change do not apply if the site is rezoned to a noncomparable zone. Comparable zone changes are single-dwelling to single-dwelling, multi-dwelling to multi-dwelling, commercial to commercial, employment to employment, and industrial or manufacturing to industrial zones. Also, changes from a City M3 or Multnomah County LM, M3, or M4 zone to a C, E, or I zone retain all conditions of approval on the site. Other zone changes are considered noncomparable.

2. Conditional uses.

   a. An allowed conditional use. If a use was an approved conditional use under the prior regulations or had a Community Service overlay zone, and is a conditional use under the new regulations pertaining to the site, any conditions of approval continue to apply.

   b. Use allowed by right. If the use is now allowed by right, the conditions of approval no longer apply, except for the following:

      (1) Colleges and Medical Centers in the CI1 and CI2 zones. If a College or Medical Center in a CI1 or CI2 zone was an approved conditional use under the prior regulations, and the conditional use has not expired, the applicant can continue to develop under the approved conditional use review, the conditional use master plan, or the impact mitigation plan until the review expires, or December 31, 2020, whichever comes first. If the applicant chooses to develop under the approved conditional use, the conditional use master plan, or the impact mitigation plan they must develop under the base zone regulations that were in effect on the date the land use application was deemed complete. Amendments to the conditional use are prohibited.

Ord. 188177, Vol. 2.5, page 15526

33.700.110 B.2.b.(2)

Outdoor sportsfields above a specified threshold are conditional uses under the campus institutional zones. This subsection is intended to carry forward the operational conditions attached to outdoor sports fields within existing conditional use master plans and impact mitigation plans. Such restrictions include but are not limited to, time limitations on when field lighting is allowed and restrictions on the number of major events that can be hosted at the fields.

(2) Conditions of approval continue to apply to outdoor sports facilities that are on a site with a College or Medical Center that was an approved use under the prior regulations.

c. Use no longer allowed. If the use was a conditional use without an expiration date and is no longer allowed, it becomes a nonconforming use under the new regulations, and must continue to meet the conditions as well as the nonconforming use regulations. If the use was a conditional use with an expiration date and is no longer allowed, it is subject to the same regulations as revocable permits, as stated in Paragraph 120.C.1 below.

3. Variances and adjustments. If the variance or adjustment was for development that is now allowed by right, and the development on the site conforms to the current regulations, then the prior conditions of approval no longer apply.

4. Other land use actions. If the use or development was approved with conditions under a review ~~which~~ that is no longer in effect on the site (such as site review, design review, significant environmental concern review), the conditions no longer apply.

Ord. 188177, Vol. 2.5, page 15528

33.730 Quasi-judicial Procedures

33.730.130 Expiration of an Approval

This section also references 33.852 where a ten year duration is assigned to Transportation Impact Reviews. Such a time limit is necessary to account for changes in the surrounding transportation network even if no changes occur on an institutional campus itself.

Ord. 188177, Vol. 2.5, page 15529

33.730.130 Expiration of an Approval

A. Expiration of unused land use approvals issued prior to 1979. [No Change.]

B. When approved decisions expire.

1. Land use approvals, except as otherwise specified in this section, expire if:

   a. Generally.

      (1) Within 3 years of the date of the final decision a City permit has not been issued for approved development; or

      (2) Within 3 years of the date of the final decision the approved activity has not commenced.

   b. Exception. Final decisions that became effective between May 27, 2006 and December 31, 2008 or between May 16, 2009 and June 30, 2011 expire if a City permit has not been issued for approved development or the approved activity has not commenced by June 30, 2014.

2. Zoning map and Comprehensive Plan map amendments do not expire.

3. Conditional Use Master Plans, ~~and~~ Impact Mitigation Plans, and Transportation Impact Reviews expire as specified in Chapters 33.820, ~~and~~ 33.848, and 33.852, or in the plans themselves.

4.-12. [No change.]

C. Deferral of the expiration period. [No Change.]

D. Expiration of adjustments approved prior to March 16, 2001. [No Change.}

Ord. 188177, Vol. 2.5, page 15530

33.815 Conditional Uses

Amendments to section 815 Conditional Uses are necessary to reference the new proposed base zones and acknowledge that the IR Zone has been relocated within the Zoning Code. Approval criteria for conditional uses within the CI zones are generally established to mitigate off-site impacts on adjoining residential uses.

Ord. 188177, Vol. 2.5, page 15531

33.815 Conditional Uses

815

Sections:

General
33.815.010 Purpose
33.815.020 How to Use this Chapter
33.815.030 Automatic Conditional Use Status
33.815.040 Review Procedures
33.815.050 Loss of Conditional Use Status
33.815.060 Development Standards for Conditional Uses
33.815.070 Sites With Split Zoning
33.815.080 Approval Criteria in General
Approval Criteria
33.815.100 Uses in the Open Space Zone
33.815.105 Institutional and Other Uses in R and IR Zones and Outdoor Sports Facilities in CI Zones
33.815.107 Short Term Housing in R and IR Zones
33.815.110 Office and Retail Sales And Service Uses in the RX Zone
33.815.115 Specified Uses in Commercial Zones
33.815.120 Commercial Parking Facilities in the RX, CX, CG, and E Zones, Outside the Central City Plan District, the Columbia South Shore Plan District and the Cascade Station/Portland International Center Plan District
33.815.121 Commercial Parking Facilities in the RX, CS, and CX Zones, in the Hollywood Plan District
33.815.122 Nonresidential Uses on Specified Sites located in the RX Zone within the Central City Plan District
33.815.125 Specified Uses in Industrial Zones
33.815.126 Office Uses in the IG1 Zone in the Central City Plan District
33.815.127 Accessory Offices and Headquarters Offices in the IH Zone in the Guild's Lake Industrial Sanctuary Plan District
33.815.128 Retail Sales And Service Uses in the EG Zones
33.815.129 Office Uses in Specified Historic Resources in the Industrial Zones in the Central City Plan District
33.815.130 Residential Uses in the EG1, EG2, IG1, IG2, and IH Zones
33.815.132 Office Uses in the IG1 Zone in the Employment Opportunity Subarea in the Central City Plan District
33.815.140 Specified Group Living Uses in the C and EX Zones
33.815.200 Aviation And Surface Passenger Terminals
33.815.205 Detention Facilities
33.815.210 Helicopter Landing Facilities
33.815.215 Major Event Entertainment

Ord. 188177, Vol. 2.5, page 15532

Commentary

33.815.105 Institutional and Other Uses in R and IR Zones and Retail Sales And Service and Outdoor Sports Facilities in CI Zones

This section provides the approval criteria that will be used in the review of conditional use reviews of both primary retail activity at the perimeter of campuses and outdoor sportsfields that are above a specified threshold of improvement (field lighting, amplified sound and spectator bleachers). In both of these instances the potential impact on adjoining residential neighborhoods requires additional review and an opportunity for adjoining property owners to participate in the review. Specific approval criteria proposed are standard to reviews where development adjoins residential neighborhoods.

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33.815.220 Mining and Waste-Related
33.815.222 Park-and-Ride Facilities for Mass Transit
33.815.223 Public Safety Facilities
33.815.225 Radio Frequency Transmission Facilities
33.815.230 Rail Lines and Utility Corridors
33.815.300 Commercial Parking Facilities in the Columbia South Shore Plan District
33.815.301 Industrial Businesses in the Columbia South Shore Plan District
33.815.302 Professional / Technical Facilities in the Columbia South Shore Plan District
33.815.303 Retail Sales and Service Uses in the Columbia South Shore Plan District
33.815.304 Retail Sales And Service Uses on Specified Sites in the South Waterfront and the River District Subdistricts
33.815.305 Replacement Parking Facilities in the Central City Plan District
33.815.308 Commercial Parking in Multi-Dwelling Zones and Commercial Parking Access from Main Streets in the Northwest Plan District
33.815.310 Industrial Uses in the IR Zone
33.815.315 Utility Scale Energy Production in Specified C Zones

33.815.105 Institutional and Other Uses in R and IR Zones and Retail Sales And Service and Outdoor Sports Facilities in CI Zones

Unless specifically listed in sections below, ~~T~~these approval criteria apply to all conditional uses in R and IR zones and to Retail Sales And Service uses in CI1, and outdoor sports facilities in CI1 and CI2~~except those specifically listed in sections below~~. The approval criteria allow institutions and other non-Household Living uses in a residential zone, Retail Sales And Service uses in CI1, and outdoor sports facilities on college campuses that maintain or do not significantly conflict with the appearance and function of residential areas. Criteria A through E apply to institutions and other non-Household Living uses in residential zones. Criteria B through E apply to Retail Sales And Service uses in CI1 and outdoor sports facilities in CI 1 and CI2. The approval criteria are:

A. Proportion of Household Living uses. The overall residential appearance and function of the area will not be significantly lessened due to the increased proportion of uses not in the Household Living category in the residential area. Consideration includes the proposal by itself and in combination with other uses in the area not in the Household Living category and is specifically based on:

1. The number, size, and location of other uses not in the Household Living category in the residential area; and
2. The intensity and scale of the proposed use and of existing Household Living uses and other uses.

B. Physical compatibility.

1. The proposal will preserve any City-designated scenic resources; and
2. The proposal will be compatible with adjacent residential developments based on characteristics such as the site size, building scale and style, setbacks, tree preservation, and landscaping; or

Commentary

33.815.107 Short Term Housing in R and IR Zones

Minor edit to include approval criteria now applicable to the IR zone after it has been relocated in the code

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3. The proposal will mitigate differences in appearance or scale through such means as setbacks, screening, landscaping, tree preservation, and other design features.

C. Livability. The proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to:

1. Noise, glare from lights, late-night operations, odors, and litter; and
2. Privacy and safety issues.

D. Public services.

1. The proposal is supportive of the street designations of the Transportation Element of the Comprehensive Plan;
2. The transportation system is capable of supporting the proposal in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;
3. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

E. Area plans. The proposal is consistent with any area plans adopted by the City Council as part of the Comprehensive Plan, such as neighborhood or community plans.

33.815.107 Short Term Housing in R and IR Zones

These approval criteria apply to Community Service uses that provide short term housing in existing structures in R and IR zones. The approval criteria are:

A. Livability. The proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to:

1. Noise, glare from lights, late-night operations, odors, and litter; and
2. Privacy issues.

B. Minimum spacing. The service provided by the proposed use is different from others provided within 750 feet of the site.

Ord. 188177, Vol. 2.5, page 15536

33.815.210 Helicopter Landing Facilities

Minor edit to include Campus Institutional zones

Ord. 188177, Vol. 2.5, page 15537

33.815.210 Helicopter Landing Facilities

A. The following approval criteria apply to all helicopter landing facilities reviewed through a Type III procedure.

1. The facility meets the safety standards required by state or federal agencies. The facility must be approved by State Aeronautics and the FAA;
2. The facility is located so that the flights may take advantage of existing natural flight corridors. Locations close to natural flight corridors such as freeways are preferred;
3. Consolidating the HLF with other existing nearby HLFs is not possible or feasible;
4. In C, E, ~~or~~ I, or campus institutional zones, the facility will not have a greater impact than allowed uses. If the facility will have significantly greater impacts, then it must be found that the public benefits of the HLF outweigh the harm of the impacts. Locations more than 500 feet from land with residential zoning will be viewed more favorably by the review body;
5. In OS, R, CN, CO, and CM zones, the facility will not have a significant negative impact on the livability of the area or a significant detrimental environmental impact;
6. The facility meets all development standards contained in 33.243.040; and
7. The facility meets all noise regulations of the State of Oregon Department of Environmental Quality and Title 18 of the City Code.

B. The following criterion applies to helicopter landing facilities reviewed through a Type II procedure: The proposal will not result in an increase in the number of flights, changes in flight path, number or type of aircraft, hours of operation, or changes in required distances from other uses.

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Commentary

33.815.215 Major Event Entertainment

Minor edit includes CI1, CI2 and IR zones in Major Event Entertainment approval criteria.

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33.815.215 Major Event Entertainment

These approval criteria ensure that the potentially large size and impacts of these uses are not harmful to surrounding areas and that transportation services are or will be sufficient to serve the use. The approval criteria are:

A. Public services.

1. The proposed use is in conformance with the street designations shown in the Transportation Element of the Comprehensive Plan;
2. If the proposed use will be located in an industrial zone, it will not have a significant adverse effect on truck and freight movement;
3. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes; and
4. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

B. Appearance. The appearance of the facility is consistent with the intent of the zone in which it is to be located and with the character of the surrounding uses and development;

C. Benefit. Public benefits of the proposed use outweigh any impacts that cannot be mitigated

D. In the~~ IR zone~~ campus institutional zones. These approval criteria allow Major Event Entertainment facilities to be part of an institutional campus. They also ensure that the impacts of the facility on nearby areas are mitigated and that affected neighbors have an opportunity to comment on the proposals for mitigation. The approval criteria are:

1. The facility is to be established as part of a school or college. Such facilities are prohibited as part of a medical center campus;
2. The facility is limited to events that feature the athletic or performance skills of students, faculty or staff or which supplement the institution's programs;
3. In the IR zone ~~T~~the facility is listed in the mission statement as part of the institution's impact mitigation plan;
4. In the IR zone ~~T~~the mitigation activities completed to implement the impact mitigation plan are adequate to mitigate for the expected impact of the facility. The location chosen and mitigation measures used are consistent with the institution's approved impact mitigation plan; and

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Commentary

33.815.225 Radio Frequency Transmission Facilities

Edit picks up CI1, CI2 and IR zones in approval criteria.

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5. All approved limited uses and major event entertainment uses in aggregate occupy 30 percent or less of all campus floor area. Calculation of total floor area of campus used by major event entertainment uses includes portions of parking structures associated with these uses. If campus facilities include structured parking 250 square feet of structured parking will be associated with the major event entertainment facility for each parking space required for the facility. Size exceptions are prohibited.

33.815.225 Radio Frequency Transmission Facilities

These approval criteria allow Radio Frequency Transmission Facilities in locations where there are few impacts on nearby properties. The approval criteria are:

A. Approval criteria for personal wireless service facilities proposing to locate on an existing building or other non-broadcast structure in an OS, CI1, IR, or R zone, or in a C, CI2, E, or I zone within 50 feet of an R zone:

1. The visual impact of an antenna must be minimized. For instance, it can be hidden behind a compatible building feature such as a dormer, mounted flush to the facade of the building and painted to match, mounted on a structure designed with minimal bulk and painted to fade into the background, or mounted by other technique that equally minimizes the visual impact of the antenna;

2. Accessory equipment associated with the facility must be adequately screened. If a new structure will be built to store the accessory equipment, the new structure must be designed to be compatible with the desired character of the surrounding area and be adequately screened; and

3. The regulations of Chapter 33.274, Radio Frequency Transmission Facilities are met.

B. Approval criteria for personal wireless service facilities proposing to locate on a tower in an OS, CI1, IR, or R zone, or in a C, CI2, E, or I zone within 50 feet of an R zone:

1. The applicant must prove that a tower is the only feasible way to provide the service, including documentation as to why the proposed facility cannot feasibly be located in a right-of-way;

2. The tower, including mounting technique, must be sleek, clean, and uncluttered;

3. The visual impact of the tower on the surrounding area must be minimized. This can be accomplished by one or more of the following methods:

   a. Limiting the tower height as much as possible given the technical requirements for providing service and other factors such as whether the tower will provide co-location opportunities;

   b. Planting or preserving trees around the tower as a way to soften its appearance. The variety and spacing of the trees will be determined based on the site characteristics, tower height, and other co-location factors;

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c. Shielding the tower and antennas from view by enclosing or concealing them within another structure that has less visual impact.

d. Placing the tower away from land uses that are more sensitive to the visual impacts, such as adjoining residences or open spaces; or

e. Other methods that adequately minimize visual impact;

4. Accessory equipment associated with the facility must be adequately screened. If a new structure will be built to store the accessory equipment, the new structure must be designed to be compatible with the desired character of the surrounding area;

5. Public benefits of the use outweigh any impacts which cannot be mitigated; and

6. The regulations of Chapter 33.274, Radio Frequency Transmission Facilities are met.

C. Approval criteria for personal wireless service facilities, proposing to locate on a tower in a C, CI2, or EX zone more than 50 feet from an R zone:

1. The applicant must prove that a tower that is taller than the base zone height standard allows or is within 2,000 feet of another tower is the only feasible way to provide the service, including documentation as to why the proposed facility cannot feasibly be located in a right-of-way;

2. The tower, including mounting technique, must be sleek, clean and uncluttered;

3. Accessory equipment associated with the facility must be adequately screened. If a new structure will be built to store the accessory equipment, the new structure must be designed to be compatible with the desired character of the surrounding area;

4. The visual impact of the tower on the surrounding area must be minimized;

5. Public benefits of the use outweigh any impacts which cannot be mitigated; and

6. The regulations of Chapter 33.274, Radio Frequency Transmission Facilities are met.

D. Approval criteria for all other Radio Frequency Transmission Facilities:

1. Based on the number and proximity of other facilities in the area, the proposal will not significantly lessen the desired character and appearance of the area;

2. The facility will be located so that impacts on mature trees and tree groves are minimized;

3. Public benefits of the use outweigh any impacts which cannot be mitigated; and

4. The regulations of Chapter 33.274, Radio Frequency Transmission Facilities are met.

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33.820 Conditional Use Master Plans

Section includes expiration date of December 31, 2020 for existing, master plans as part of the proposal's transition.

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33.820 Conditional Use Master Plans

820

33.820.060 Duration of the Master Plan

The master plan must include proposed uses and possible future uses that might be proposed for at least 3 years and up to 10 years. Generally, ~~A~~an approved master plan remains in effect until development allowed by the plan has been completed or the plan is amended or superseded, however if an approved master plan for a site in a CI1 or CI2 zone has an expiration date later than December 31, 2020, the master plan expires on December 31, 2020.

Ord. 188177, Vol. 2.5, page 15546

33.848.060 Phases and Duration

Section includes expiration date of December 31, 2020 for existing, Impact Mitigation Plans as part of the proposal's transition.

33.848 Impact Mitigation Plans

848

33.848.060 Phases and Duration

An impact mitigation plan remains in effect until all phases of development included in the plan have been completed. An impact mitigation plan may include a specific expiration date. After all phases of development provided for in their impact mitigation plan have been completed, the plan remains in effect until it is amended, or updated, or superseded. Mitigation plans for sites in a CI1 or CI2 zone expire on December 31, 2020 and are superseded by the base zone.

CHAPTER 33.852 TRANSPORTATION IMPACT REVIEW

This new code section establishes the purpose, procedure and approval criteria for Transportation Impact Analysis and mitigation efforts applied to both campus institutions and mixed use projects. This chapter works in conjunction with Chapter 266 to establish an ongoing process for addressing parking and multi-modal transportation needs for institutions and their surrounding neighborhoods.

Note that Chapter 33.852 replaces existing code section 33.207 Cascade Station/Portland International Center Transportation Impact Analysis Review and expands the circumstances in which a TIA is required.

CHAPTER 33.852~~07~~ ~~CASCADE STATION/PORTLAND INERNATIONAL CENTER~~ TRANSPORTATION IMPACT ~~ANALYSIS~~ REVIEW

852~~07~~

Sections:

33.852~~07~~.010 Purpose
33.852~~07~~.100 Procedure
33.852.105 Supplemental Application Requirements
33.852~~07~~.110 Approval Criteria
33.852.115 Duration of a Transportation Impact Review

33.852~~07~~.010 Purpose

~~Cascade Station/Portland International Center Transportation Impact Analysis (TIA) Review allows additional flexibility for development in the CS/PIC Plan District, while ensuring that the roadway systems are capable of supporting the recommended development.~~ Transportation Impact review provides a mechanism to evaluate whether the multimodal transportation system is capable of supporting proposed development. The review includes evaluation of a Transportation Impact Analysis, as well as consideration of recommended mitigation measures, and transportation and parking demand management actions. The development thresholds that trigger a Transportation Impact review can be found in other chapters of this Title. Transportation Impact review provides surrounding businesses, neighborhoods and the City with information about, and an opportunity to comment on, development that may impact the transportation system. Transportation Impact review may be completed at various levels of detail. Generally, the more specific the proposal, the less review will be required as future development is built.

33.852~~07~~.100 Procedure

~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ ~~R~~reviews are processed through a Type II procedure. An amendment to an existing Transportation Impact review for a site in a commercial/mixed use zone is processed through a Type I procedure.

33.852.105 Supplemental Application Requirements

In addition to the application requirements of Section 33.730.060, an application for a Transportation Impact review requires a transportation impact analysis. The transportation impact analysis must include:

A. Description of proposed development;

B. Delineation of the study area, and rationale for the delineation;

C. Description of existing uses and conditions in the study area. If the application is for development in the Cascade Station/Portland International Center Plan District, the following are also required:

1. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;

2. Any approved TIA must be reflected in the BDS tracking report;

D. Traffic forecasts and distribution;

E. Primary traffic access routes to and from the study area;

F. Analysis of the proportional responsibility of the proposed development to mitigate forecasted impacts;

G. Recommended mitigation measures, including transportation system management, transportation and parking demand management, and needed transportation improvements; and

H. Evaluation of:

1. Impacts on street function, capacity and level of service;

2. Impacts on on-street parking;

3. Access requirements;

4. Impacts on transit operations and movements;

5. Impacts on pedestrian and bicycle routes and safety; and

6. Impacts on the immediate area and adjacent neighborhoods.

33.852~~07~~.110 Approval Criteria for ~~Cascade Station/Portland International Center~~ Transportation Impact ~~Analysis~~ Reviews~~

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met:

A. The transportation system is capable of supporting the recommended development in addition to the existing uses in the area, as shown by the TIA. Evaluation factors include street capacity, level of service, access to arterials; connectivity; transit availability; availability of pedestrian and bicycle networks; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety.

B. Adequate transportation demand management strategies will be implemented ~~plan is recommended that includes measurers~~ to reduce the number of trips made to the site by single-occupant vehicles, especially during peak commuting hours.

Commentary

33.852.115 Duration of a Transportation Impact Review

Please note that a ten year expiration date has been added since previous versions to recognize changes to the surrounding transportation network and development that may have an impact on the transportation system.

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C. Adequate measures to mitigate on- and off-site transportation impacts are proposed ~~recommended~~. Measures may include~~, but are not limited to the following:~~ transportation improvements to on-site circulation, public street dedication and improvement or private street improvements,street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit stop improvements; and

D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

33.852.115 Duration of a Transportation Impact Review

An approved Transportation Impact review remains in effect for ten years or until development allowed by the review has been completed whichever occurs first.

Commentary

CHAPTER 33.855 Zoning Map Amendments

Proposed subsection D. establishes the requirement for a Transportation Impact Review further described in CHAPTER 33.852 as a component of a complete zoning map amendment application to the CI1 or CI2 Zone.

Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

CHAPTER 33.855 Zoning Map Amendments

855

Sections:

33.855.050 Approval Criteria for Base Zone Changes

An amendment to the base zone designation on the Official Zoning Maps will be approved (either quasi-judicial or legislative) if the review body finds that the applicant has shown that all of the following approval criteria are met:

A. Compliance with the Comprehensive Plan Map. [No change.]

B. Adequate public services. [No change.]

C. When the requested zone is IR, Institutional Residential. [No change.]

D. When the requested zone is CI1 or CI2. When the requested zone is CI1 or CI2, a Transportation Impact review is required as part of the zoning map amendment.

~~**D**~~**E. Location.** The site must be within the City's boundary of incorporation. See Section 33.855.080.

Commentary

Description of Use Catagories

33.920.410 Colleges
Minor amendment to Accessory Uses to include housing for faculty and staff.

33.920.450 Medical Centers
Minor amendment to Medical Center definition to recognize housing for patient families (such as Ronald McDonald houses) as accessory uses.

33.920 Descriptions of the Use Categories

33.920.410 Colleges

A. Characteristics. This category includes colleges and other institutions of higher learning which offer courses of general or specialized study leading to a degree. They are certified by the State Board of Higher Education or by a recognized accrediting agency. Colleges tend to be in campus-like settings or on multiple blocks.

B. Accessory Uses. Accessory uses include offices, housing for faculty, staff and students, food service, food membership distribution, laboratories, health and sports facilities, theaters, meeting areas, parking, maintenance facilities, and support commercial.

C. Examples. Examples include universities, liberal arts colleges, community colleges, nursing and medical schools not accessory to a hospital, and seminaries.

D. Exceptions. Business and trade schools are classified as Retail Sales And Service.

33.920.450 Medical Centers

A. Characteristics. Medical Centers includes uses providing medical or surgical care to patients and offering overnight care. Medical centers tend to be on multiple blocks or in campus settings.

B. Accessory uses. Accessory uses include out-patient clinics, offices, laboratories, teaching facilities, meeting areas, cafeterias, food membership distribution, parking, maintenance facilities, and housing facilities for staff, ~~or~~ trainees, or patient families.

C. Examples. Examples include hospitals and medical complexes that include hospitals.

D. Exceptions.

1. Uses that provide exclusive care and planned treatment or training for psychiatric, alcohol, or drug problems, where patients are residents of the program, are classified in the Group Living category.
2. Medical clinics that provide care where patients are generally not kept overnight are classified as Office.
3. Urgency medical care clinics are classified as Retail Sales And Service.

VI. Zoning Map Amendments

The Comprehensive Plan Map, land use designation of the fifteen (15) dispersed campus institutions subject to this project is being changed to Institutional Campus(IC) as part of Task 4 of the Comprehensive Plan Update.

The current Task 5, early implementation effort of the Comprehensive Plan Update proposes to rezone these same campuses to a corresponding campus institutional zone. The specific zone type and geographic extent of this zoning is portrayed on the following maps. More detailed campus specific maps are also portrayed in an appendix to this report.

Map 1: Concordia University
Map 2: Legacy Emanuel Hospital and Health Center
Map 3: Legacy Good Samaritan Hospital and Health Center
Map 4: Kaiser Medical Centers
Map 5: Lewis and Clark College
Map 6: Multnomah University
Map 7: Portland Community College – Cascade
Map 8: Portland Community College – Southeast Center
Map 9: Portland Community College – Sylvania
Map 10: Adventist Medical Center
Map 11: Providence Portland Medical Center
Map 12: Reed College
Map 13 University of Portland
Map 14: University of Western States
Map 15: Warner Pacific University

Transition from Existing Conditional Use Master Plans and Impact Mitigation Plans

Existing conditional use master plans and impact mitigation plans will be honored during an approximate five year transition period ending December 31, 2020. (See code section 33.700.110) During this transition period Institutions may elect to continue development under the entitlements and obligations described in their approved CUMP/IMPs. At the end of this time period, or sooner if proposed by the institution, development proposals will be reviewed against the requirements of the campus institution base zone and other code sections as applicable. Once the decision has been made to develop under a provision of the new campus institution zone the applicable CUMP/IMP will expire.

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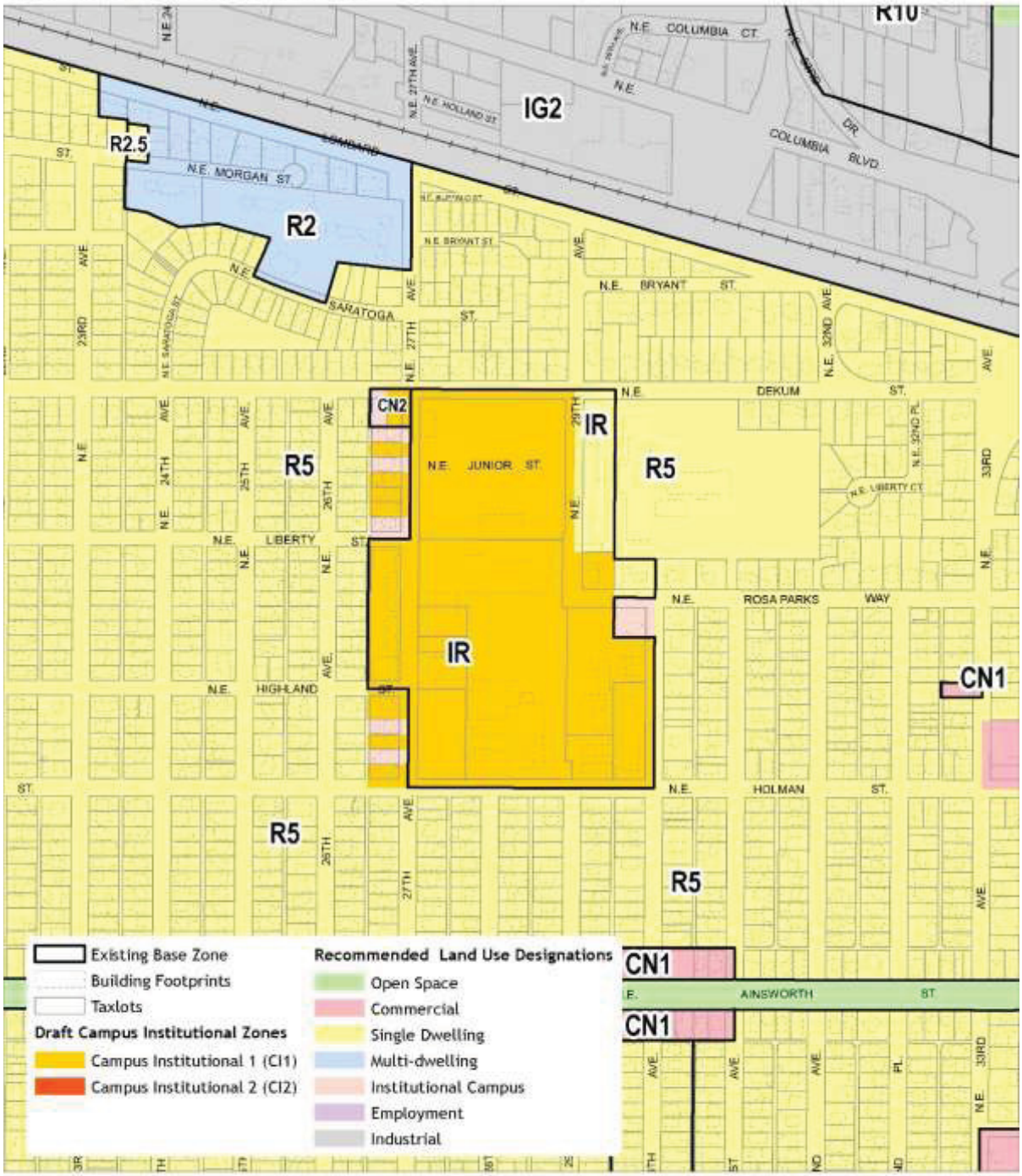
Map 1: Concordia University



Campus Institutional Zoning Project

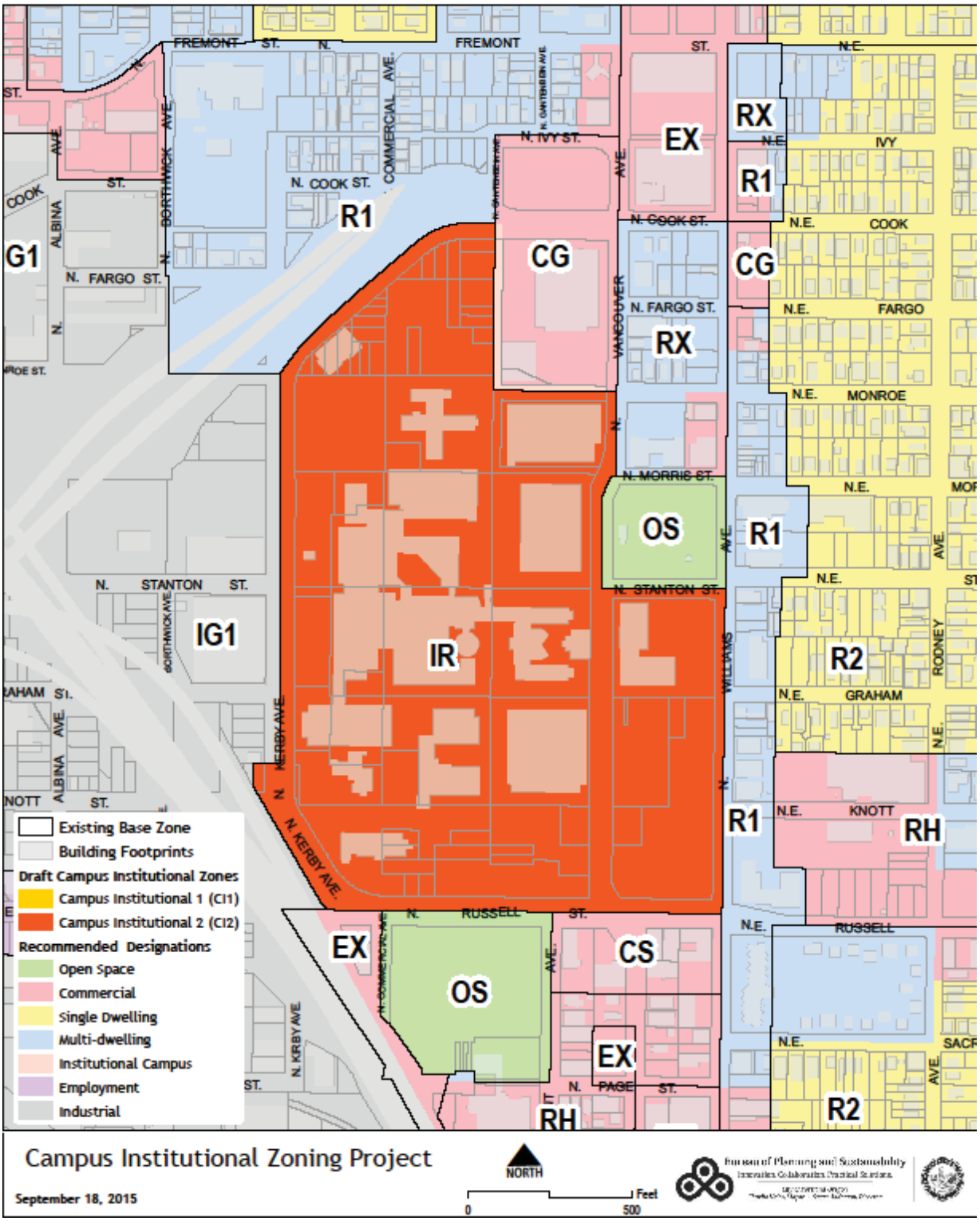
September 29, 2015

NORTH

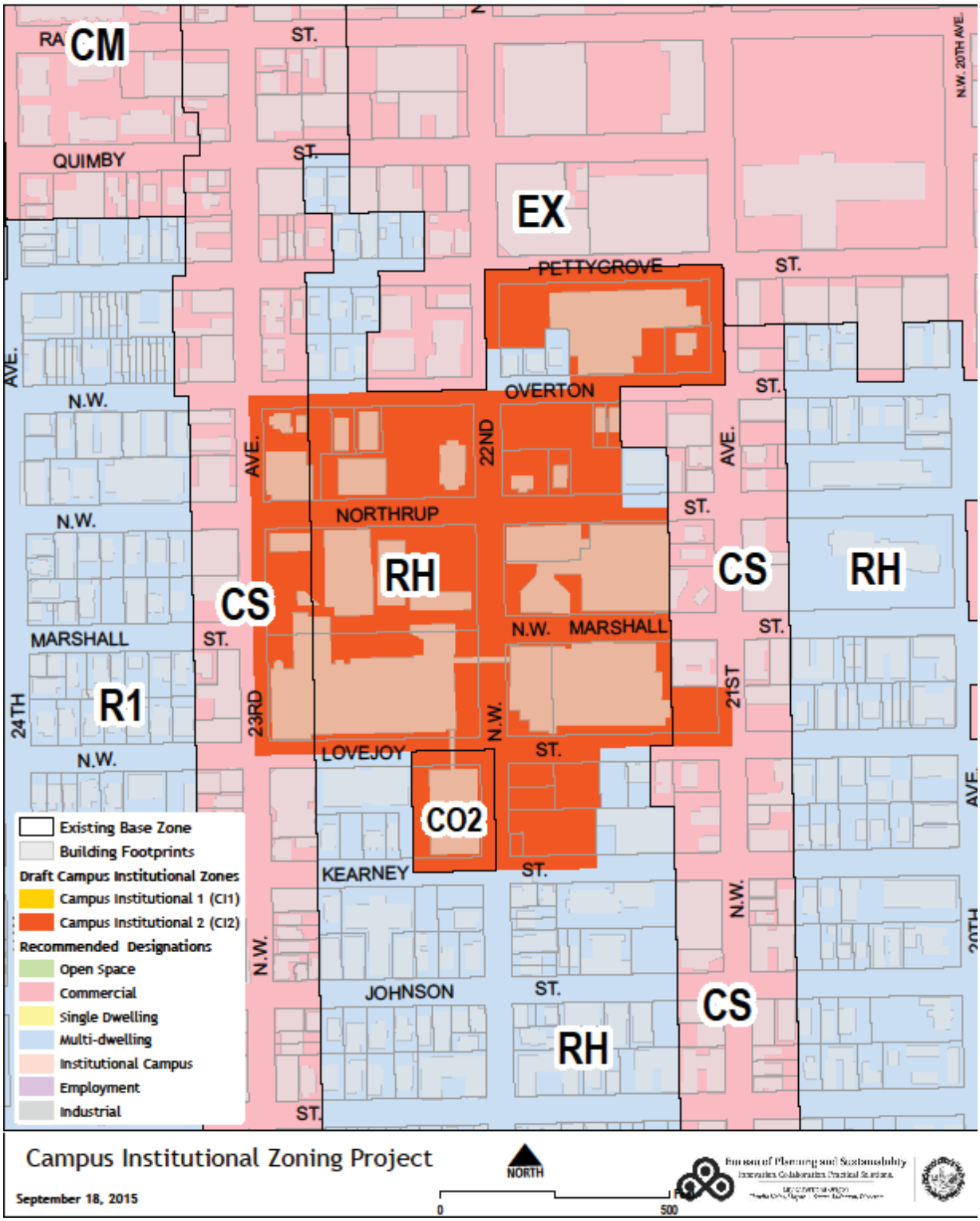
0 250 500 Feet

Bureau of Planning and Sustainability

Map 2: Legacy Emanuel Hospital and Health Center



Map 3: Legacy Good Samaritan Hospital and Health Center



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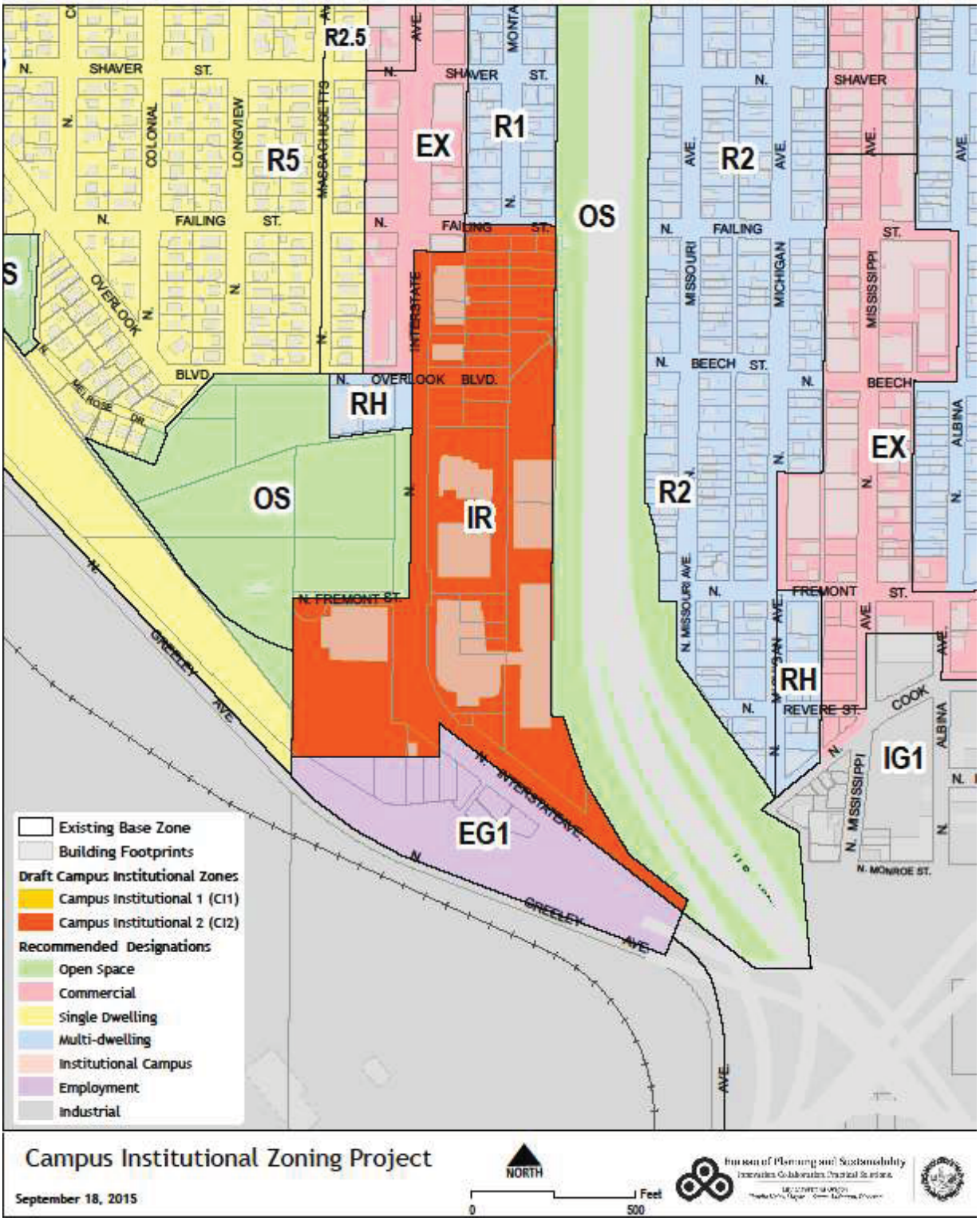
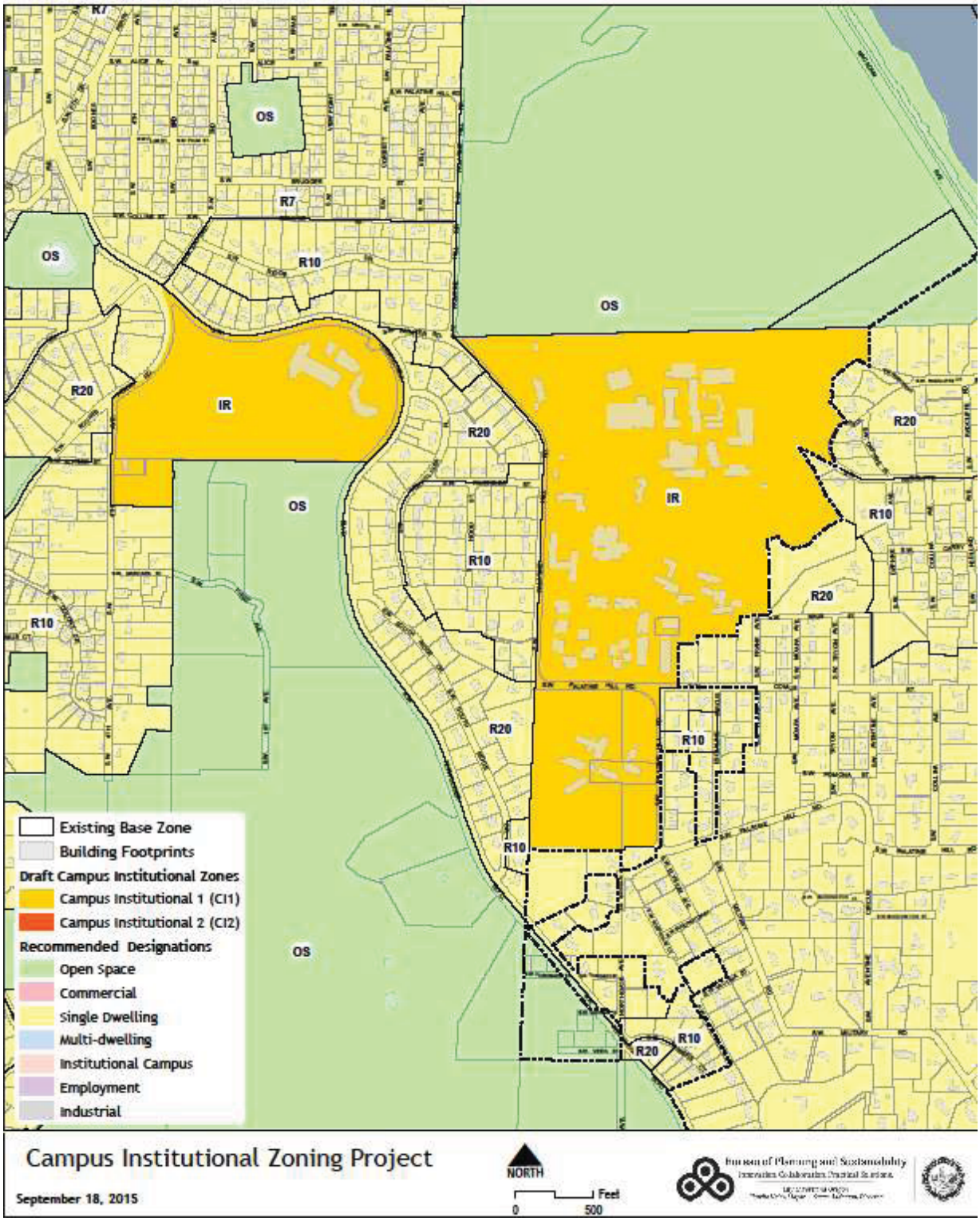
Map 4: Kaiser Medical Center



Map 5: Lewis and Clark College



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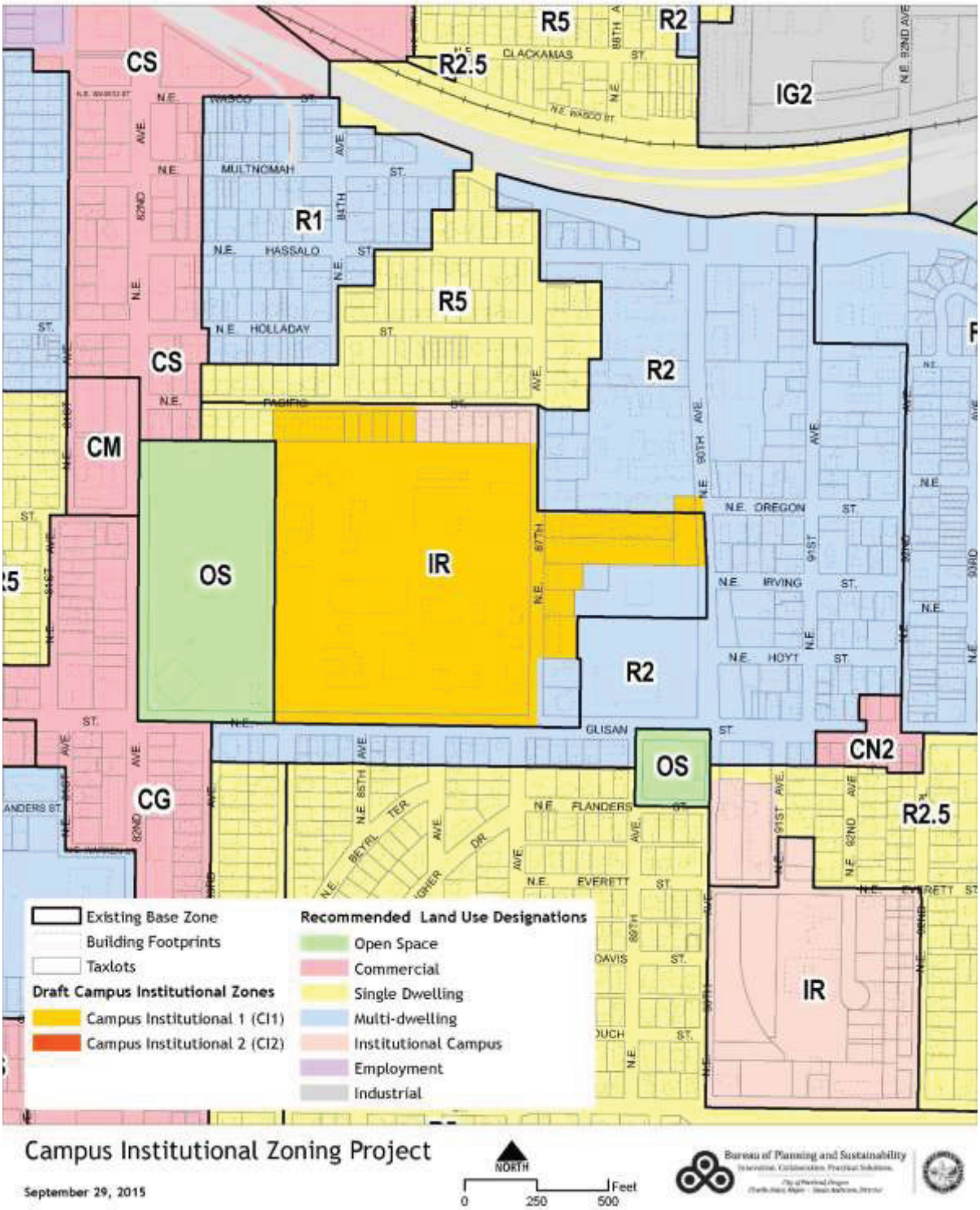
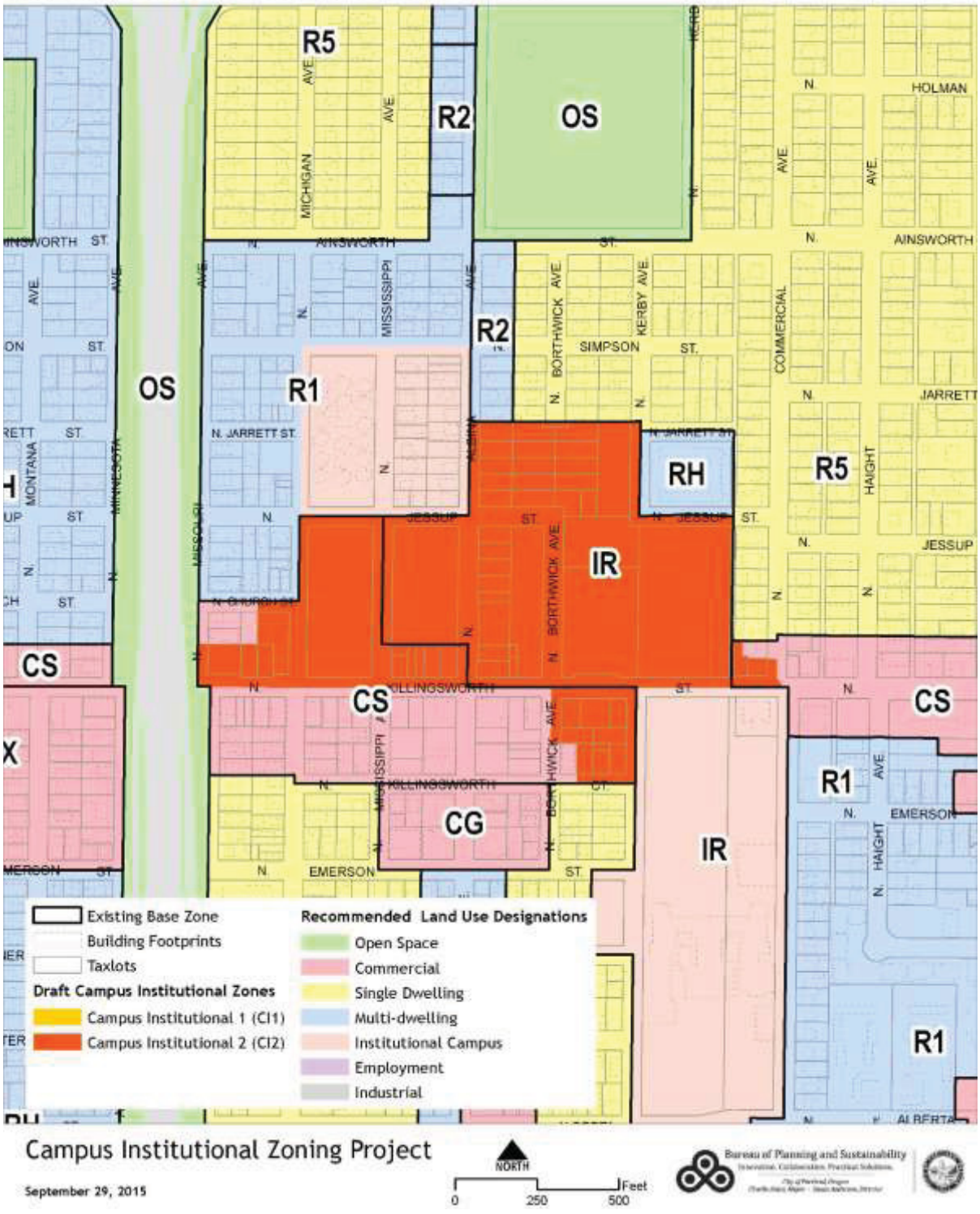
Map 6: Multnomah University



Map 7: Portland Community College - Cascade



Campus Institutional Zoning Project

September 29, 2015

NORTH

0 250 500 Feet

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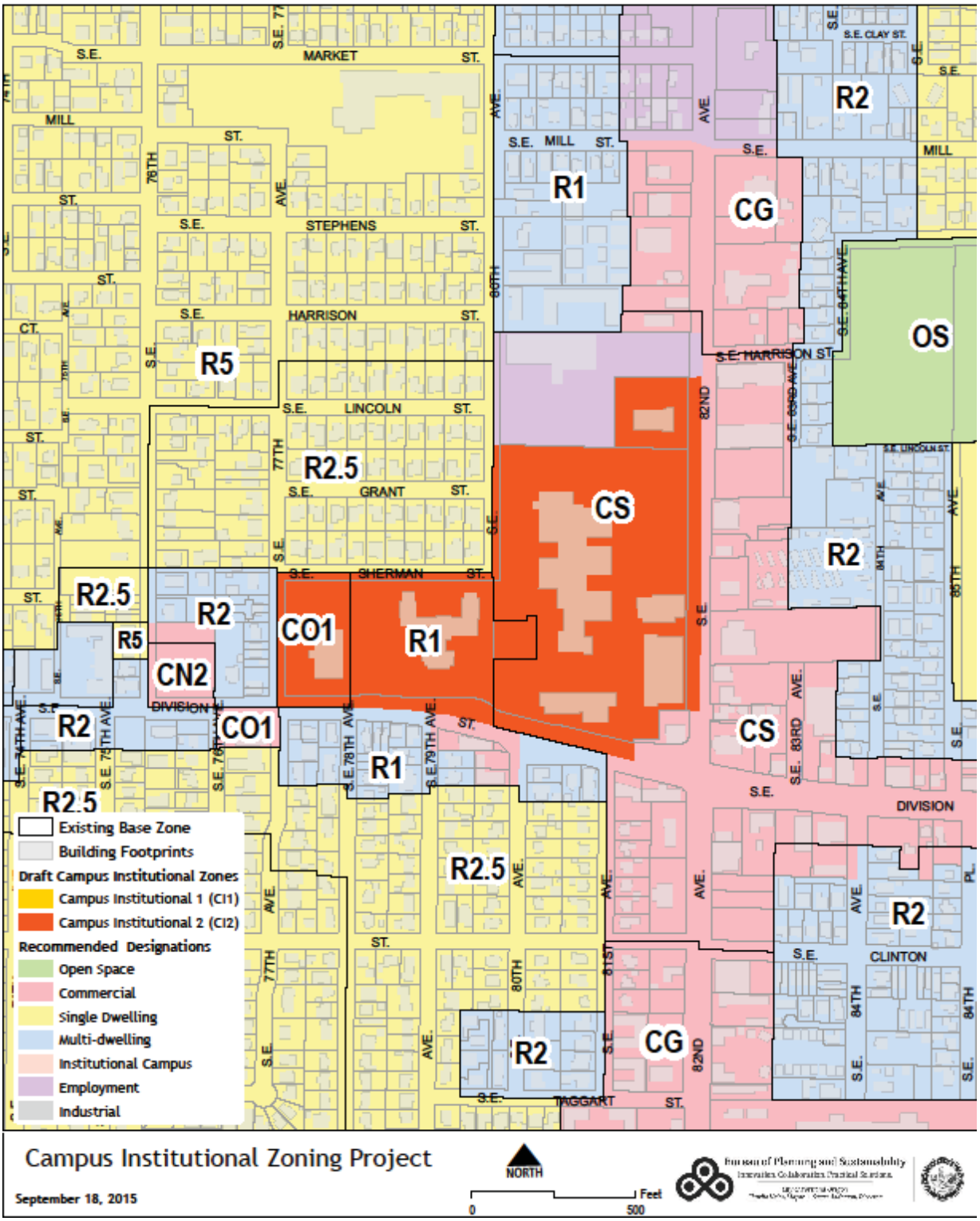
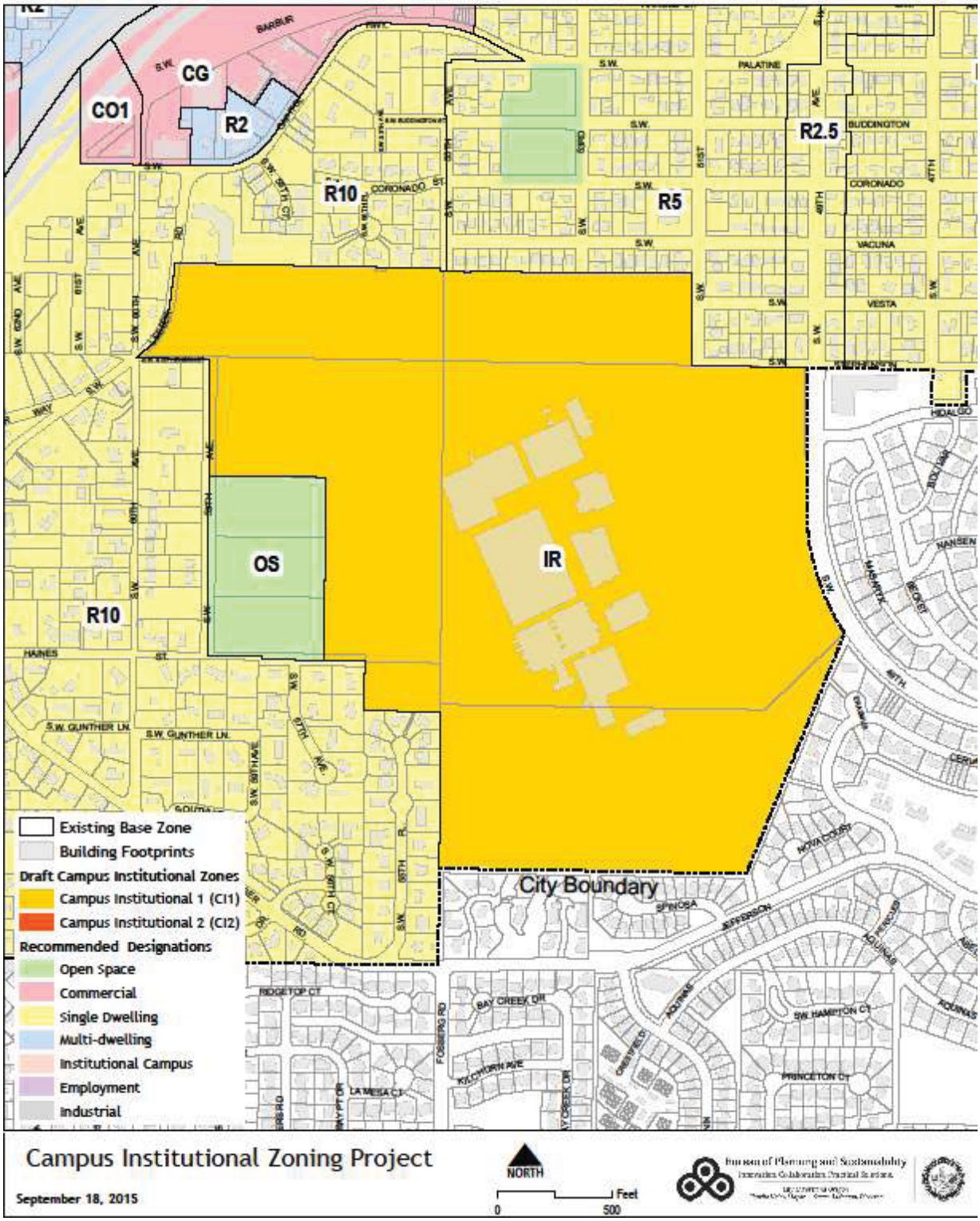
Map 8: Portland Community College - Southeast Center



Map 9: Portland Community College - Sylvania



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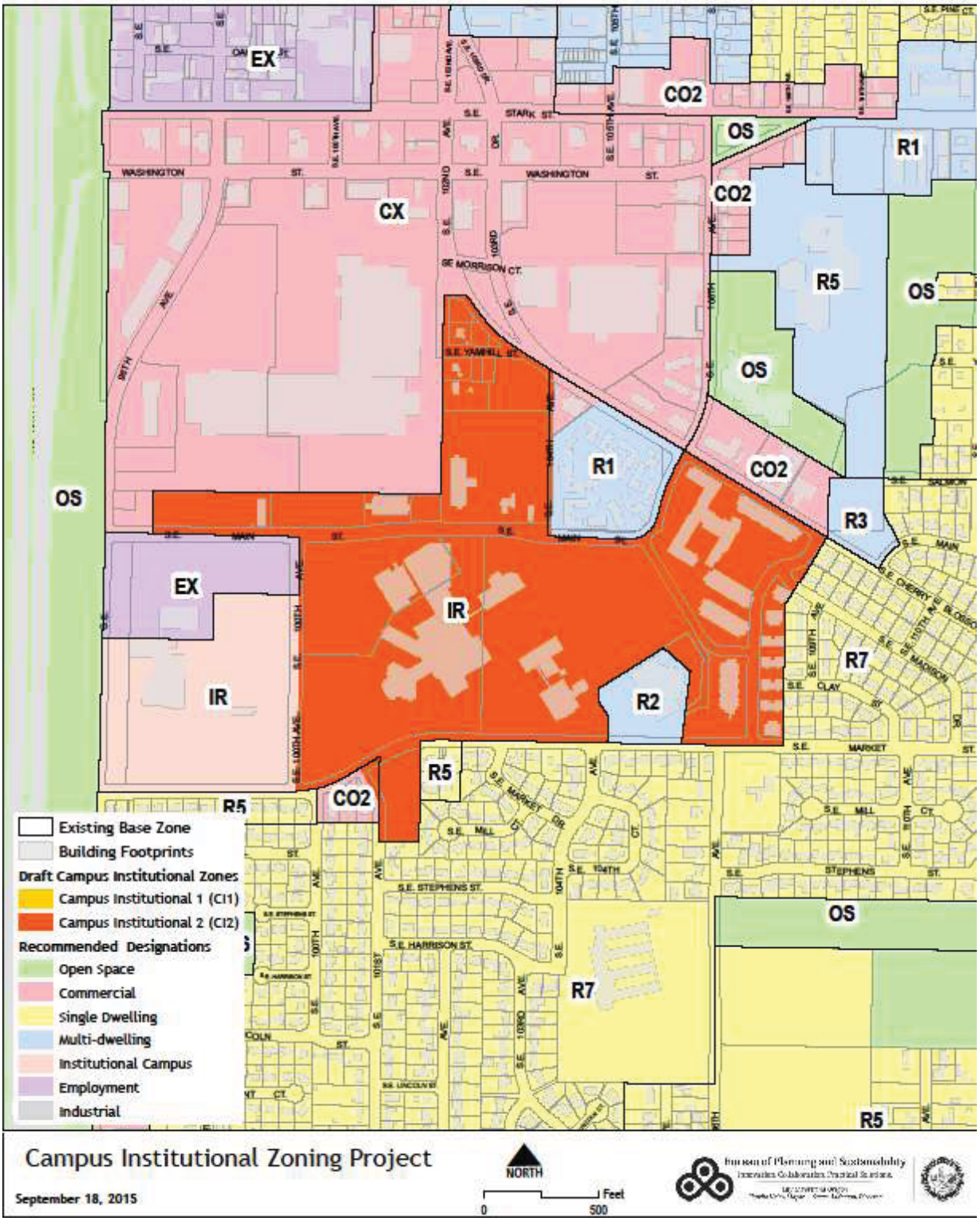
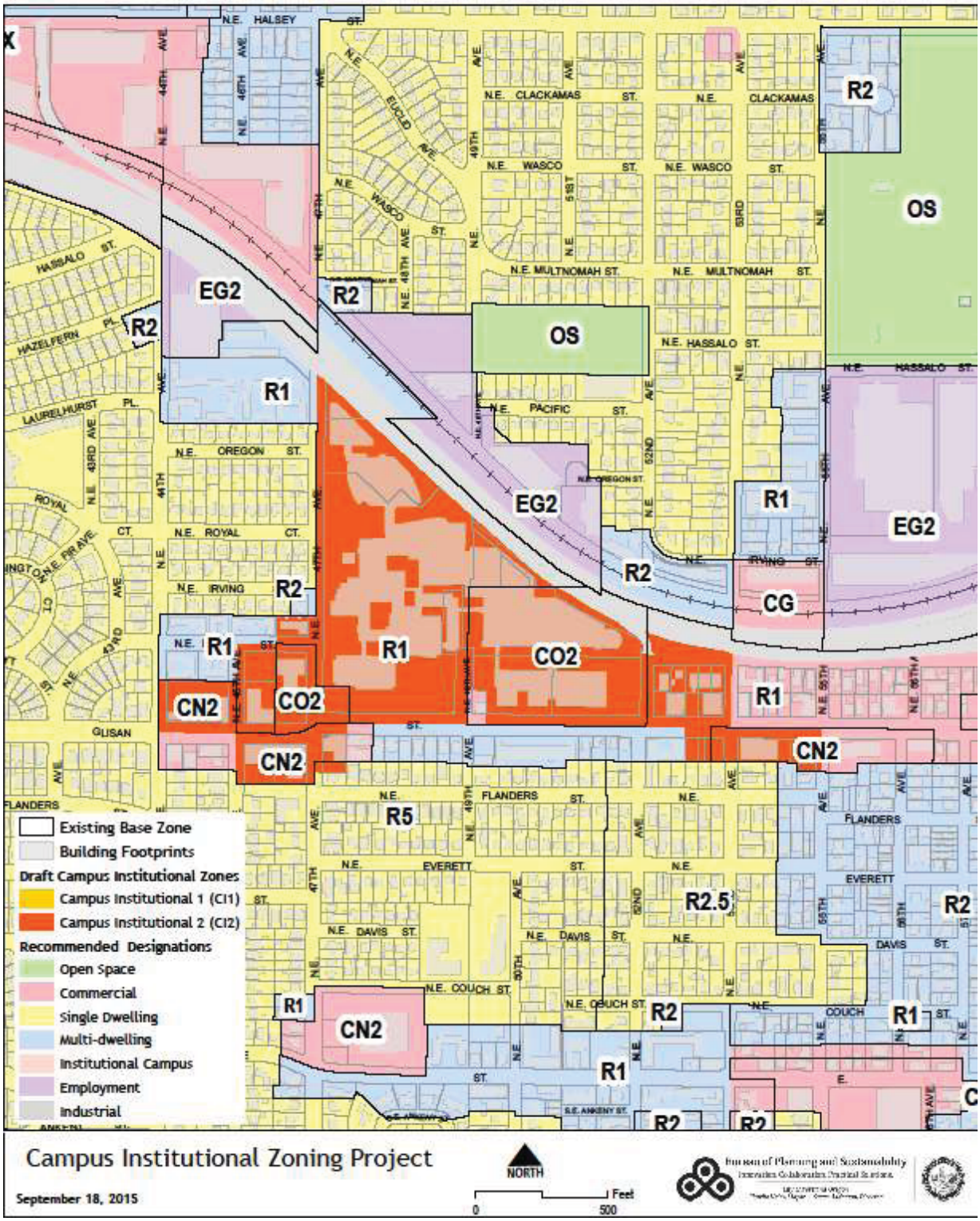
Map 10: Adventist Medical Center



Map 11: Providence Portland Medical Center



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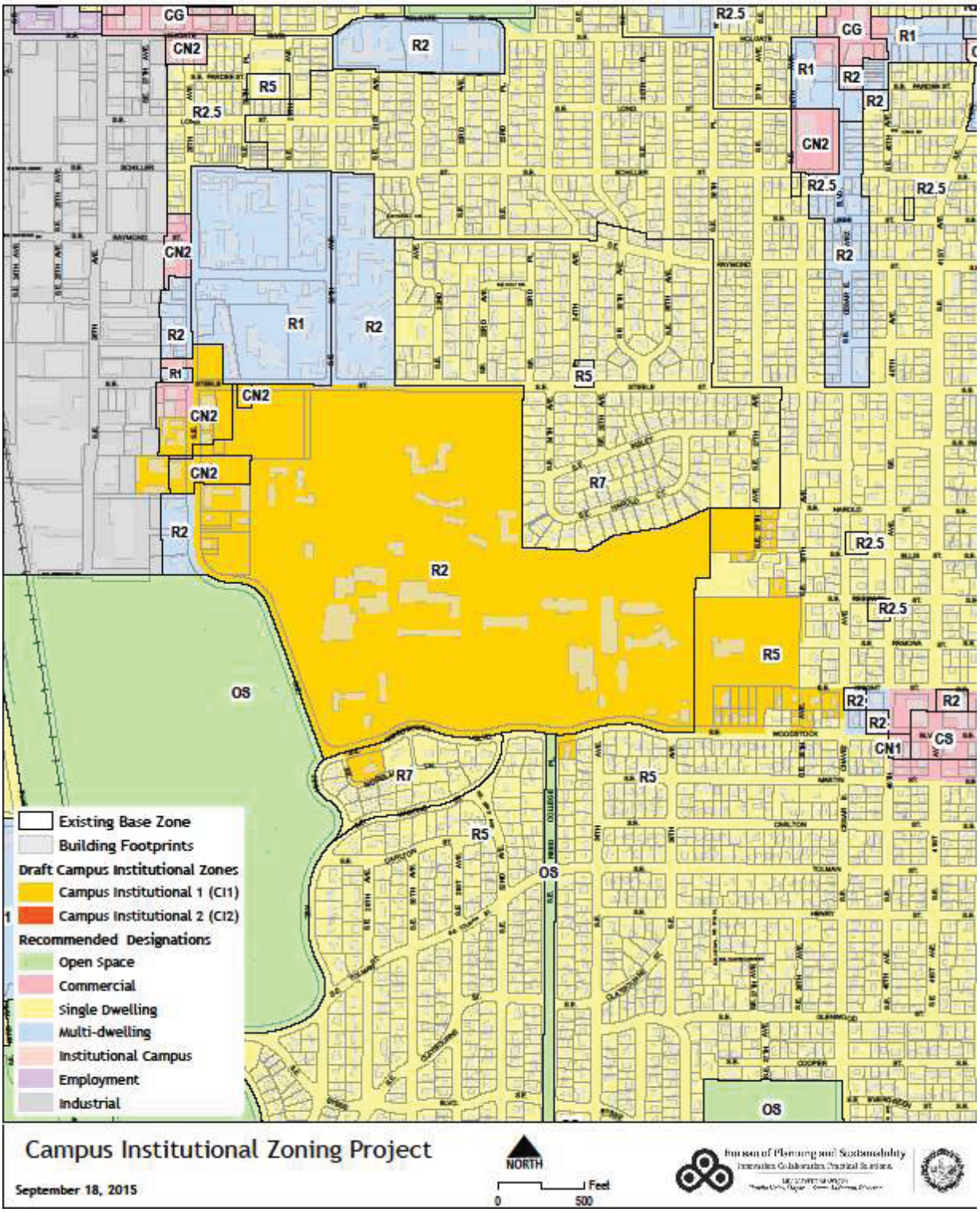
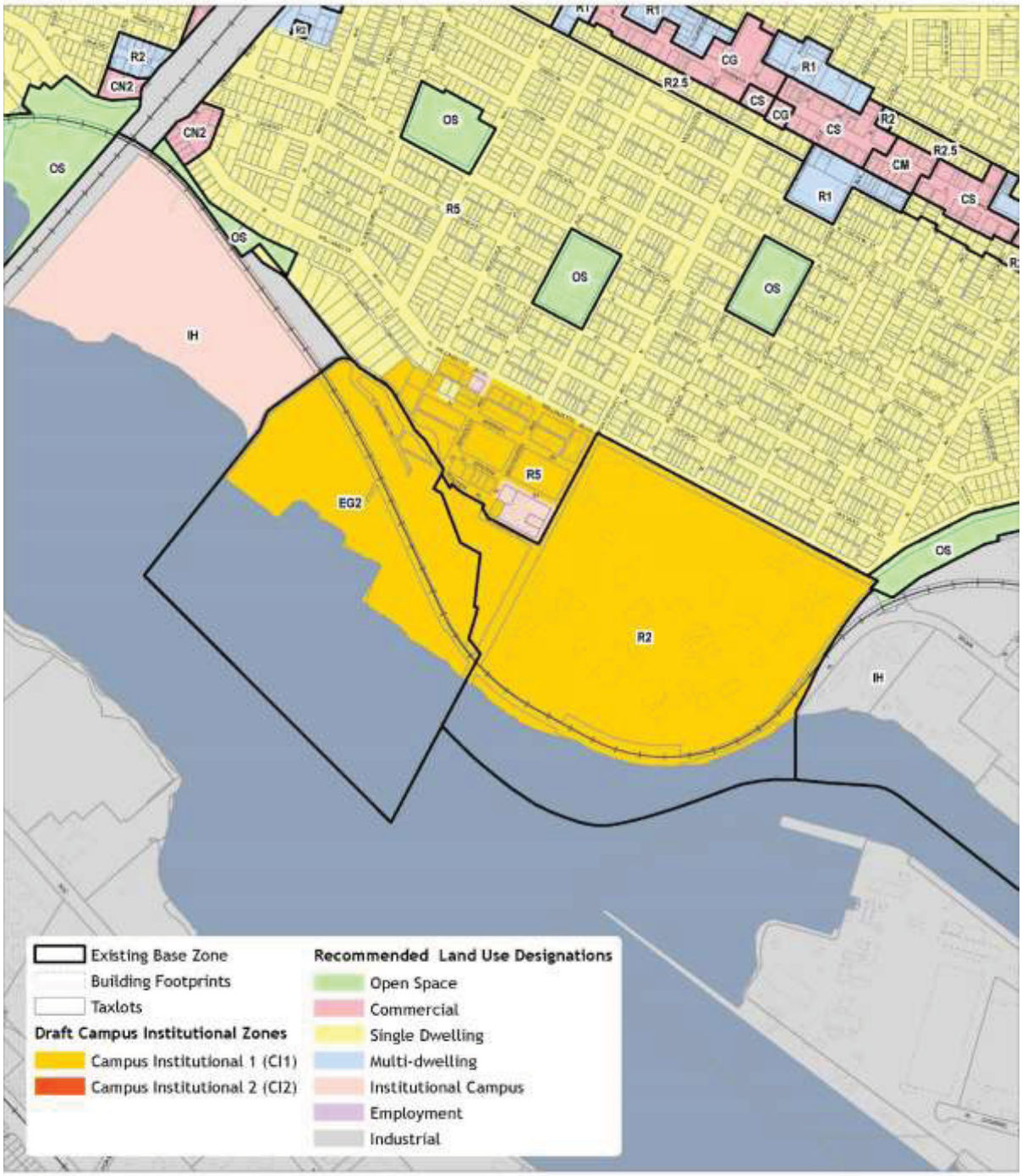
Map 12: Reed College



Map 13: University of Portland



Campus Institutional Zoning Project

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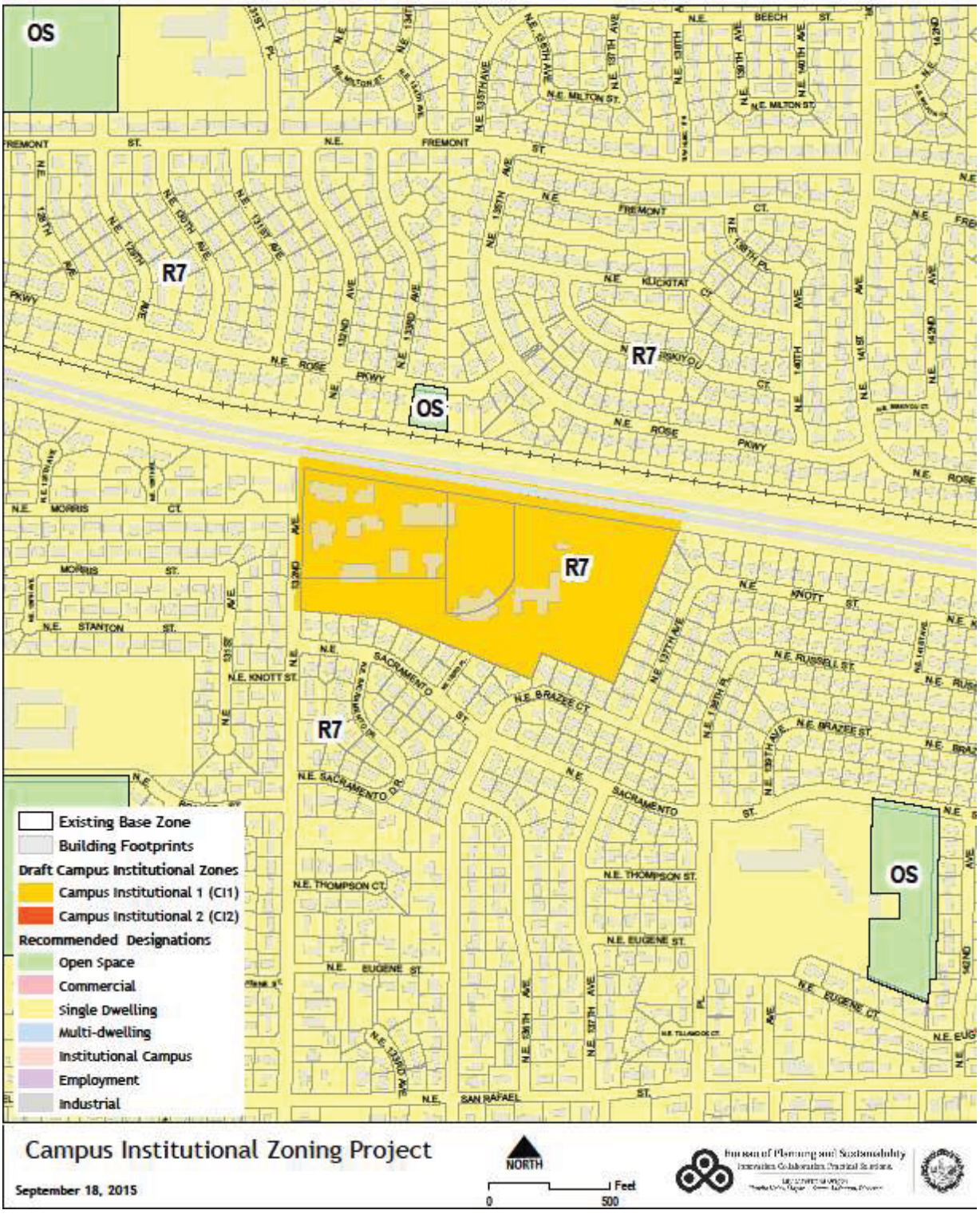
NORTH

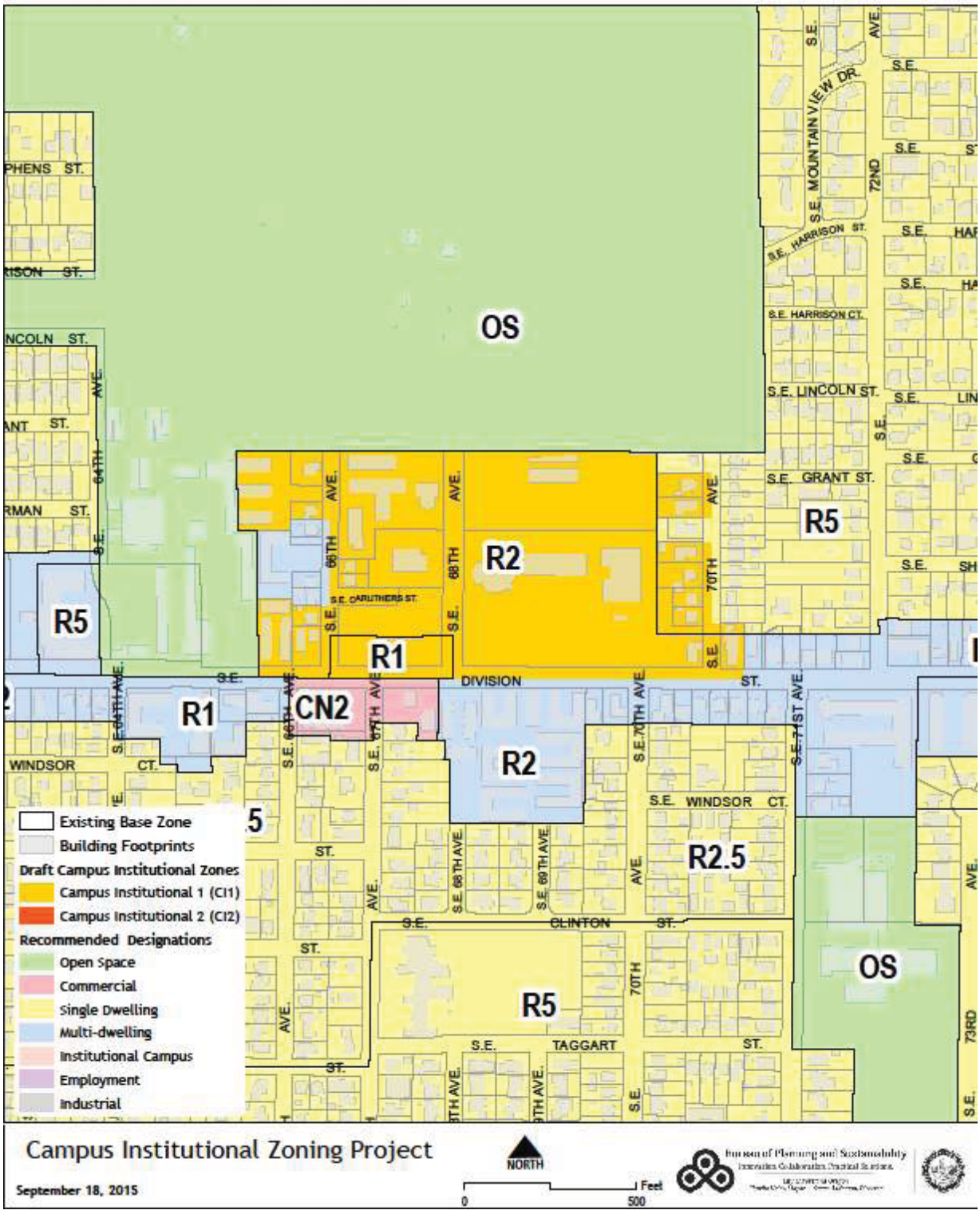
0 250 500 Feet

Bureau of Planning and Sustainability

Map 14: University of Western States



Map 15: Warner Pacific University



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Section VII. Other Implementation Tools

Balancing the growth needs of the campus institutions with the quality of life of the surrounding neighborhoods is not only accomplished through adoption of the new Campus Institution zones. There are other City codes and infrastructure investments that will serve to support the objectives of this project as well.

Affiliated City Codes
The two new proposed base zones will operate within a larger regulatory structure that will continue to influence how campus institutions will develop and interact with their adjoining neighborhoods. Within the Zoning Code, Chapter 200 Additional Use and Development Chapter 400 Overlay zones, and Chapter 500 Plan Districts contain specific procedures and development standards that will apply to institutions. Depending on the proposed development and the specific location of the institution one or more of the following additional regulatory requirements may be applicable:

Chapter 200 Additional Use and Development Regulations
33.243 Helicopter Landing Facilities
33.248 Landscaping and Screening
33.262 Off-Site Impacts
33.266 Parking and Loading

Chapter 400 Overlay Zones
33.420 Design Overlay Zone
33.430 Environmental Overlay Zone
33.440 Greenway Zones

Chapter 500 Plan Districts
33.526 Gateway Plan District (Adventist Medical Center)
33.555 Marquam Hill Plan District
33.561 North Interstate Plan District (Legacy Emanuel Hospital)
33.562 Northwest Plan District (Legacy Good Samaritan Hospital)

Chapter 800 Land Use Reviews
33.805 Adjustments
33.852 (proposed) Transportation Impact Analysis
33.815 Conditional Use Review
33.825 Design Review

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Other Codes
Other city codes relevant to the development and operation of institutions remain in place including but not limited to: Title 11 Trees; Title 17 Public Improvements; Title 18 Noise Control and Title 32 Signs and Related Regulations.

Transportation System Improvements
In addition to the regulatory constraints that limit development potential on the dispersed campus institutions there are specific infrastructure impediments to institutional growth, which have been identified in transportation analysis done as part of the Comprehensive Plan. Transportation improvements that mitigate for these impediments and improve the multi-model transportation system in the neighborhoods surrounding these institutions are presented for inclusion in the City's "Transportation Systems Plan" (TSP). The TSP identifies over $700 million dollars in transportation infrastructure projects within 1/2 mile of the dispersed campus institutions including $122 million dollars in projects that directly improve the transportation networks within the neighborhoods surrounding these campuses. An abbreviated list of these recommended TSP projects is included as appendix b. to this report. As the City and region secures funding for transportation improvements, that money is spent on projects identified in the TSP. Funding is not guaranteed for these identified projects. The City expects to coordinate funding strategies with the colleges and hospitals that will benefit from these projects.

Expanded Transportation Demand Management (TDM) Requirements
TDM encompasses a variety of strategies to encourage more efficient use of the existing transportation system and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand.

As part of the Campus Institutional Zoning Project, PBOT will consider expanding the requirement that each campus has an approved, performance-based TDM Plan. TDM plans for colleges and medical centers will be approved through Transportation Impact Review (proposed Chapter 33.852). These plans would need to be updated when development occurs over certain impact thresholds. Changes may include better integration of TDM and parking management; and revitalized TDM program monitoring. Implementation of these concepts will involve changes to the Zoning Code (in Chapter 33.266), and to Title 17. Title 17 changes will address minimum requirements for TDM plans, fees, and enforcement. Title 17 may also authorize PBOT to publish administrative rules that will contain the specific forms and monitoring requirements. These rules will be finalized in 2016 or early 2017.

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VIII. Appendices

Appendix a: Outreach Meeting Schedule
Appendix b: Representative Transportation System Improvements

Maps
Map 1: Concordia University
Map 2: Legacy Emanuel Hospital and Health Center
Map 3: Legacy Good Samaritan Hospital and Health Center
Map 4: Kaiser Medical Centers
Map 5: Lewis and Clark College
Map 6: Multnomah University
Map 7: Portland Community College – Cascade
Map 8: Portland Community College – Southeast Center
Map 9: Portland Community College – Sylvania
Map 10: Adventist Medical Center
Map 11: Providence Portland Medical Center
Map 12: Reed College
Map 13 University of Portland
Map 14: University of Western States
Map 15: Warner Pacific University

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Appendix a. List of Scheduled Outreach Meetings (partial)

Public outreach efforts included advisory group meetings, attendance at Comprehensive Plan open houses and scheduled briefings with neighborhood associations, institutions and other interested groups.

Date	Outreach Event/Meeting
11/26/2012	Montavilla Neighborhood Association
11/29/2012	Comp Plan Update: Campus Institutional Policy Update Community Briefing
12/17/2012	Eliot Neighborhood Association
12/18/2012	SWNI LU Chairs
1/23/2013	Northeast Coaltion of Neighborhoods, Land Use and Transportation Committee
1/24/2013	North Portland Land Use Group
1/28/2013	SE Uplift Land Use Chairs
6/25/2013	Concordia University
10/2/2013	Sellwood-Moreland Improvement League (SMILE)
10/15/2013	Diversity and Civic Leadership
10/16/2013	Woodstock Neighborhood Association Land Use Committee
11/20/2013	Community Involvement Committee
12/12/2013	Project Advisory Group Meeting #1
12/17/2013	North Mt. Tabor Neighborhood Association
2/13/2014	Project Advisory Group Meeting #2
4/10/2014	Project Advisory Group Meeting #3
6/12/2014	Project Advisory Group Meeting #4
8/14/2014	Project Advisory Group Meeting #5
8/18/2014	Northwest District Neighborhood Association - NWDA
9/1/2014	Collinsview Neighborhood Association
9/10/2014	Open House - David Douglas High
9/11/2014	Project Advisory Group Meeting #6
9/18/2014	Open House - Roosevelt High
10/9/2014	Project Advisory Group Meeting #7
11/13/2014	Project Advisory Group Meeting #8
11/18/2014	Reed College
1/15/2015	Project Advisory Group Meeting #9
2/17/2015	SWNI Land Use Committee
3/12/2015	Project Advisory Group Meeting #10
3/16/2015	Southeast Uplift
3/18/2015	North/Northeast Business Association
3/25/2015	Northeast Coalition of Neighbors
3/26/2015	North Portland Land Use Group
4/6/2015	East Portland Land Use Chairs
4/13/2015	Eliot NA Land Use and Transportation Committee
4/29/2015	Portland Community College
4/29/2015	Providence Medical Center
5/7/2015	University of Portland
5/19/2015	Kaiser Medical Center
6/22/2015	Legacy Good Sam
6/25/2015	Northwest District Neighborhood Association

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Appendix b.Listing of multi-modal transportation system improvements

Institution	Project Name	Estimated Timeframe	Cost
Concordia University	Twenties Bikeway	Years 1 - 10	$3,353,690
Kaiser	Failing Street Neighborhood Greenway	Years 1 - 10	$1,000,000
Lewis & Clark College	SW Terwilliger Corridor Improvements, Segment 1	Years 11 - 20	$4,000,000
Lewis & Clark College	Terwilliger Bikeway Gaps	Years 1 - 10	$1,000,000
Multnomah University	Inner Glisan Bikeway	Years 11 - 20	$5,352,131
Multnomah University	I-84 Active Corridor Management	Years 1 - 10	$1,207,937
Pcc-cascade	Killingsworth Street Improvements	Years 1 - 10	$3,728,869
Pcc-southeast	SE Seventies Bikeway	Years 1 - 10	$2,818,037
Pcc-southeast	Inner Division Corridor Improvements, Phase 3	Years 11 - 20	$5,000,000
Pcc-southeast	82nd Ave Corridor Improvements	Years 1 - 10	$5,000,000
Pcc-southeast	SE Division St Transit Improvements	Years 11 - 20	$5,000,000
Pcc-sylvania	Outer Capitol Hwy Corridor Improvements	Years 11 - 20	$3,900,626
Pcc-sylvania	Barbur to PCC Neighborhood Greenway	Years 1 - 10	$850,000
Portland Adventist Hospital	Gateway Local Street Improvements, Phase 1	Years 1 - 10	$8,418,000
Portland Adventist Hospital	Gateway Local Street Improvements, Phase 2	Years 11 - 20	$8,418,000
Portland Adventist Hospital	Gateway Regional Center TSM	Years 11 - 20	$1,944,558
Portland Adventist Hospital	Mill Park Pedestrian Improvements	Years 11 - 20	$10,000,000
Portland Adventist Hospital	4M Neighborhood Greenway	Years 1 - 10	$450,000
Portland Adventist Hospital	Gateway 99th/96th Streetscape Improvements	Years 11 - 20	$4,209,000
Portland Adventist Hospital	East Portland Access to Employment	Years 1 - 10	$5,870,072
Providence Portland Hospital	Inner Glisan Bikeway	Years 11 - 20	$5,352,131
Providence Portland Hospital	I-84 Active Corridor Management	Years 1 - 10	$1,207,937
Reed College	Twenties Bikeway	Years 1 - 10	$3,353,690
Reed College	Inner SE Steele Bikeway	Years 11 - 20	$1,077,000
University Of Portland	North Portland Greenway Trail, Segment 3	Years 11 - 20	$14,787,630
University Of Portland	North Portland Greenway Trail, Segment 4	Years 11 - 20	$5,256,420
Warner Pacific College	Inner Division Corridor Improvements, Phase 3	Years 11 - 20	$5,000,000
Warner Pacific College	SE Division St Transit Improvements	Years 11 - 20	$5,000,000
		Total	**$122,555,728**

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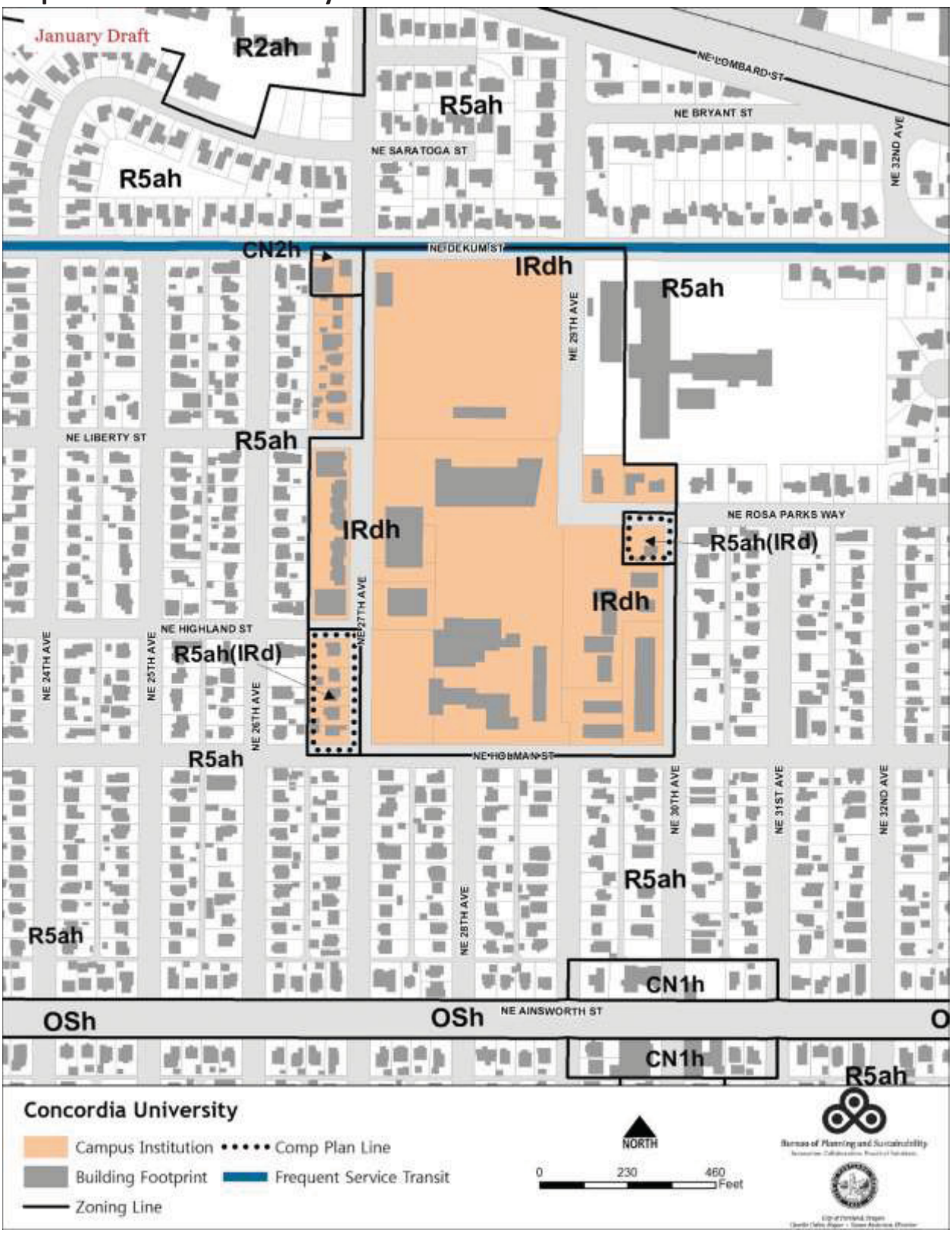
Map 1: Concordia University



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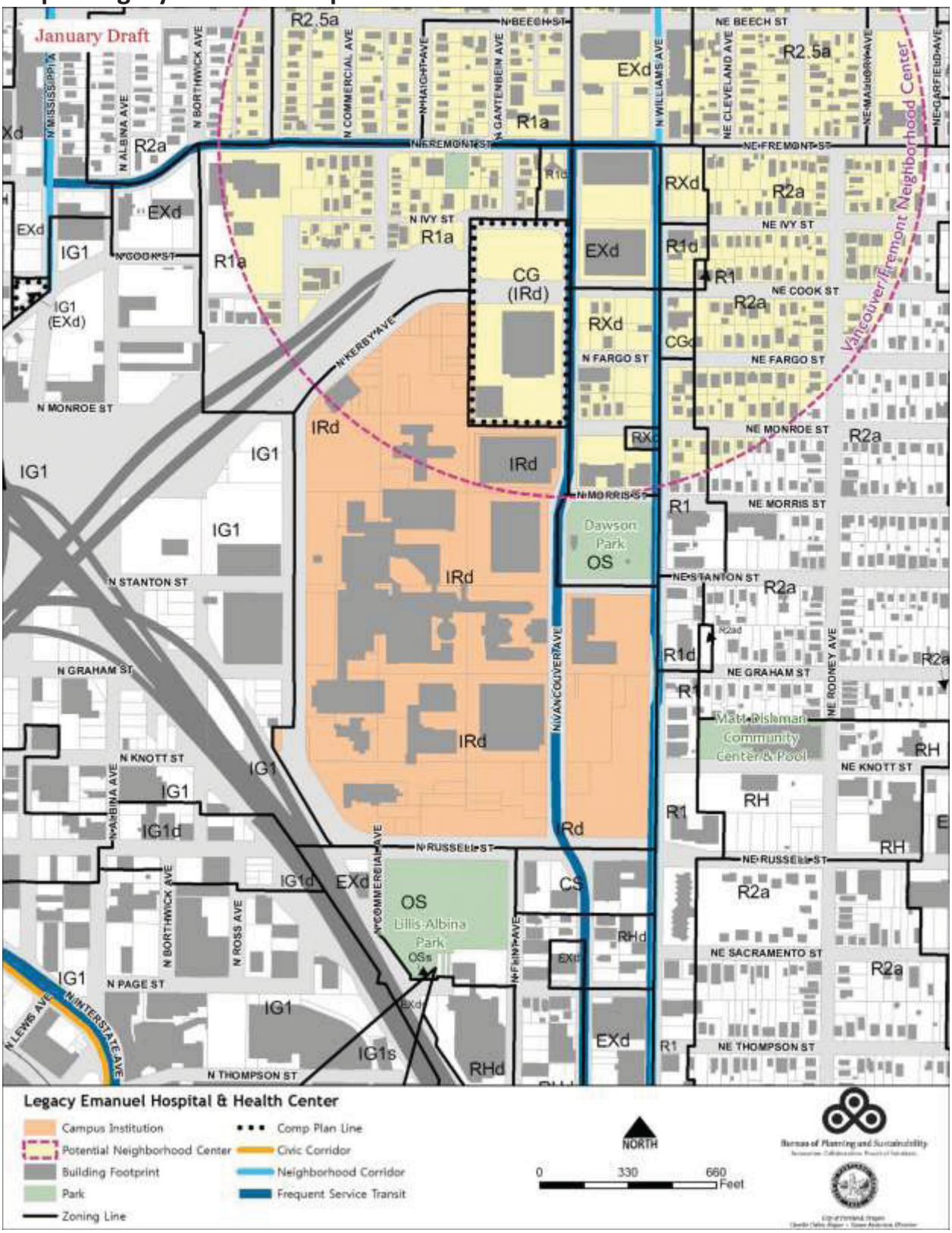
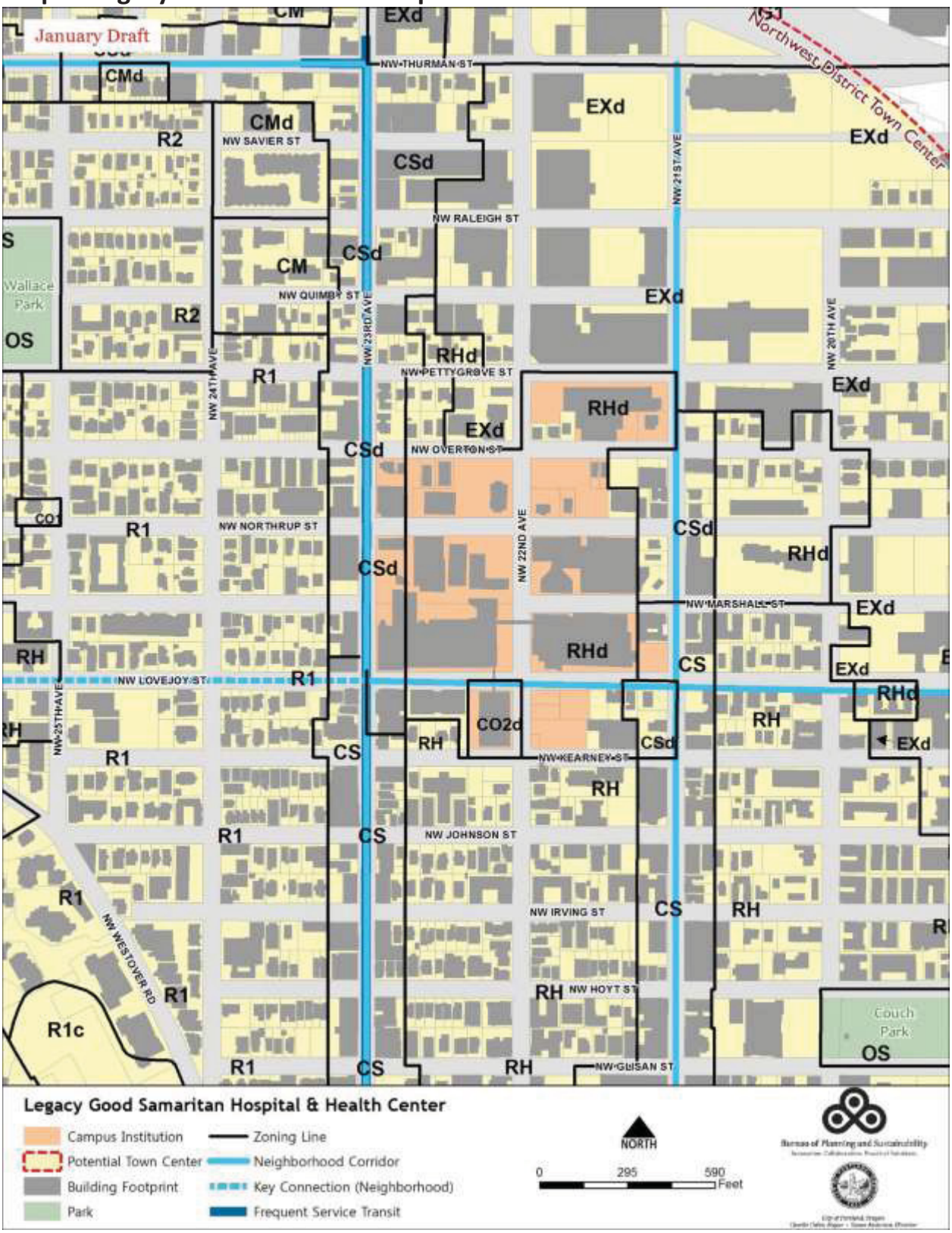
Map 2: Legacy Emanuel Hospital and Health Center



Map 3: Legacy Good Samaritan Hospital and Health Center



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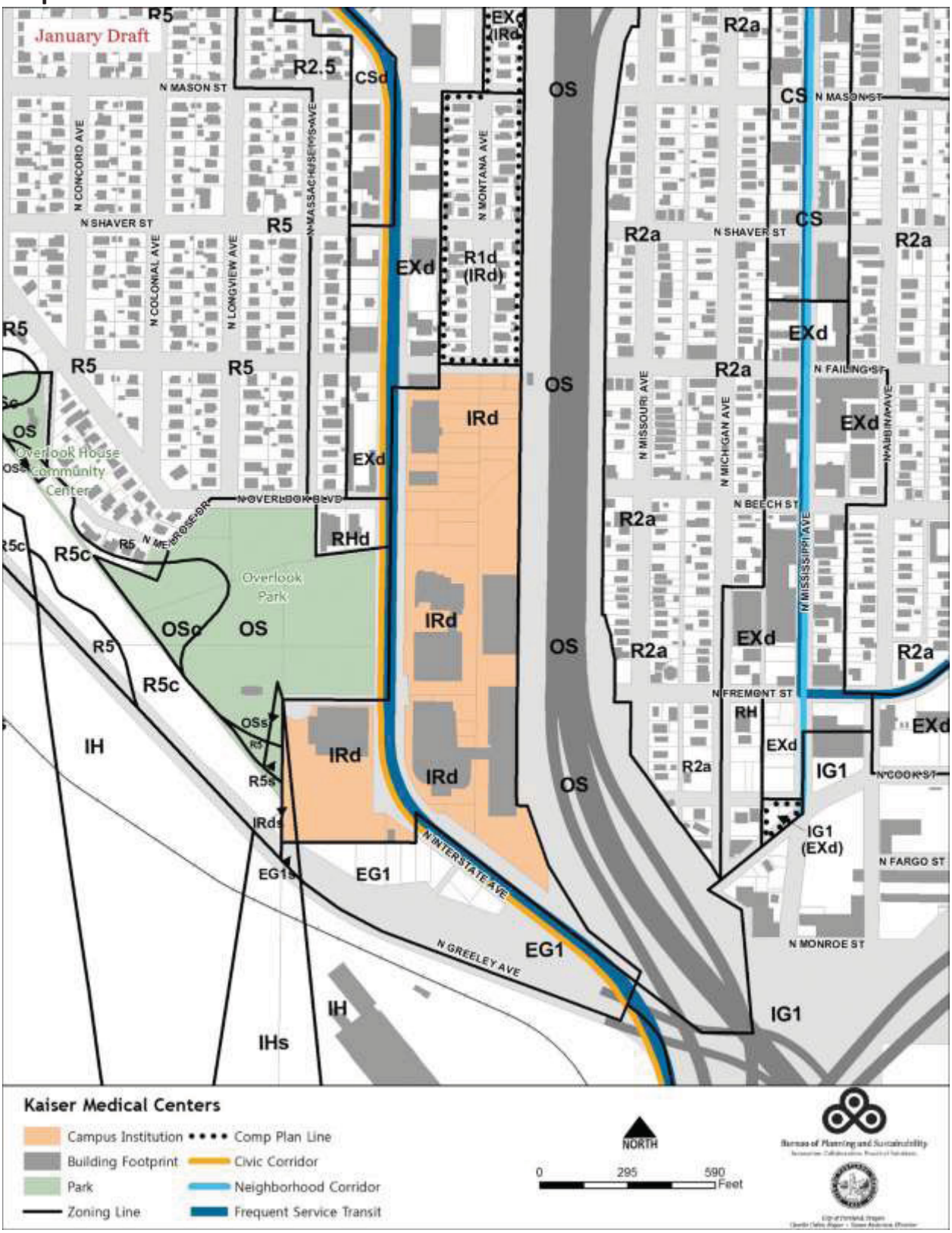
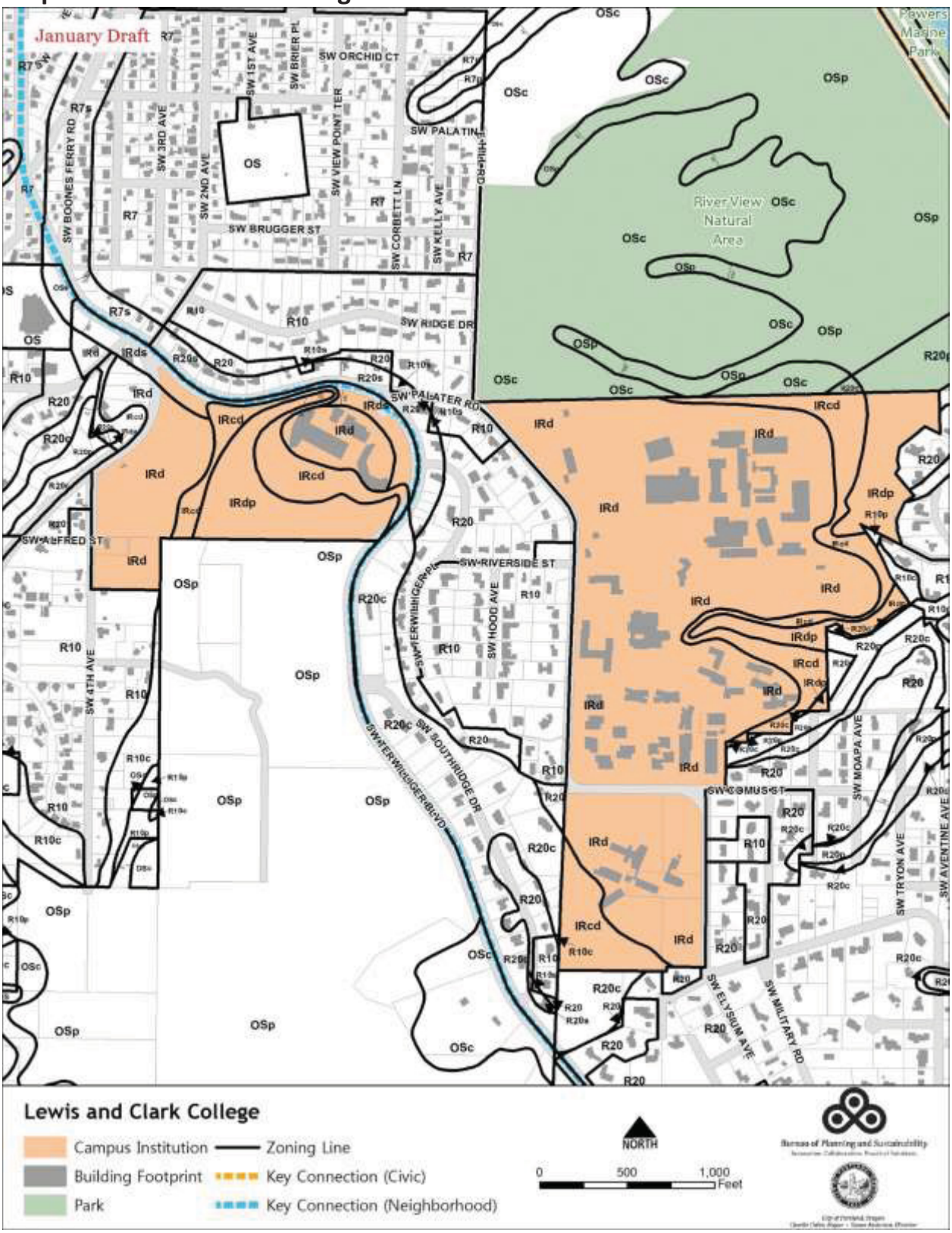
Map 4: Kaiser Medical Center



Map 5: Lewis and Clark College



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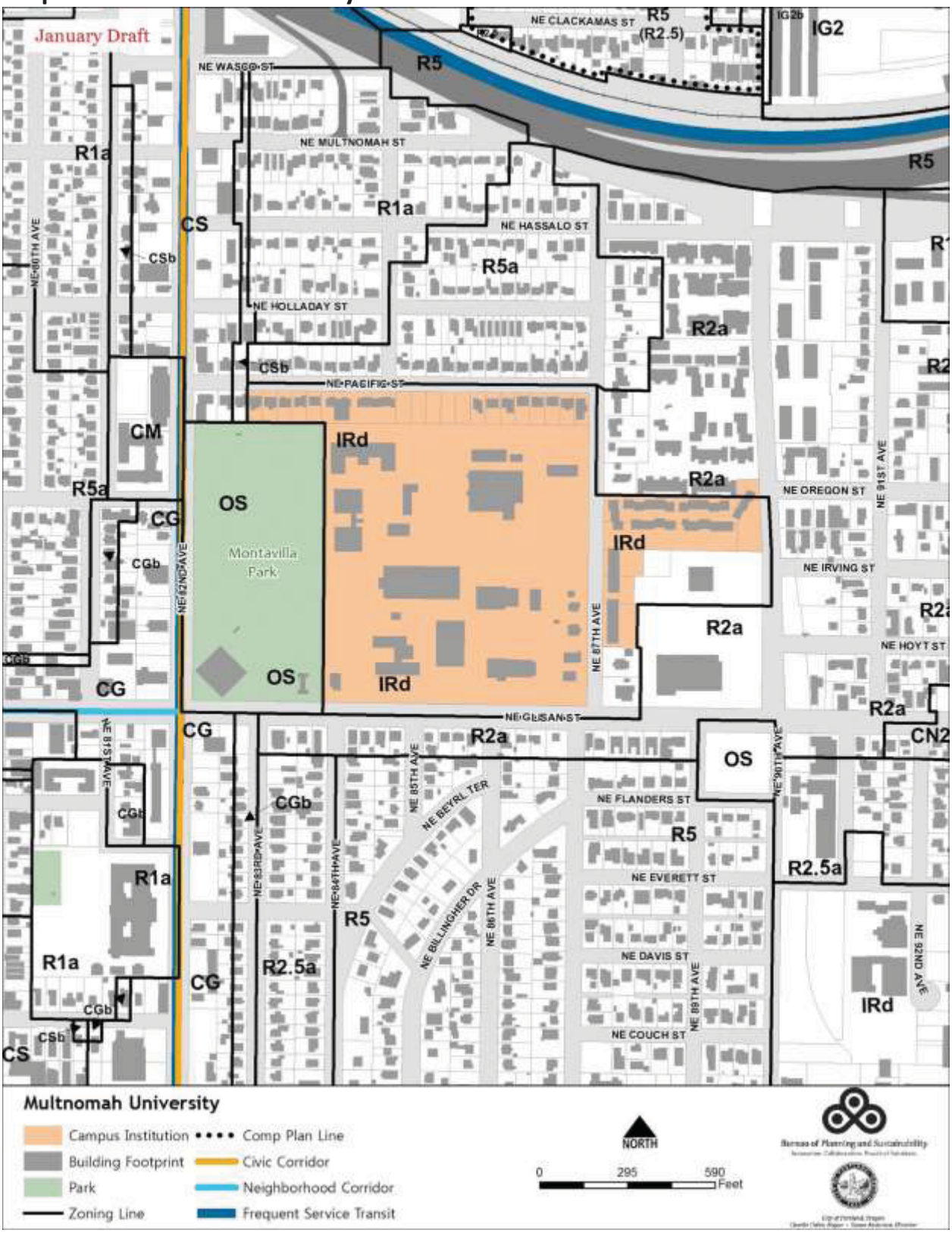
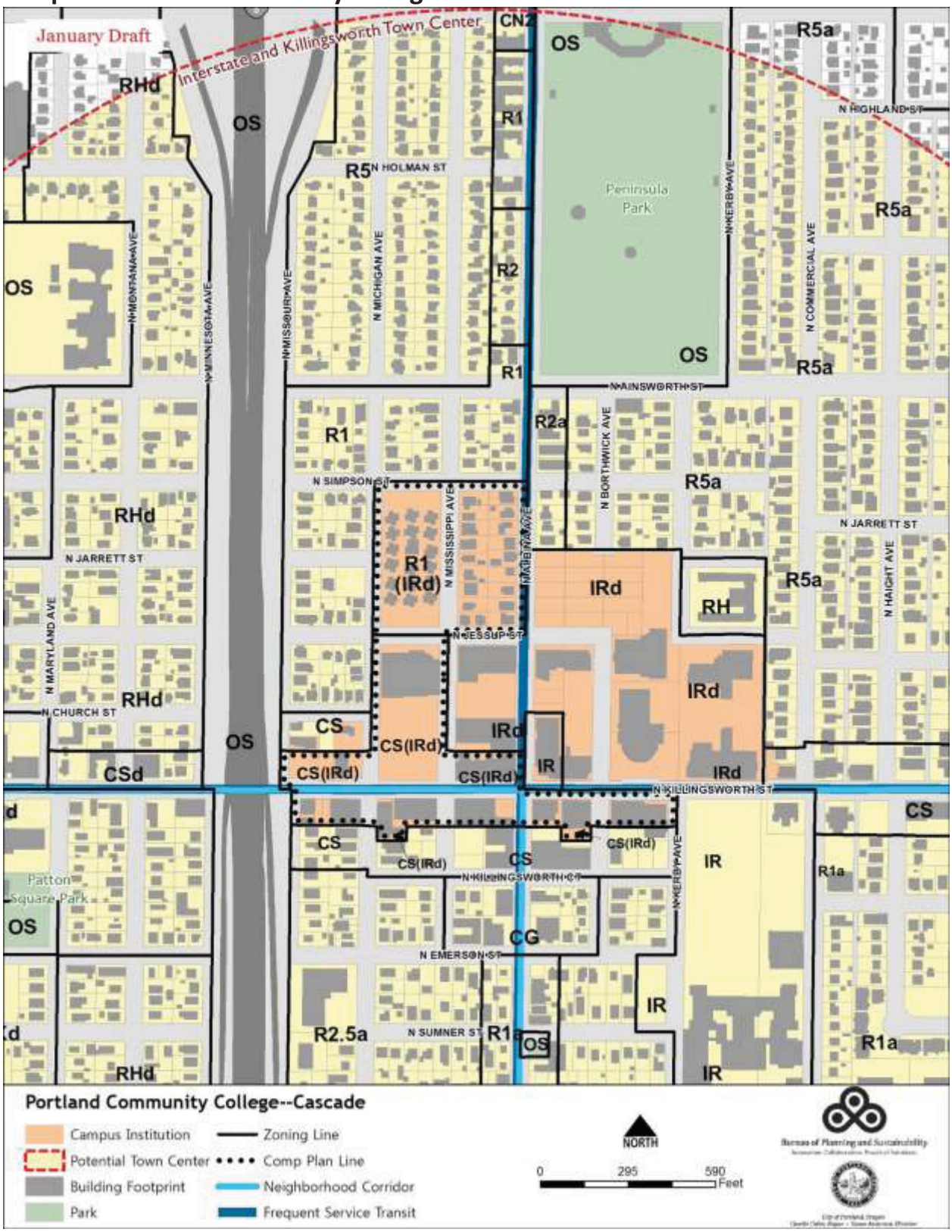
Map 6: Multnomah University



Map 7: Portland Community College - Cascade



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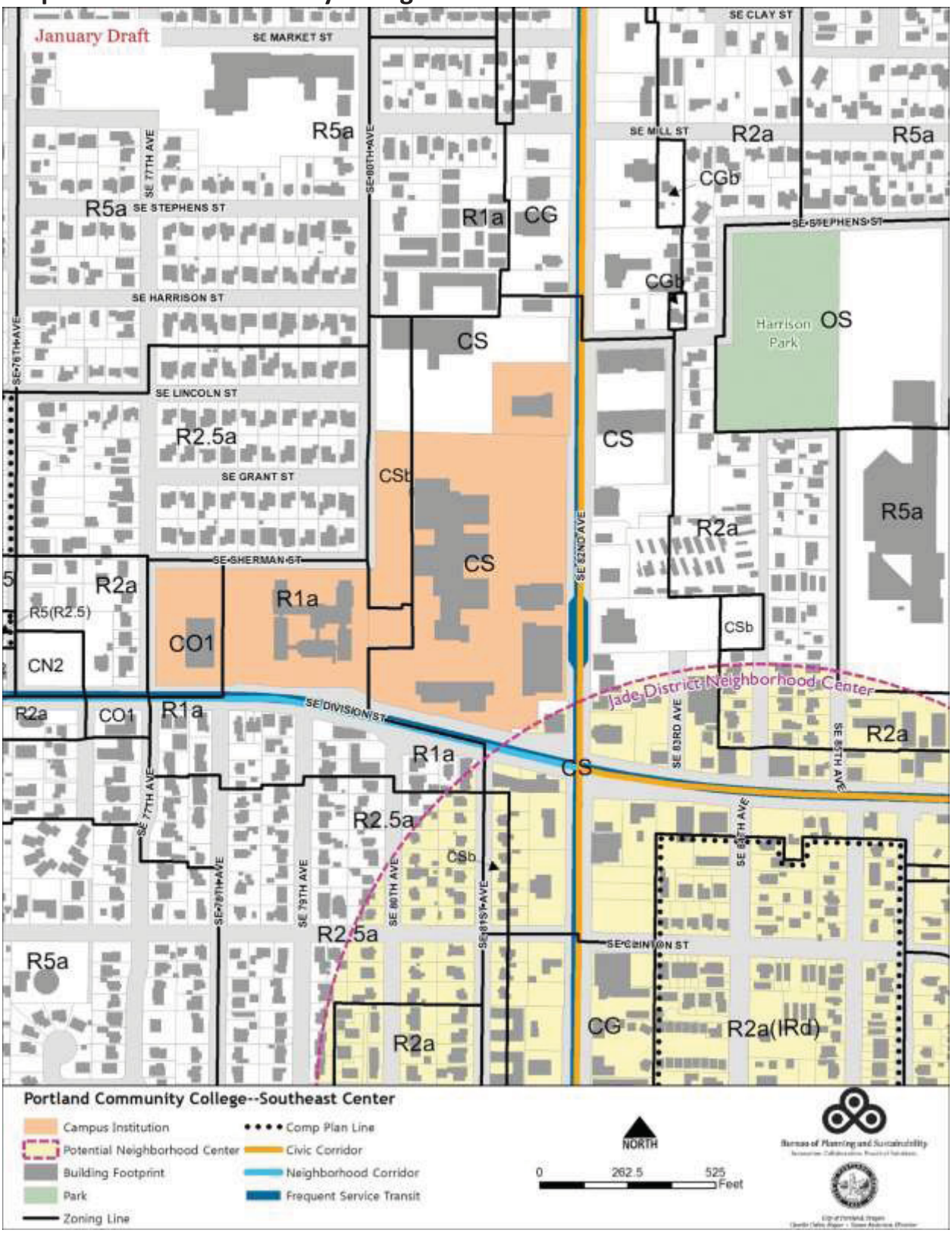
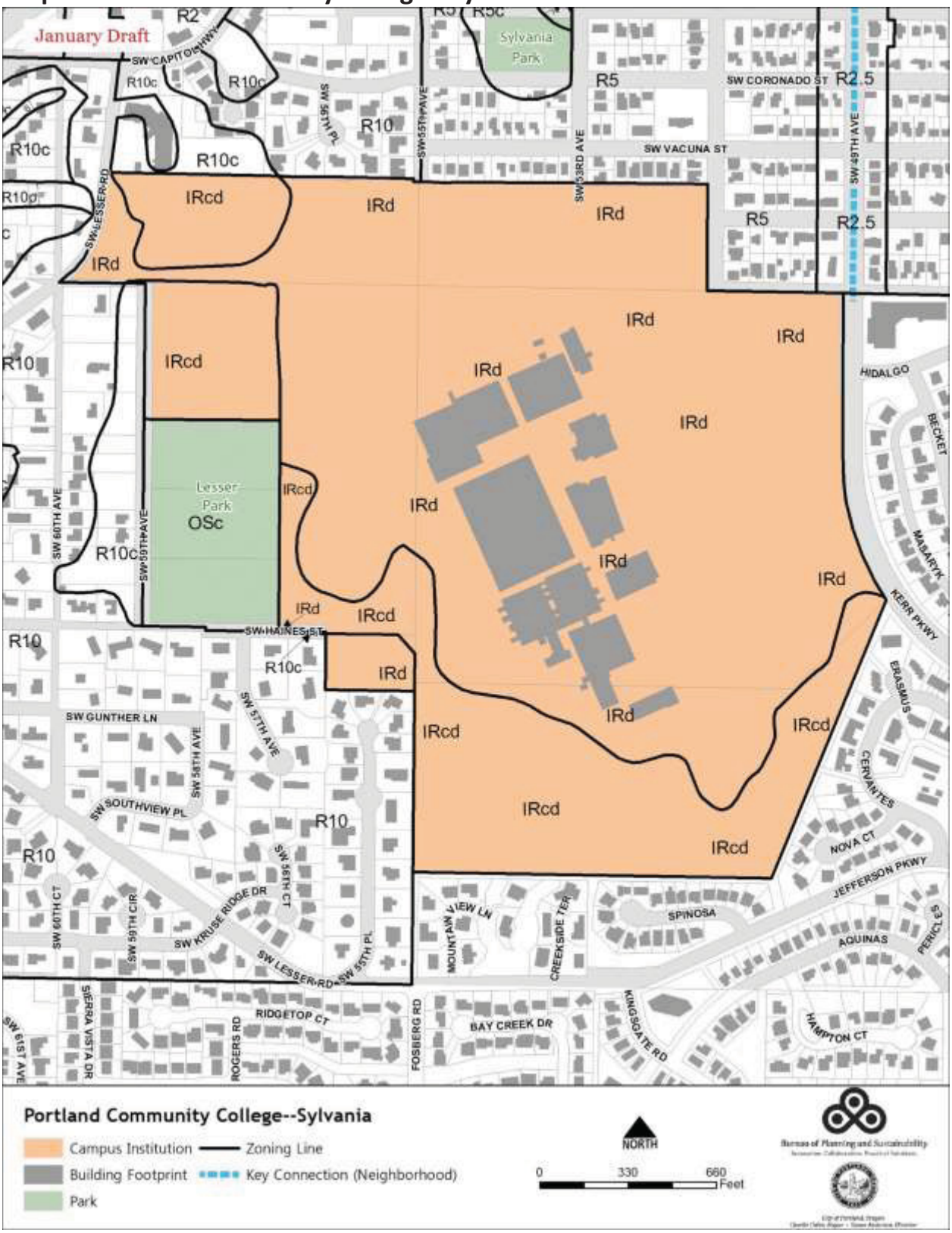
Map 8: Portland Community College – Southeast Center



Map 9: Portland Community College - Sylvania



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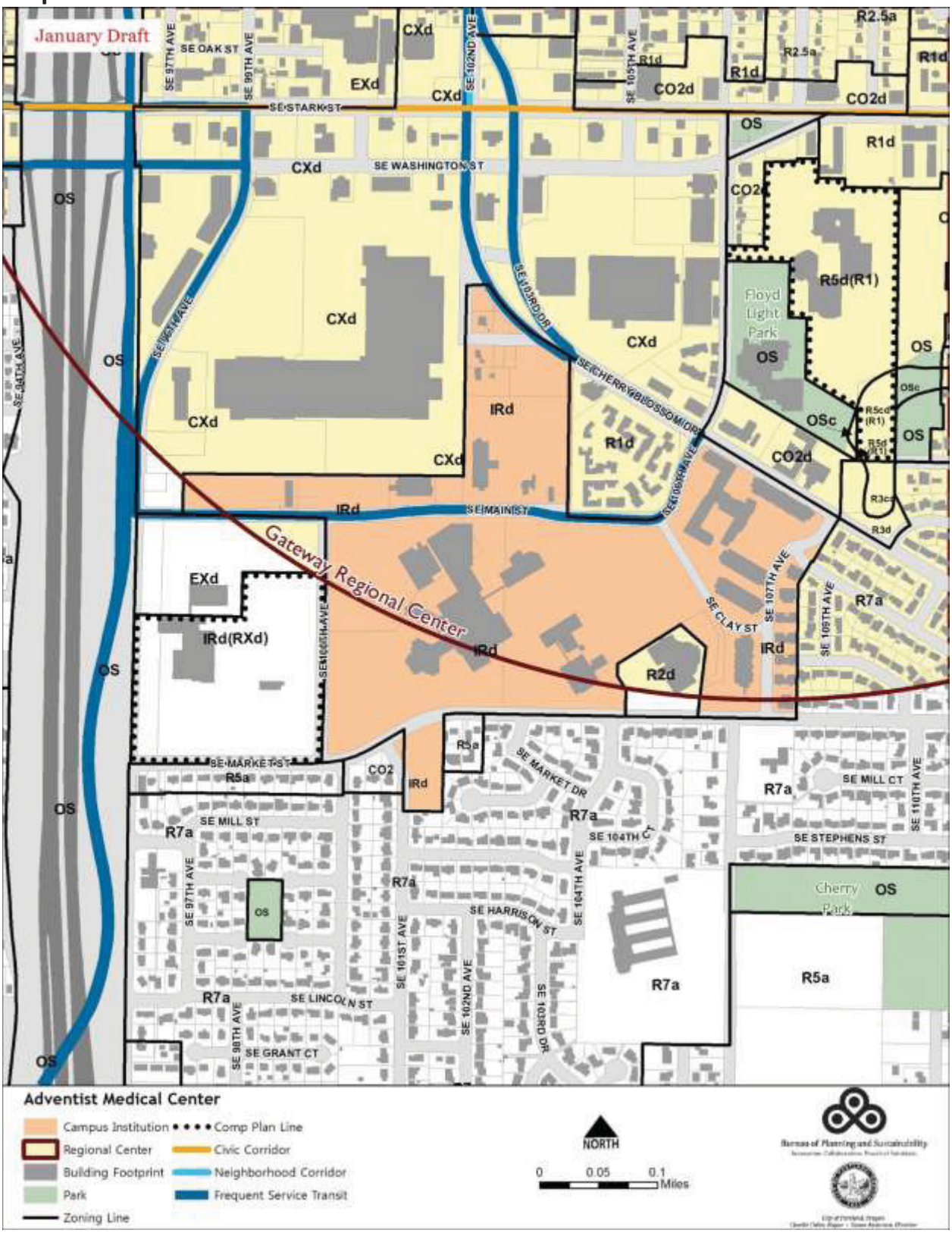
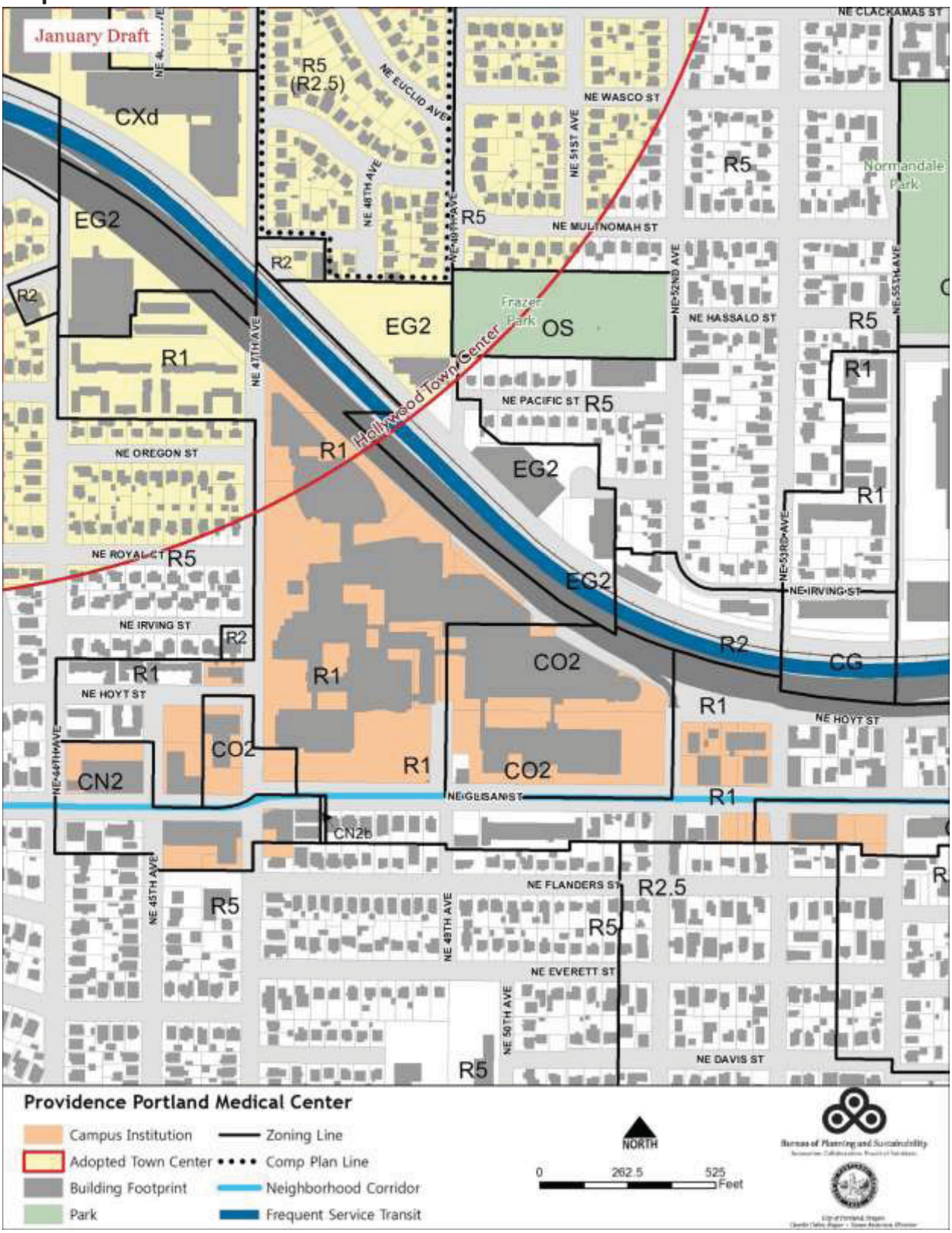
Map 10: Adventist Medical Center



Map 11: Providence Portland Medical Center



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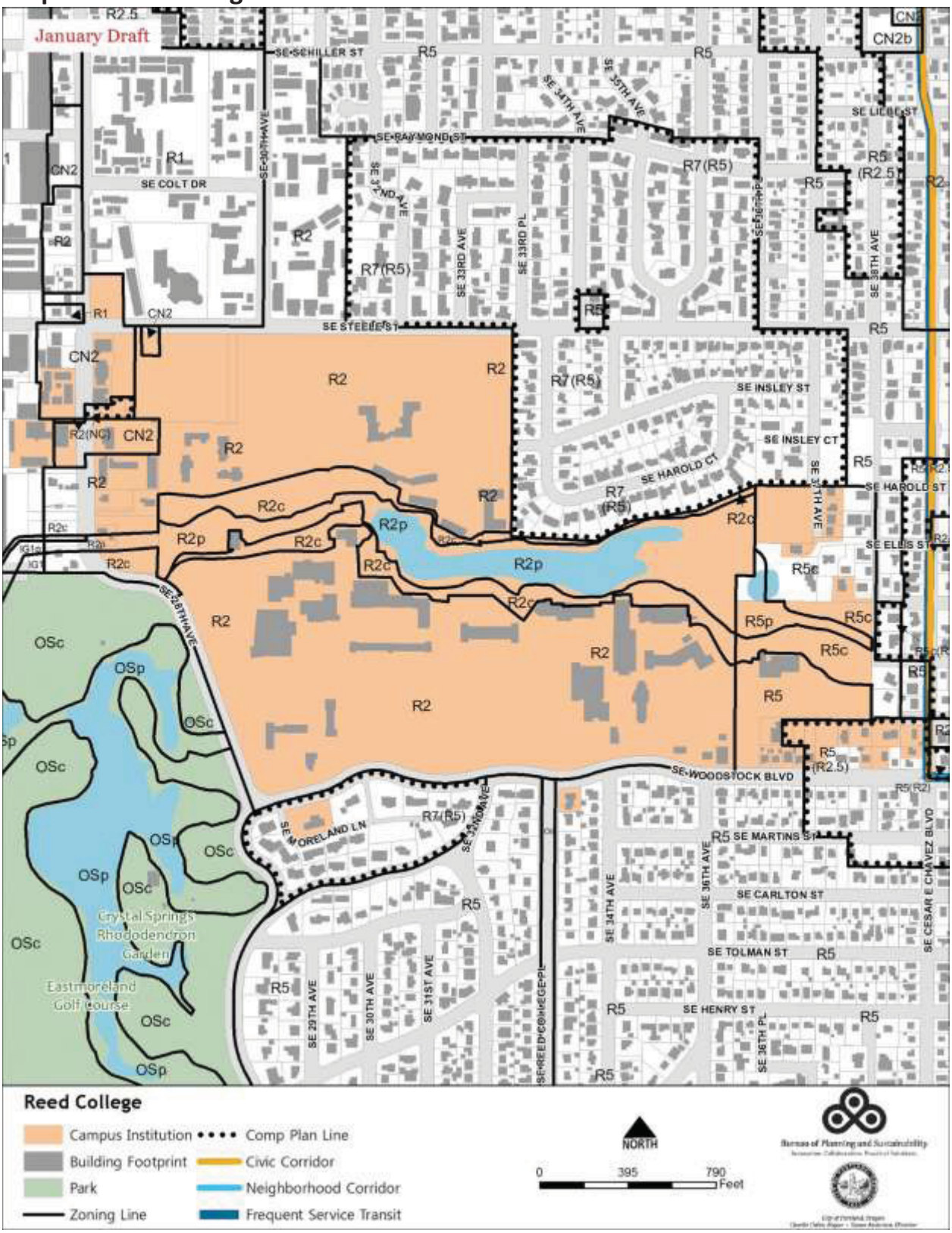
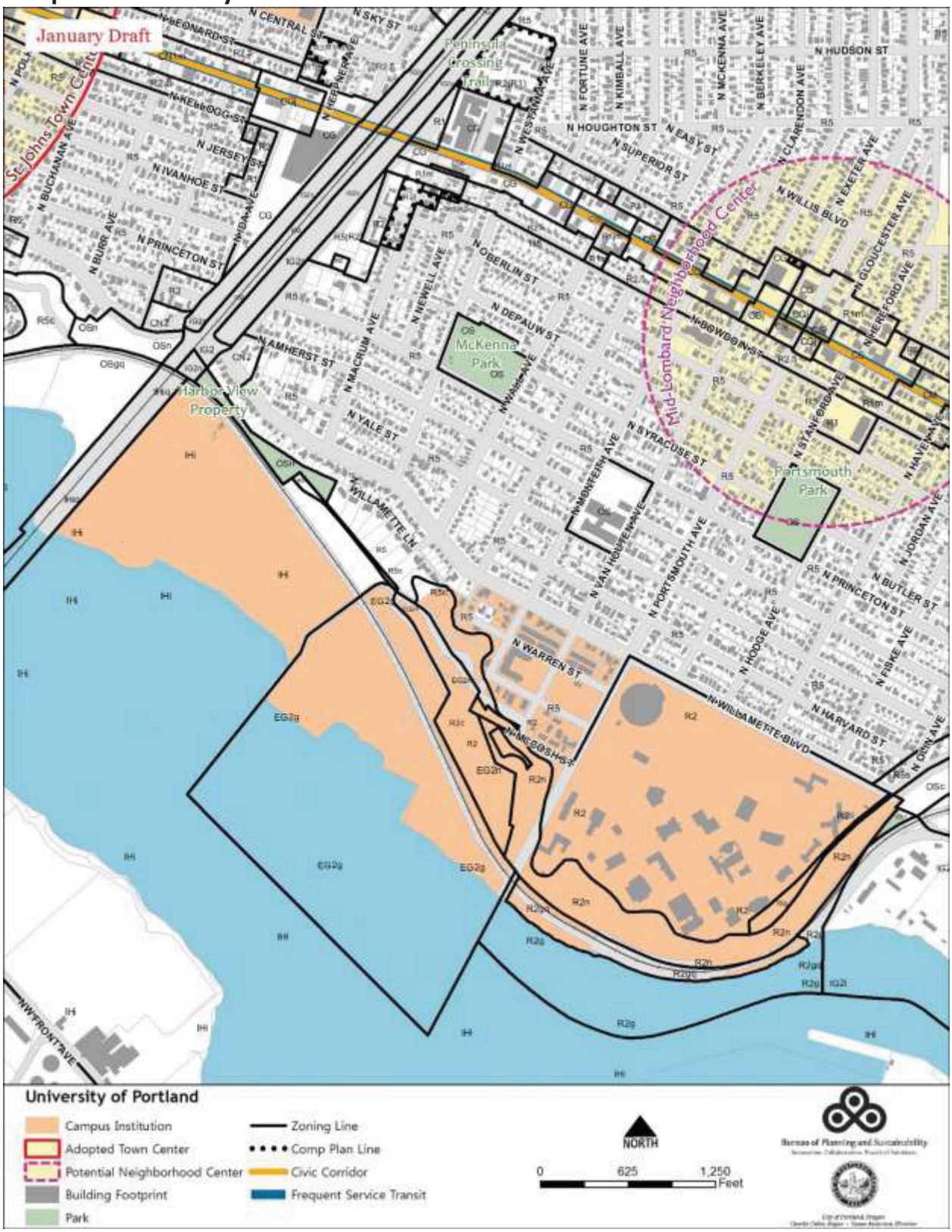
Map 12: Reed College



Map 13: University of Portland



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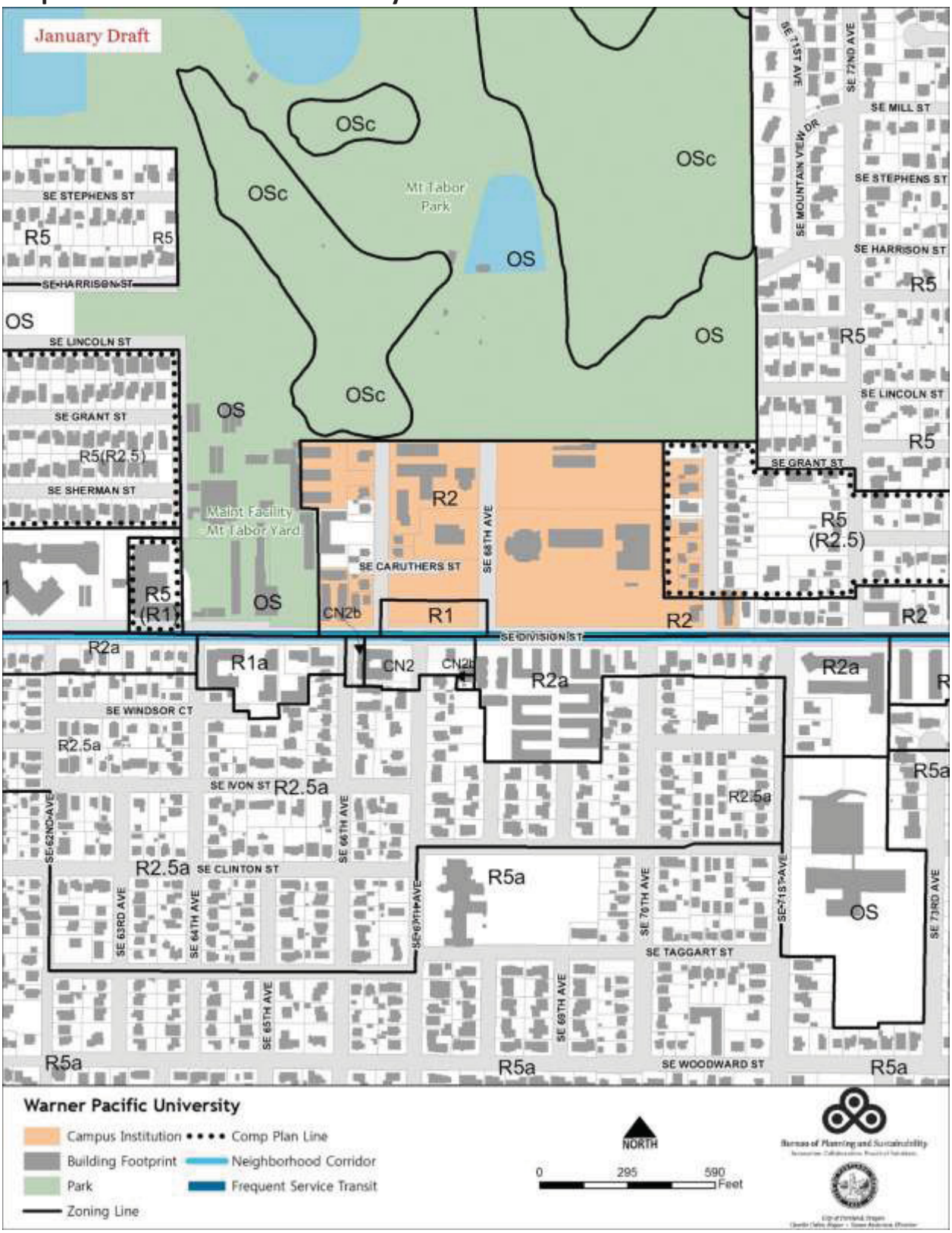
Map 14: University of Western States



Map 15: Warner Pacific University



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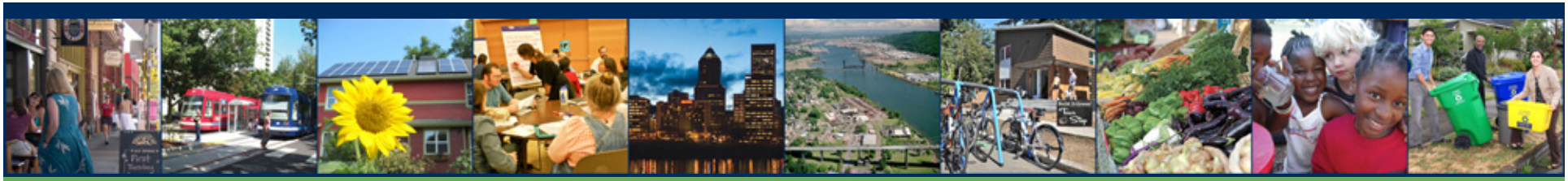

Campus Institutional Zoning Update

A Task 5 project of the 2035 Comprehensive Plan

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Background Documents

- Employment Opportunity Analysis
- Portland Plan
- Comprehensive Plan

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Public Input

- Project Advisory Group (PAG)
- Individual meetings
- Open houses
- Webpage
- MAP APP

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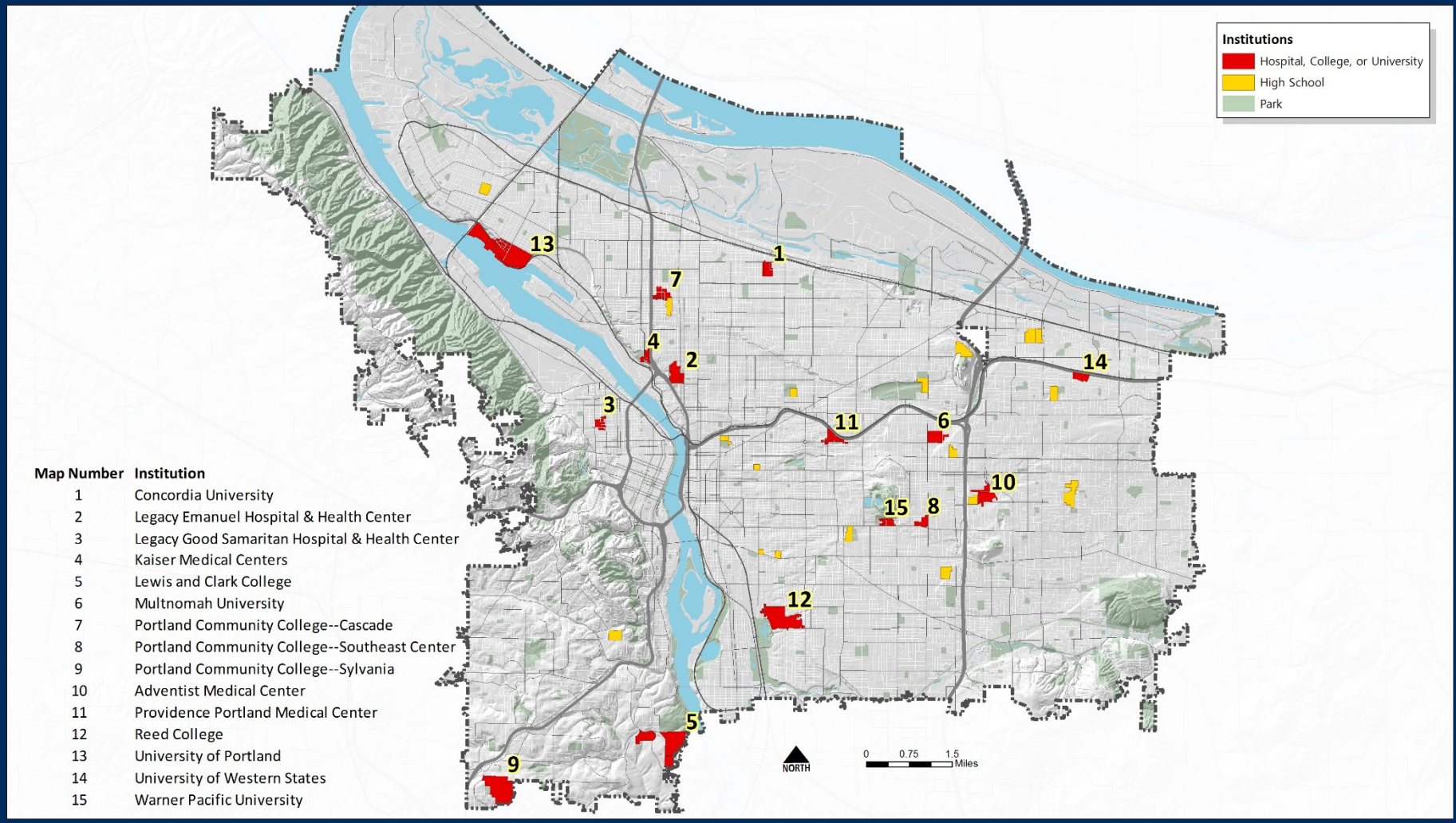
Campus Institutional Geographies



Map Number	Institution
1	Concordia University
2	Legacy Emanuel Hospital & Health Center
3	Legacy Good Samaritan Hospital & Health Center
4	Kaiser Medical Centers
5	Lewis and Clark College
6	Multnomah University
7	Portland Community College--Cascade
8	Portland Community College--Southeast Center
9	Portland Community College--Sylvania
10	Adventist Medical Center
11	Providence Portland Medical Center
12	Reed College
13	University of Portland
14	University of Western States
15	Warner Pacific University

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Proposal

1. Create two base zones for campus institutions
   - Encourage campuses to grow up, not out
   - Focus on edges and off-site impacts

2. Apply zones to 15 specific campuses
   - Replace existing Conditional Use Master Plans and Impact Mitigation Plans

3. Provide transition period

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Two Base Zones

CI-1: Residential Campus

Reed, University of Portland, others



CI-2:Urban Campus

Hospitals, PCC Cascade, PCC SE



Allowed Land Uses

	CI-1 Residential Campus	CI-2 Urban Campus
Scale and Character	Academic and open space	Urban healthcare and higher ed
Commercial Uses	Limited, conditional use.	Allowed by right
Residential Uses	Accessory to institutional use	Accessory to institutional use
Employment / Industrial Uses	Limited over and above accessory use	Limited over and above accessory use

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Select Development Standards

	CI-1 Residential Campus	CI-2 Urban Campus
Building Height	75’	150’
Building Setback	varies	varies
Floor Area Ratio (FAR)	0.5 to 1	3 to 1
Building Coverage	50%	85%

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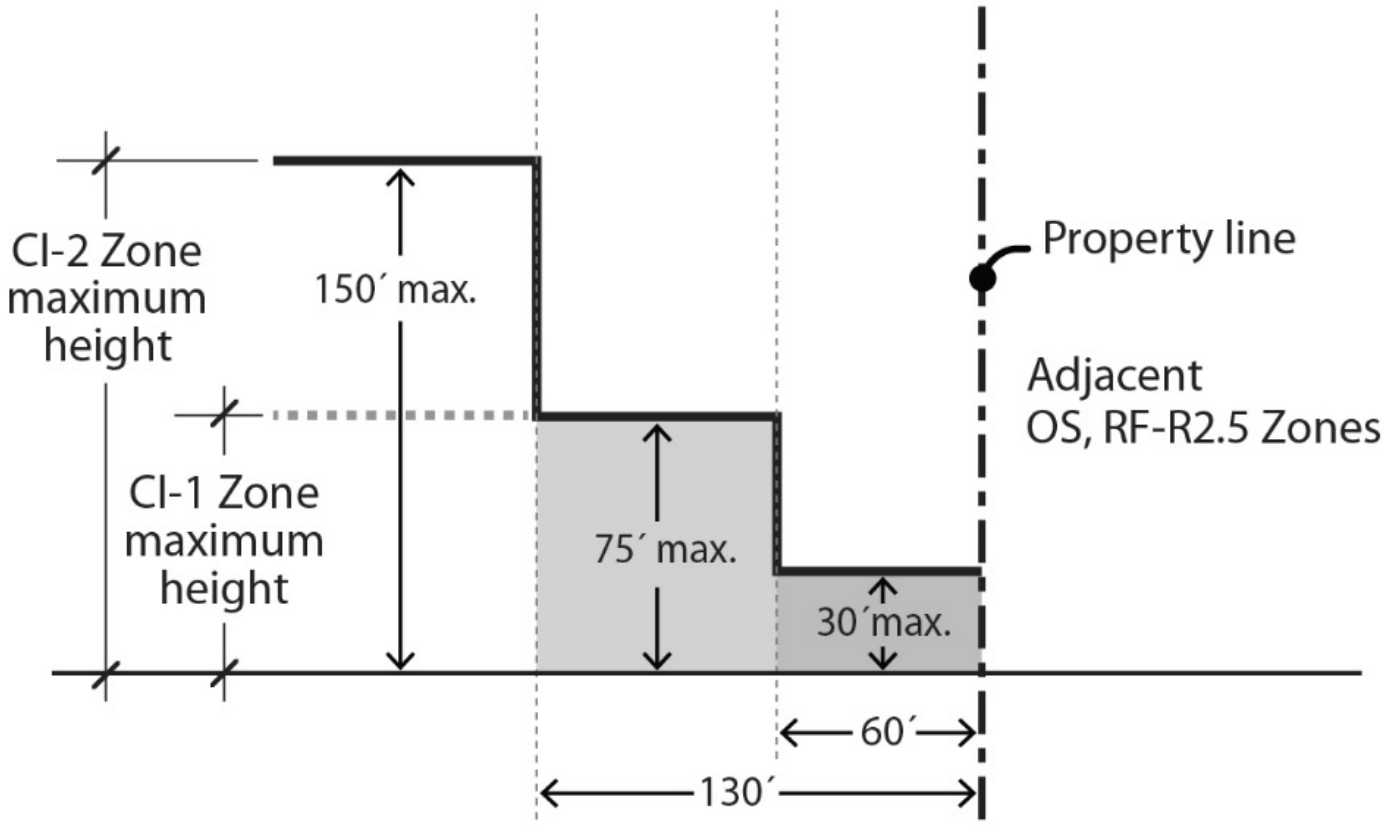
Height Transition
Adjacent to Single Dwelling Residential Zones



1. See Section 33.150.215 Setbacks for required building setback.

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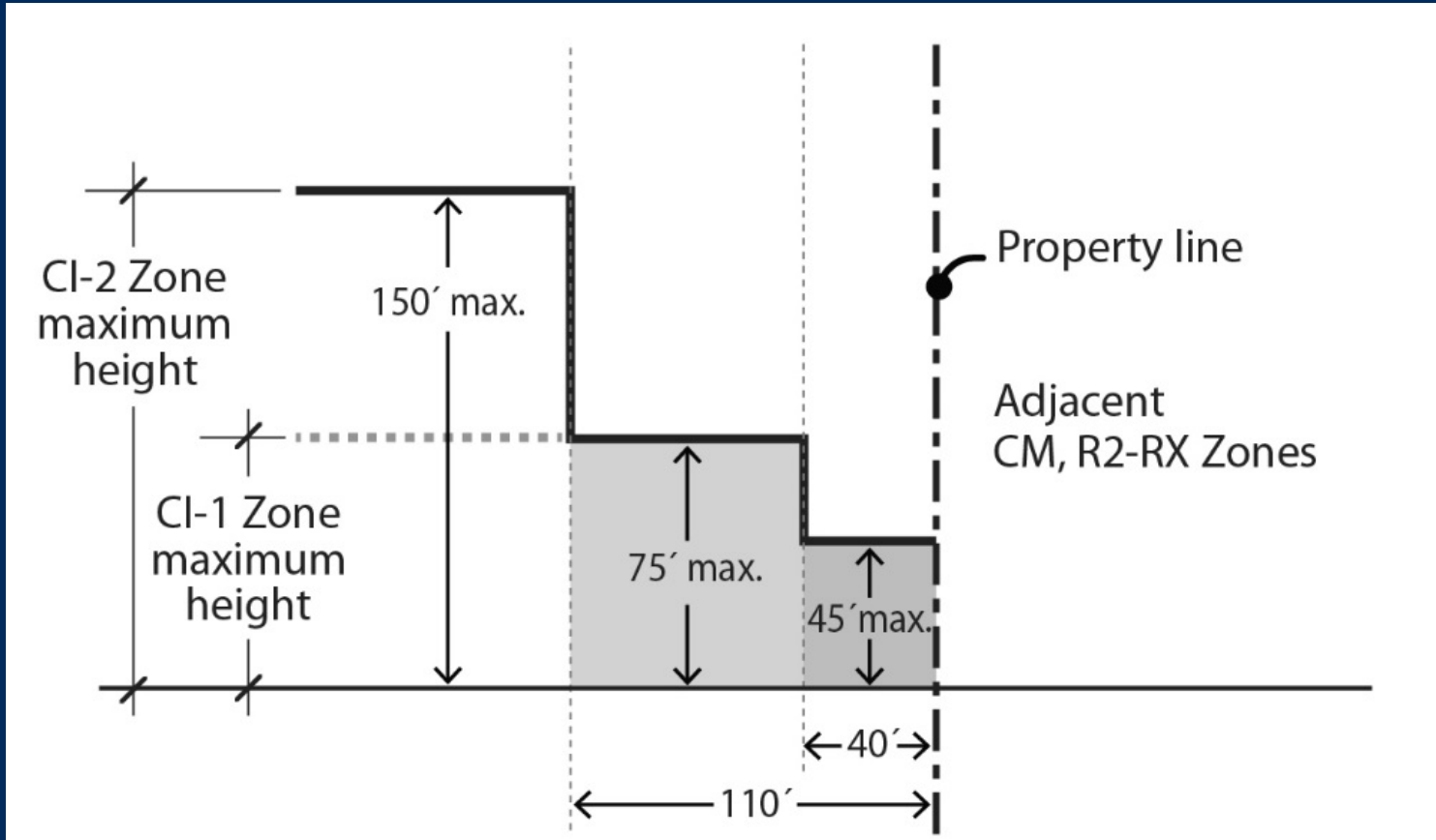
Height Transition
Adjacent to Commercial and MF Residential Zones



1. See Section 33.150.215 Setbacks for required building setback.

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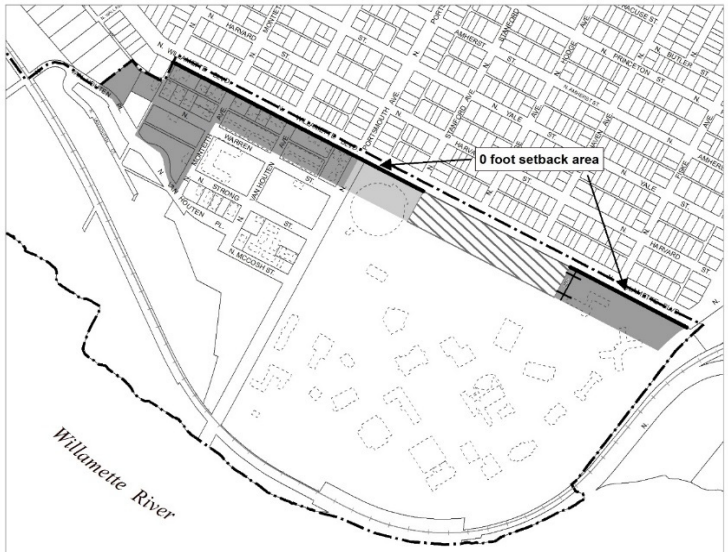
Specific Maps Where Needed

Maximum Heights and Minimum Setbacks
University of Portland

Map 150-2

Map Revised Xxxxx X, 2015



Legend
- 50' maximum building height
- 75' maximum building height
- 200' minimum building setback
- 0' minimum building setback

Note: Parcels not subject to maximum height and minimum setback requirements portrayed on this map are subject to the base zone standards described in table 150-2.

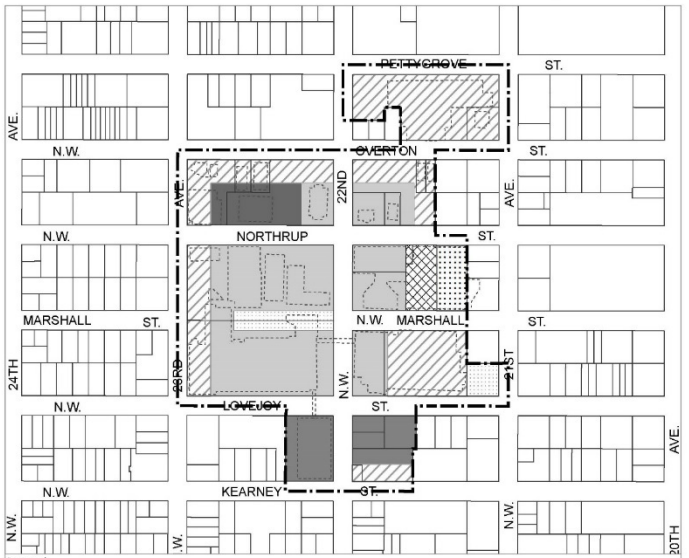
- Campus Boundary
- Building footprints
- Setback dimensions

NORTH
0 400 800
Scale in Feet
Bureau of Planning and Sustainability
Portland, Oregon

Maximum Heights and Minimum Setbacks
Legacy Good Samaritan Hospital and Health Center

Map 150-4

Map Revised Xxxxx X, 2015



Legend
- Open space
- 50' maximum building height
- 60' maximum building height
- 70' maximum building height
- 75' maximum building height
- 85' maximum building height
- 100' maximum building height

Note: Parcels not subject to maximum height and minimum setback requirements portrayed on this map are subject to the base zone standards described in table 150-2.

- Campus Boundary
- Building footprints

NORTH
0 200 400
Scale in Feet
Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 15606

Other Zoning Code Sections Remain

200s: Additional Regulations - Helicopter Landing Facilities, Off-Site Impacts, Parking and Loading

400s: Overlay Zones – Environmental, Greenway, Design

500s: Plan Districts – Interstate, Gateway, Northwest

800s: Conditional Use, Adjustment

Ord. 188177, Vol. 2.5, page 15607

Transportation Impact Review

Transportation Impact Analysis
Multi-Modal System Improvements

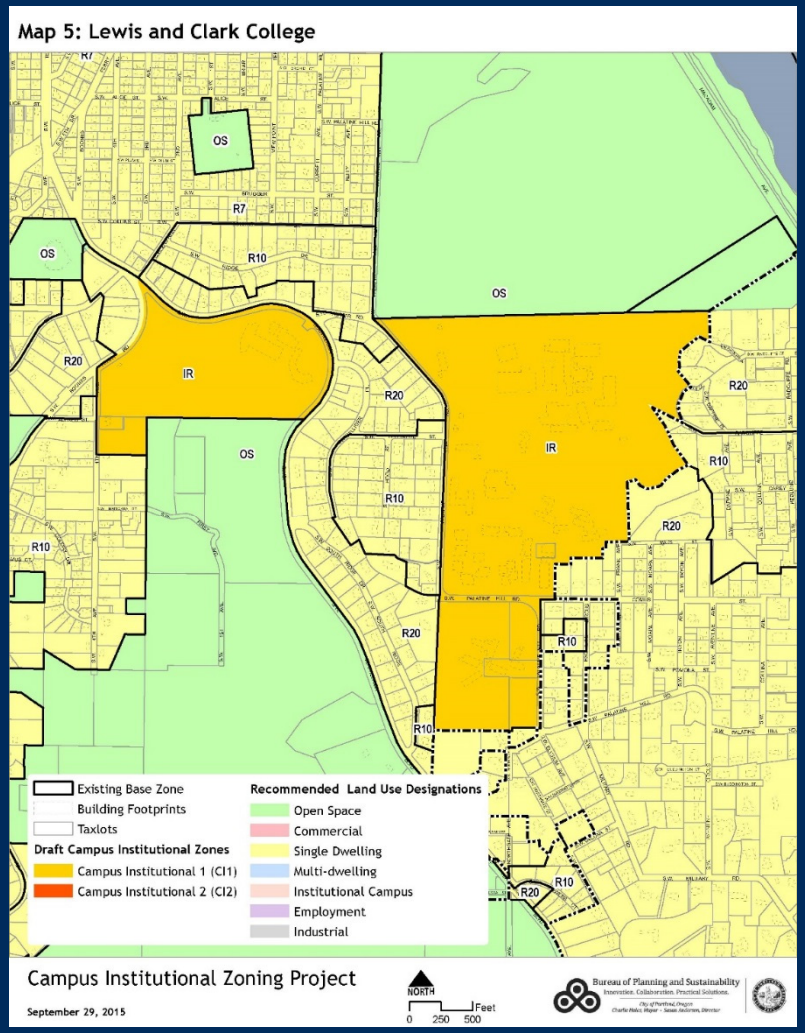


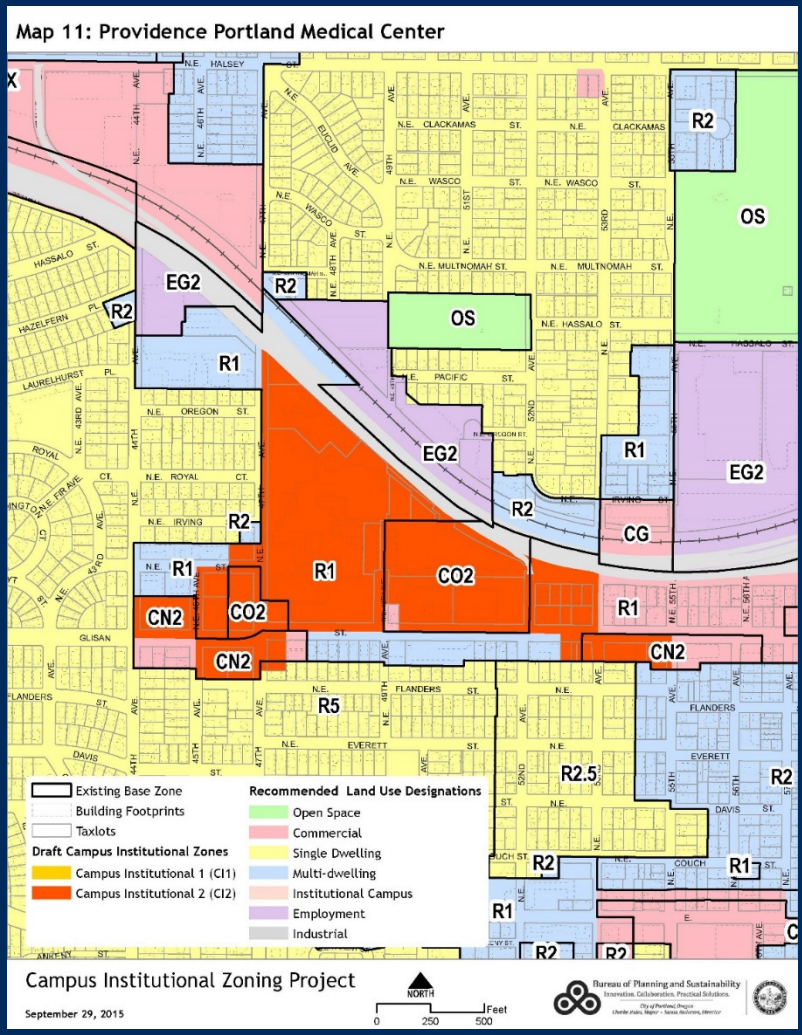
Transportation Demand Management
Reduction in SOV Trips



Ord. 188177, Vol. 2.5, page 15608

Apply Zones to Campuses





Ord. 188177, Vol. 2.5, page 15609

Transition Period Through 2020

Campus	Current Approval	Expiration/ End of Phase
Kaiser Medical Center	CUMP	2000
PCC Sylvania	CUMP	2003
University of Western States	CUMP	2008
Warner Pacific University	CUMP	2013
Legacy Good Samaritan	CUMP	2015
Adventist Medical Center	CUMP	2015
Concordia University	IMP	2017
Reed College	CUMP	2018
Lewis and Clark College	CUMP	2019
PCC Cascade	IMP	2021
Providence Medical Center	CUMP	2022
University of Portland	CUMP	2023
Legacy Emanuel	IMP	2024
Multnomah University	IMP	2025
PCC Southeast	Base Zone	NA

Ord. 188177, Vol. 2.5, page 15610

Comments and Concerns

- Inability of base zones to address unique circumstances
- Loss of development entitlements included in existing IMP/CUMP
- Transportation Impact Analysis and Transportation Demand Management uncertainty

Ord. 188177, Vol. 2.5, page 15611

Thank You

Questions?

www.portlandoregon.gov/bps/institutions

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MEMO

DATE: November 10, 2015

TO: Planning and Sustainability Commission

FROM: Steve Kountz, Senior Economic Planner

CC: Tom Armstrong, Supervising Planner

SUBJECT: Employment Zoning Project

The October 27, 2015, PSC public hearing and written testimony on the Employment Zoning Project raised a number of code and map issues. A November 6th memo provided summary information and recommendations on key issues to help inform the PSC in making their recommendation. This memo provides additional information on the following map issues raised at the hearing which the PSC may also want to discuss:

1. Cornfoot/Slough residential areas
2. Airport Way EG2 limitations
3. NE 148th split zone
4. Levee Road area
5. SE Quad – MLK IG to EX loading dock issue
6. MU zone a SE 92nd and Powell

These mapping issues relate primarily to the Comprehensive Plan map, which is currently being reviewed by City Council. We propose to send each person that testified a letter that acknowledges their testimony and directs them to City Council and how to testify. If City Council amends the Comprehensive Plan map designation on the site, the proposed zoning map change will be adjusted accordingly.

Cornfoot/Slough residential areas

Some residents along NE Bryant St., NE Holland Court, NE Levee Rd, and NW 60th (see maps below) testified on the Employment Zoning Project, generally expressing surprise and frustration at having an Industrial Sanctuary designation and proposed Prime Industrial

Overlay Zone. Noted concerns included having homes that have been there since the 1920s, that the area is a livable oasis in the city with small farms and stable housing, objections to having an industrial designation, and requests to protect their property values.

Several small residential areas exist in the Columbia Corridor and Portland Harbor industrial districts, which have predominant heavy industrial uses. The largest concentration of housing is in the Airport industrial district (between I-5 and I-205), where BPS identified 210 sites in residential use on 164 acres in 2004 (*Industrial Districts Atlas*), occupying 3% of the developed land in this district. Citywide over 500 residential sites were identified in industrial and mixed employment areas in 2004.

Overall land use direction designates the Columbia Corridor and harbor industrial districts for growth of large-scale industry and restricts residential growth. Industrial base zones in Portland do not allow housing (except for houseboats and caretaker units), and previous Manufacturing zones dating back to the 1950s did not allow housing. Policy background documents for the 1980 Comprehensive Plan cite general public health and safety concerns for not allowing housing in industrial zones. Environmental justice policies in the draft Comprehensive Plan add further rationale for separating industry and housing.

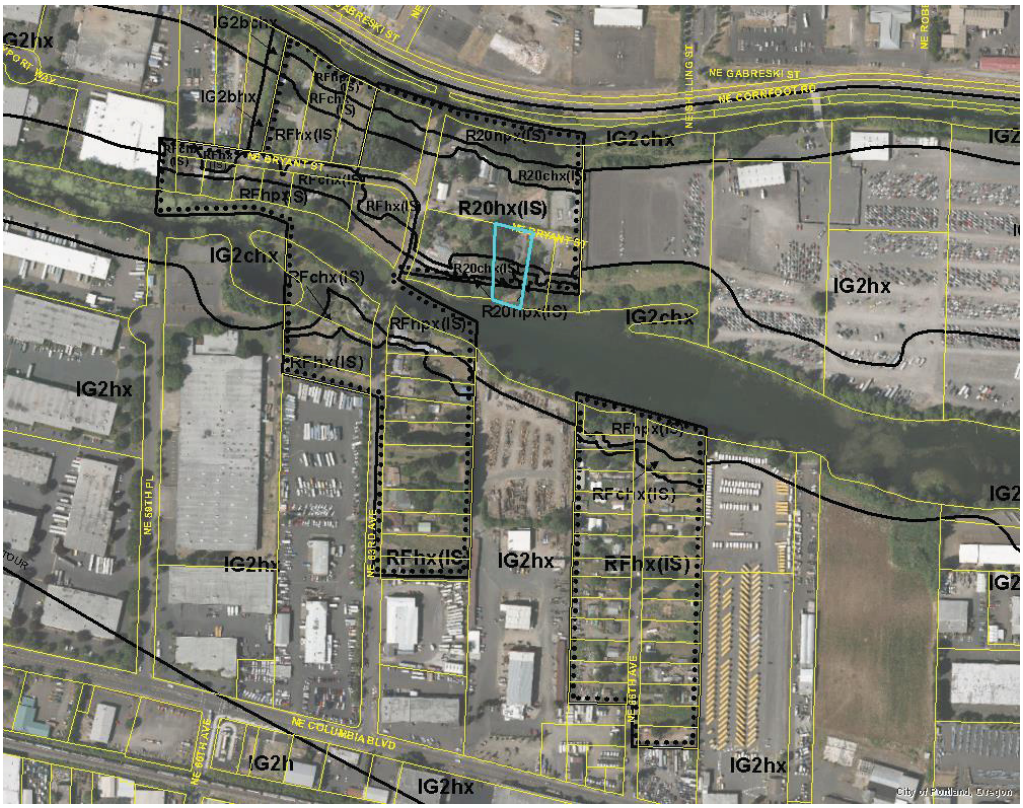
The residential areas in these districts differ, and a variety of long-standing zoning approaches generally fit and accommodate these differences:

- Some small residential areas combine an IS Industrial Sanctuary plan designation with RF Residential Farm/Forest and other larger-lot residential zones that generally preclude residential growth. These areas include the NE Holland Court, NE Bryant St., and NE Levee Rd. areas.

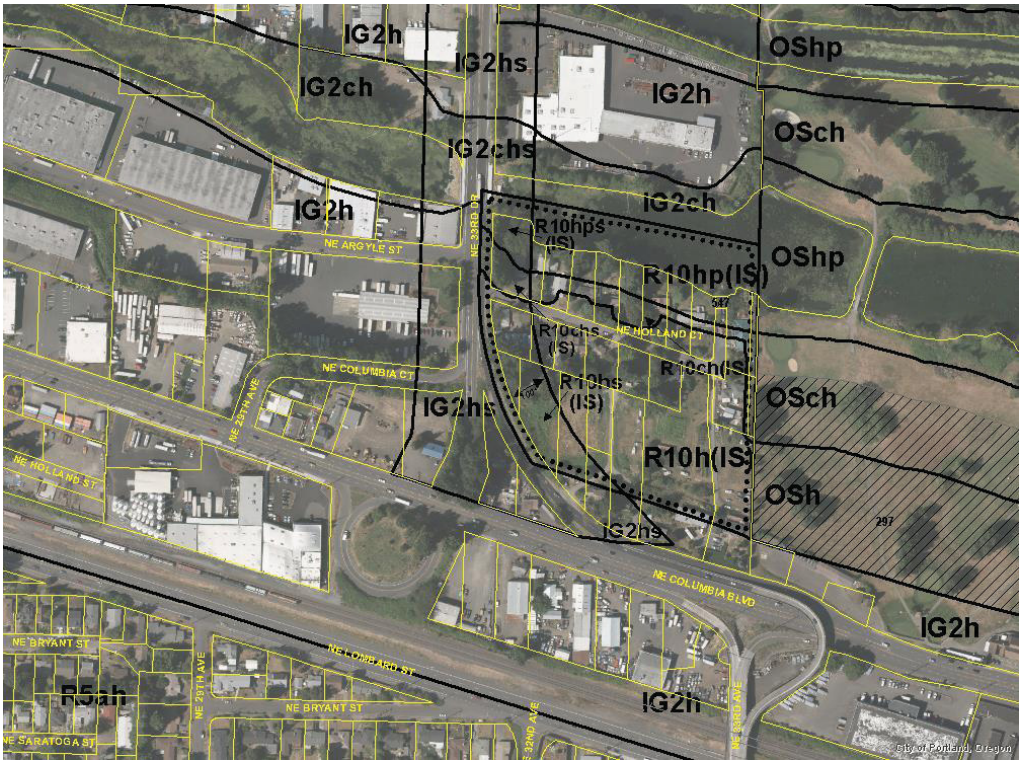
- Some very small residential areas combine an IS plan designation and Industrial zoning, such as NE 47th Ave., NE Buffalo St., and NW 60th Ave. These areas tend to have a mix of residential, commercial, and industrial uses.

- Some small residential areas have EG General Employment zoning, such as the Deltawood area along NE Gertz Rd. and N Roberts St. in St. Johns. These areas include a large manufactured home park and an assisted-living senior housing facility.

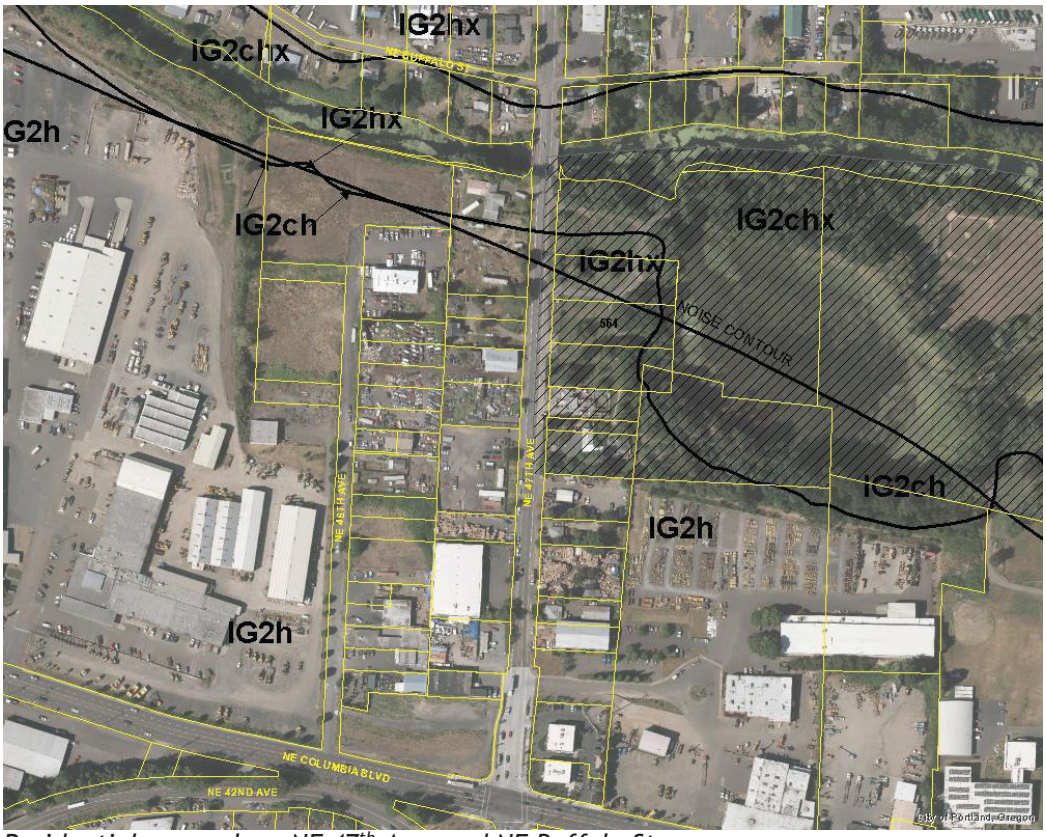
- The East Columbia and adjacent Bridgeton neighborhoods near NE Marine Drive are the largest residential areas in the Columbia Corridor, and these are the only areas with residential or mixed use map designations in the Comprehensive Plan and corresponding zoning. The R10 and R20 Residential zones in East Columbia have had substantial residential growth in the last decade. The adjacent Columbia Edgewater golf course and Columbia River marinas are major recreational amenities that contribute to the character of these neighborhoods.



Residential areas along NE Bryant St and NE 63rd and 66th Aves.



Holland Court residential area near Broadmoor golf course



Residential areas along NE 47th Ave. and NE Buffalo St.



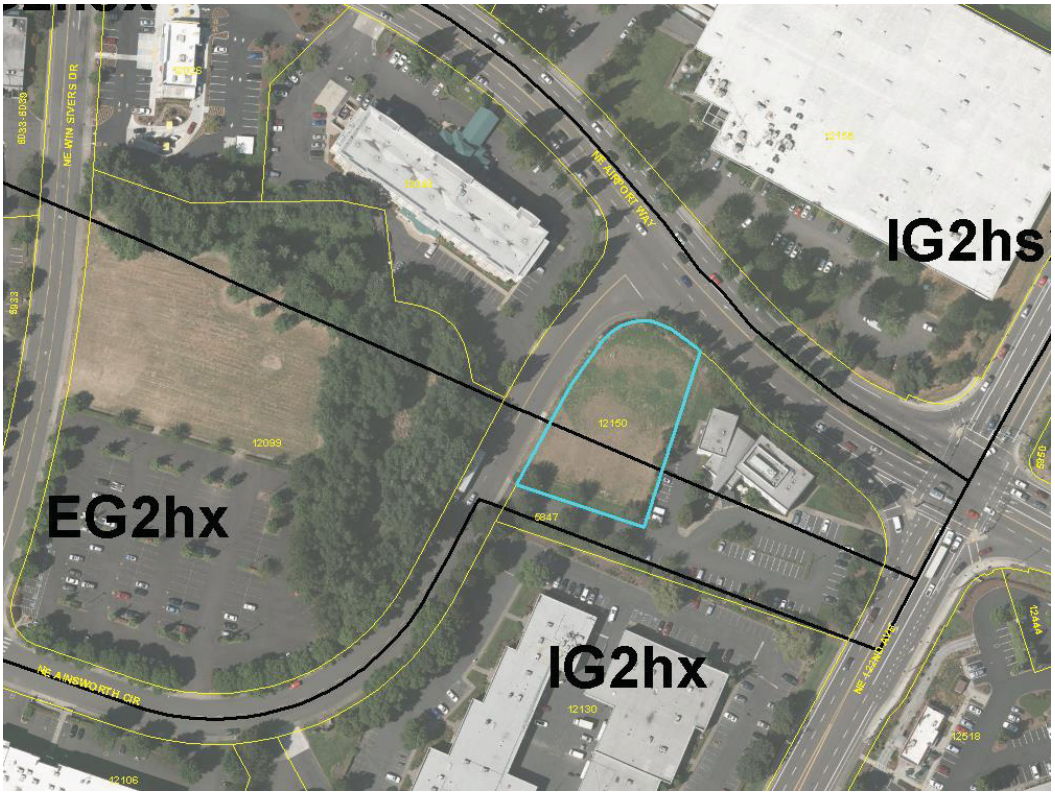
Deltawood residential area and manufactured home park near NE Gertz Rd.

No base zone changes are proposed in the Employment Zoning Project at these residential areas in the industrial districts. The Prime Industrial Overlay Zone is primarily intended to stabilize these larger industrial districts and protect existing industrial development capacity. The Overlay is mapped on the IS and internally-located ME designated areas, including residential properties, in the Columbia Corridor and Portland Harbor districts. The primary limitation of the Overlay on the residential properties is in prohibiting quasi-judicial Comprehensive Plan map amendments to residential or mixed-use designations.

Residents could ask City Council for specific Comprehensive Plan map changes and associated zone changes to address site specific conditions. However, the existing Comprehensive Plan designations in these areas have generally been in place for decades. Moreover, the tightening supply of industrial land and new Comprehensive Plan policies addressing public health and environmental justice support continuing to limit residential growth in these areas.

Airport Way EG2 limitations

The property owner at 12150 NE Airport Way objected to the additional retail sales and service limitations proposed in EG zones, citing the hotels and diverse commercial uses nearby. The current EG2 zoning at this site does provide for a mix of predominantly commercial uses. The proposed conditional use limitation of retail sales and services larger than 20,000 square feet will particularly address traffic impacts of proposed uses, and this location along Airport Way near I-205 has significant peak hour congestion issues. The surrounding area includes large scale industrial uses as shown on the map below.

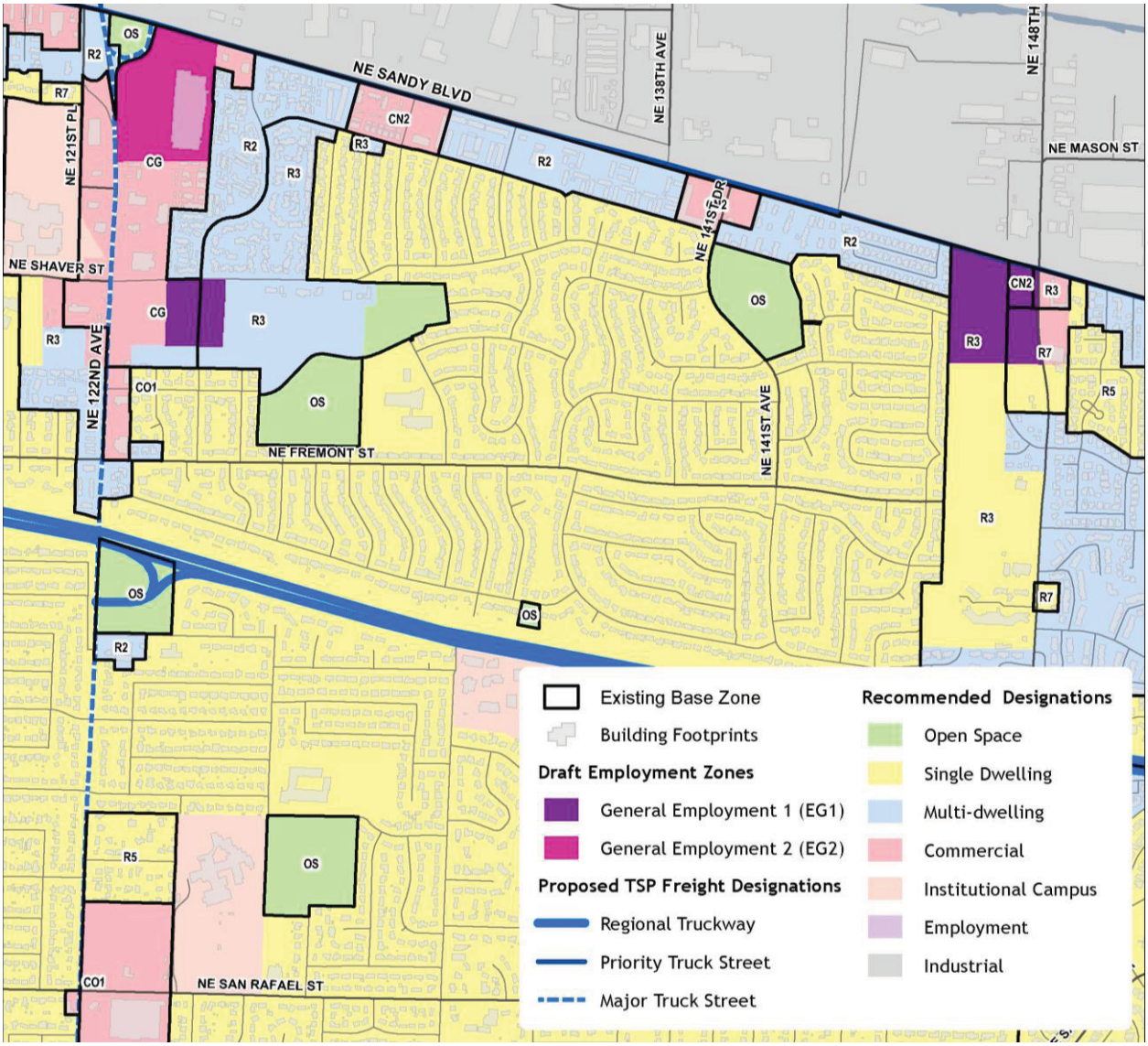


NE 148th split zone

The property owner at 3804 NE 148th Ave. owns parcels on both sides of 148th and objected to the proposed EG1 zoning on the undeveloped west side of 148th, preferring that both parcels have Commercial Mixed Use zoning.

The proposed map change from R7 Residential to EG1 would implement the ME Mixed Employment designation on the Recommended Comprehensive Plan Map. The parcel is approximately 1.7 acres.

The ME designation here was reconfigured by PSC in the Recommended Draft to include this parcel at 3804 NE 148th Ave., responding to concerns by the Argay Neighborhood Association that the ME designation not extend as far south of NE Sandy. The Neighborhood Association sent a supportive letter of this map change in the Recommended Draft.



SE Quad – MLK IG to EX loading dock issue

The property owner at 1305 – 1337 SE MLK Blvd. (see aerial map below) objected to rezoning proposed in the Southeast Quadrant Plan from IG1 to EX, concerned that removal of the loading docks would be required with rezoning.

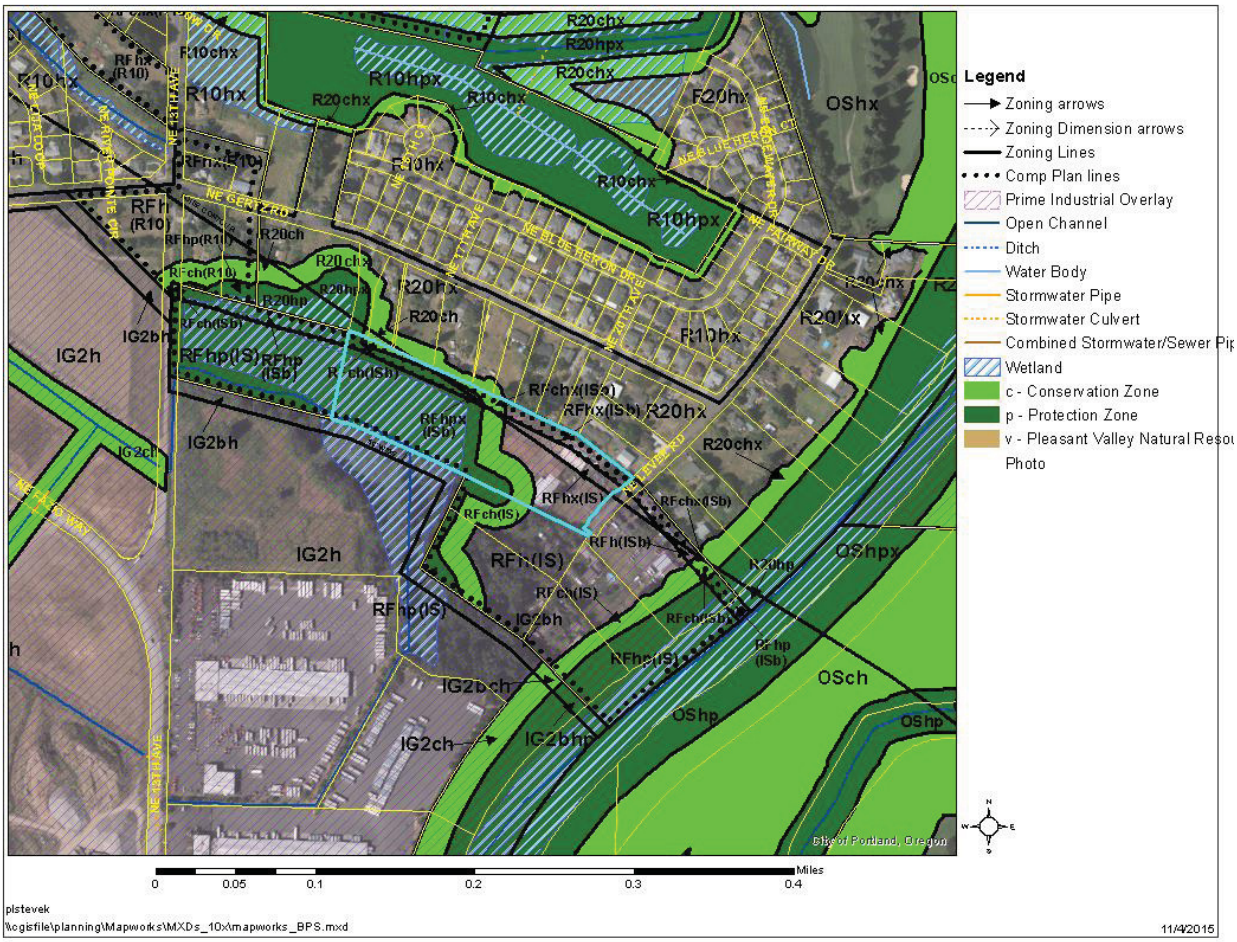
The Central Eastside Street Plan adopted in 2010 designates SE 3rd Ave. at this site as a Truck Loading Street (along with SE 2nd) and calls for retaining active loading docks on both sides of the street. Staff contacted the property owner after the EZP public hearing to confirm and explain this updated street standard.



Levee Road area

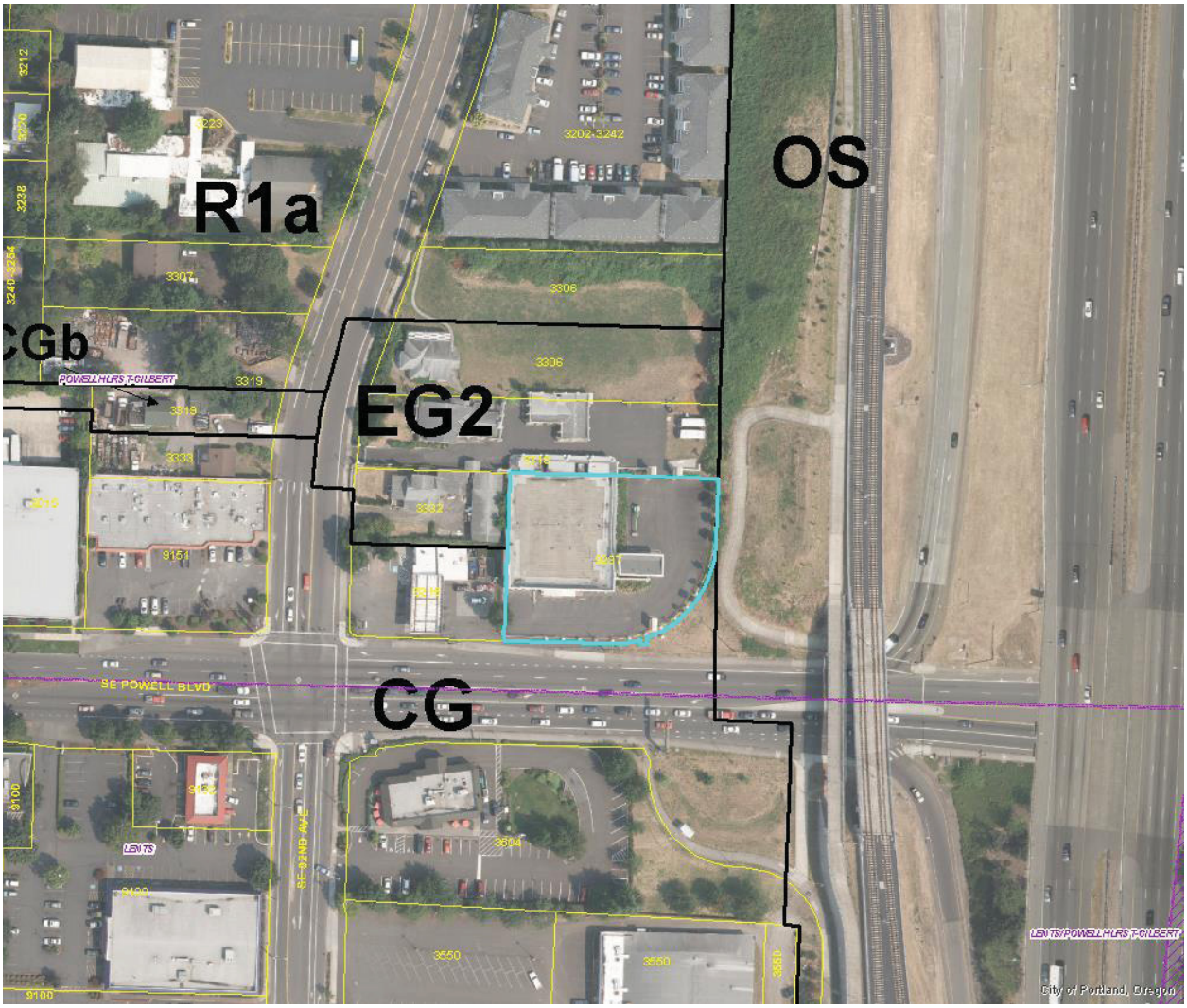
The property owner at 9009 NE Levee Rd. (site outlined in blue on map below) objected to the current IS Industrial Sanctuary designation and proposed Prime Industrial Overlay at this property. She also objected to the environmental zoning applied to approximated 4.1 acres of the 6.3-acre site through the Airport Plan District in 2011.

This site and adjacent Levee Rd. parcels have RF Residential Farm/Forest zoning with the IS plan designation. The East Columbia Neighborhood Association testified to PSC on the draft Comprehensive Plan Map requesting a change from IS to R20 in this area at the end of Levee Rd., which would provide for land divisions and residential growth at these sites. PSC did not change the draft Plan Map in the Levee Rd. area.



MU zone a SE 92nd and Powell

The property owners at 9237 SE Powell Blvd. and 3306, 3318 and 3332 SE 92nd Ave. objected to current and proposed height limits at these properties (see aerial map below). The properties have split-zoning with CG and EG2, and the largest building is partially in both zones. This issue has been referred to the Mixed Use Zoning Project, and BPS will seek a coordinated proposal prior to the citywide Zoning Map Update.



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MEMO

DATE: November 6, 2015

TO: Planning and Sustainability Commission

FROM: Tom Armstrong, Supervising Planner
Steve Kountz, Senior Economic Planner

SUBJECT: Employment Zoning Project

A number of different policy issues were raised at the October 27, 2015, PSC public hearing for the Employment Zoning Project. The purpose of this memo is to provide additional information for each issue to help inform the PSC in making their recommendation. The key issues are:

1. Environmental Overlay Zones Compatibility with Prime Industrial Overlay
2. Parks and Open Areas Prohibition
3. E-zone Update Timing
4. Self-Service Storage
5. Golf Course Landscaping Standards
6. EG zone office uses at 3:1 FAR and Guild's Lake Industrial Sanctuary Plan District Limits
7. Residential Non-Conforming Uses in EG Zones
8. Industrial Office
9. Air Quality

This memo includes page references to the code language in the September Proposed Draft of the Employment Zoning Project.

The Map Issues section begins on page 10.

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1. Environmental Overlay Zones Compatibility with Prime Industrial Overlay

Simply, environmental overlay zones (e-zones) restrict the location and scale of development, while the prime industrial overlay restricts the types of uses. Two different elements of development. They can overlap and be compatible. For example, a warehouse can be built in an environmental conservation-zone (with mitigation) but it cannot be used for self-service storage if it is in the prime industrial overlay zone.

The Basics:

The Zoning Code establishes the rules that control the use, development standards, and review procedures for land development in Portland.

> Primary Uses – different categories of uses (residential, retail, industrial services, parks) have different allowances (allowed, limited, conditional, prohibited). See the use table on page 27 of the Proposed Draft.
>
> Development standards – clear and objective standards control the size, shape and location of the development.
>
> Review procedures – different levels of process and public review depending on the type of land use decision.

The Zoning Map has a number of different overlapping elements that determine which parts of the Zoning Code apply to a specific parcel.

> Base Zones – broad categories (residential, commercial, industrial) provide the basic regulations on use and development standards. Only one base zone can apply. These zones are designated with capital letters and numbers – IG1, CN2, R5, EX
>
> Overlay Zones – apply supplemental, more specific regulations. More than one overlay zone can apply to a parcel. These overlay zones are designated with lower case letters (p, c, d, l)
>
> Plan Districts – add special regulations based on a specific location. The plan district regulations supersede or augment the other regulations in the base and overlay zones. Only one plan district can apply. These districts are designated by lines on the map.

The attached diagram shows how all three elements can layer on top of each other to define the regulations that apply to a given site.

Environmental Overlay Zones (e-zones) protect natural resources and functional values. The environmental regulations discourage encroachment into significant natural resource areas, encourage flexibility in site planning, and provide for development that avoids adversely impacting the site's natural resources.

There are two types of environmental zones: protection (p zones) and conservation (c zones). Simply, the environmental protection zone severely restricts development, while the environmental conservation zone allows some development with mitigation. The e-zones

apply to significant natural resource area, which is typically a portion of the site, and regulates development in that that area.

The **Prime Industrial Overlay Zone** is proposed to protect the industrial development capacity of land in Portland's freight-hub districts. It does this by:

- prohibiting non-industrial uses (self-service storage, commercial outdoor recreation, major event entertainment, and parks)

- prohibiting quasi-judicial comprehensive plan map amendments to convert industrial land to non-industrial map designations

The e-zones control the size and shape of the development. The Prime Industrial overlay controls what the development can be used for. If the two overlay zones do not overlap, then someone could build a warehouse for self-service storage in the c-zone portion of a site.

2. Parks and Open Areas Prohibition

Metro Title 4 says local jurisdictions shall prohibit parks intended to serve people other than those working or residing in Regionally Significant Industrial Areas (RSIAs). The Prime Industrial overlay zone boundary corresponds to the RSIAs. Where the overlay does not correspond to the RSIA map, the City will need to ask Metro to amend the RSIA map. The Metro Title 4 map is attached.

Metro does not define "parks", but the Zoning Code use category is defined as Park and Open Areas. This category addresses land uses that consist of natural areas, large areas consisting mostly of vegetative landscaping or outdoor recreation, community gardens, or public squares. Examples include parks, golf courses, cemeteries, public squares, plazas, recreational trails, botanical gardens, boat launching areas, nature preserves, community gardens, and land used for grazing that is not part of a farm or ranch.

The Metro Title 4 provisions make specific allowances for parks intended to serve people working or residing in the RSIA. It is not intended to prohibit trails and trailhead amenities, which the proposed code specifically allows for up to 2 acres.

Testimony from the Parks Bureau, the Parks Commission, Metro, and the Audubon Society of Portland object to this prohibition.

Metro Title 4 is clear in that recreational, developed parks are prohibited. Metro's direction is that if a recreational park needs to be in a RSIA, then there should be a comprehensive plan map amendment and a Metro map amendment to change the RSIA designation. If the City does not include this prohibition, then it is likely that Metro will find the City is out of compliance with the regional planning requirements.

Metro Title 4 is not clear with respect to natural preserves. The proposed code treats natural areas as open areas and prohibits them as a use, unless the area qualifies as a stormwater facility, as determined by BES. Metro's testimony says that natural areas are primarily habitat with limited public access (trails), and therefore should not be defined as parks.

The Parks Bureau has suggested that parks up to 10 acres in size should be considered local serving. The two-acre limit is based on a standard in Statewide Planning Goal 9. An

alternative would be to consider parks greater than two acres as a conditional use with the approval criteria to demonstrate that the size is appropriate to serve the local area. The following table summarizes the proposed code along with options to address issues raised in testimony

	Recreational Developed Parks	Nature Preserves	Stormwater Facilities
Proposed Code	Prohibited except for local serving parks (less than 2 acres)	Prohibited	Allowed as a public utility (BES determination)
Options	1. Allow larger local serving parks as a conditional use	2. Allow. Habitat areas with public access/trails as an incidental accessory use	

33.475.080 Parks and Open Areas

Parks and Open Areas uses are prohibited in the Prime Industrial overlay zone except for the following:

A. Recreational trails and boat launching areas are allowed. Trailheads, parking areas, bathroom facilities, educational kiosks and other development or facilities that are accessory to a recreational trail and boat launching areas are limited to 2 acres per site;

B. Nature preserves are allowed;

C. Off-site mitigation is allowed if the mitigation is for impacts that occur in the Prime Industrial overlay zone; and

D. Other Parks and Open Areas uses that are 2 acres or less in size are allowed. Parks and Open Areas over 2 acres in size may be allowed if approved through a conditional use review.

33.815.150 Parks And Open Areas Uses in the Prime Industrial Overlay Zone

These approval criteria apply to Parks And Open Areas uses in the Prime Industrial overlay zone that require a conditional use review as specified in 33.475.080.D. The approval criteria promote preservation of land for industry while allowing Parks And Open Areas uses when they are supportive of the industrial area and not detrimental to the character of the industrial area. The approval criteria are:

A. The proposed use will not have significant adverse effects on nearby industrial firms, or on truck and freight movement;

B. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service; on-street parking impacts; access restrictions; connectivity; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;

C. The proposed use will not significantly alter the overall industrial character of the area, based on the existing proportion of industrial and non-industrial uses and the effects of incremental changes;

D. City-designated scenic resources are preserved; and

E. The proposed use needs to be located in an industrial area because industrial area residents or employees constitute the primary market of the proposed use.

3. E-zone Update Timing

Testimony by the Bureau of Environmental Services and the Audubon Society of Portland request an update to the environmental overlay zones along the Columbia Corridor and Portland Harbor. About 400 acres of high- and medium-ranked natural resources lack protection under environmental overlay zones (see attached map).

In particular, they note that the Airport Futures Land Use Plan identified e-zone updates with an ESEE (Economic, Social, Environmental and Energy) analysis and request that these e-zone updates be included in the Task 5/Early Implementation phase.

These updates are on the BPS work program, but are not part of the Periodic Review (Task 5) work program. The proposed Airport Future e-zone changes on private land were not without controversy. In order to resurrect them at this time, it would take:

- additional analysis to update the ESEE to be consistent with the 2012 Natural Resources Inventory
- analysis of the specific impacts on the industrial land capacity and subsequent adjustments to the EOA
- considerable public outreach and process

The testimony requests that if the e-zones are not updated, then the prohibitions on natural areas on properties with NRI-ranked resources should be suspended or waived. In general, waiving or suspending code is not good planning practice. It is too complicated to administer.

Most of the e-zone updates for High and Medium unprotected resources are along the sloughs and probably qualify as a stormwater facility, and are therefore not subject to the prohibition (see map).

The natural area prohibition really impacts the low value and SHA (grassland) areas – which are the areas with the most industrial capacity. Therefore, it is appropriate to have these potential nature preserves (that do not qualify as a stormwater facility) go through a Comp Plan Map amendment process.

In response to testimony regarding the need for e-zone updates, the PSC has two options:

1. Keep the proposed code as written (*as amended above*).
2. Add the Airport Futures e-zone changes to the proposed zoning map.
3. Delete the prohibition on nature preserves until the e-zones are updated.

4. Self-Service Storage

Self-Service Storage uses provide separate storage areas for individual or business uses. The storage areas are designed to allow private access by the tenant for storing or removing personal property. Examples include single story and multistory facilities that provide individual storage areas for rent.

A transfer and storage business where there are no individual storage areas or where employees are the primary movers of the goods to be stored or transferred is in the Warehouse and Freight Movement category. RV and boat storage is considered to be an Industrial Service use, similar to towing and vehicle storage.

Currently, self-service storage is categorized as a Commercial Use, but is allowed in all employment and industrial zones, subject to the special regulations in Chapter 33.284, Self-Service Storage. The industrial zone exception is EX, where self-storage is a limited use. It is also a limited use in the CG and CX zones.

This use prohibition is not required by Metro Title 4, so the Proposed Draft is more restrictive in order to protect prime industrial areas with good access to the freight infrastructure. This protection is necessary because self-service storage facilities have low employment densities.

In response to testimony objecting to these restrictions, the PSC has two options:

1. Keep the prohibition in place. Self-service storage would continue to be allowed in employment and industrial zones outside of the Prime Industrial Overlay Zone.

2. Delete the prohibition. No change to the current regulations.

5. Golf Course Landscaping Standards

Portland International Airport Plan District (Chapter 33.565) implements the *Airport Futures Land Use Plan*. The Middle Columbia Slough Subdistrict promotes eco-industrial development on sites that transition to industrial use from golf course use. The draft code is intended to provide a balanced approach that supports industrial growth and watershed health.

The development standards require a minimum landscaped area of 20 percent, including setbacks and parking lot landscaping, as well as eco-roofs. At least 75 percent of the plants must be native plants from the Portland Plant List.

The Port of Portland testified that the plant list should be restricted to the Airport Plant List, which is part of the Portland Plant List. These plants were selected because they are generally non-seeding or non-fruiting and do not provide attractive roosting habitat, therefore do not attract wildlife that might pose a threat to aviation safety.

BPS staff does not support this change only for the two golf course sites. The Airport Wildlife Hazard Management Plan area applies to a much wider area. If the Airport Plant List should be considered for a larger area, then that discussion should be more holistic, and take place as part of the Columbia Corridor plan.

Scott Krieger from Broadmoor Golf Course objected to the additional landscaping standards.

In response to testimony objecting to these standards, the PSC has two options:

1. Keep the standards in place. A minimum landscaped area of 20 percent, including setbacks and parking lot landscaping, as well as eco-roofs. At least 75 percent of the plants must be native plants from the Portland Plant List.

2. Delete the proposed standards. The minimum landscaping standards in the base zone (IG2) would apply – 15 percent minimum landscaped area.

6. EG zone office uses at 3:1 FAR and Guild's Lake Industrial Sanctuary Plan District limits

Northwest District Association objects to the proposed increase in allowed office density from 1:1 to 3:1 floor area ratio (FAR) without evaluating transportation capacity to handle the significant potential increase in traffic, specifically related to the proposed map changes along NW Vaughan.

7. Residential Non-Conforming Uses in EG Zones

Public testimony has raised questions and concerns about the non-conforming status of existing residential uses in the EG zones.

First, in anticipation of prohibiting new residential uses in EG zones, BPS staff identified concentration of existing housing and proposed map changes to Residential or Mixed Use designations on the draft Comprehensive Plan Map. However, some dispersed residential sites were retained in Mixed Employment areas. Proposed new Mixed Employment areas in Gateway and along SE 82nd Avenue also include several existing residential sites.

To reduce the regulatory burden of "non-conforming use" status, proposed code changes would allow expansion up to 500 square feet without a non-conforming situation review (page 33).

Public testimony also raised concern about the ability to rebuild a house in the case of a fire. When a nonconforming use is damaged by fire or other causes, the re-establishment of the nonconforming use is prohibited if the repair cost of the structure is more than 75 percent of its assessed value.

8. Industrial Office

The Bureau of Development Services and others have recommended clarifying the definitions of both Industrial Office and Traditional Office. This issue was discussed in the SE Quadrant Plan process and refinements to these definitions, along with design standards for industrial office development, will be discussed in the next phase of the Central City Code Update.

9. Air Quality

Public testimony raises air quality as a continuing concern in addressing human health, especially for residential neighborhoods that are nearby industrial areas.

The current zoning code includes buffer overlay zones (Chapter 33.410) that require additional buffering between nonresidential and residential zones. The separation is achieved by restricting motor vehicle access, increasing setbacks, requiring additional landscaping, and restricting signs. There are also limits on off-site impacts (Chapter 33.262) such as noise, vibration, odors, and glare that enable the City to require additional mitigation for uses that may cause off-site impacts and nuisances.

The City relies on the Oregon Department of Environmental Quality (DEQ) to regulate the type and amount of air emissions from land uses.

BPS has identified a future work program task to create additional buffer standards for mixed use and residential development adjacent to industrial areas (and freeways) that would include additional landscaping requirements to require more trees, HVAC requirements for air filtering, and sound insulation – similar to the standards proposed for the St. Johns Plan District (page 63).

Map Issues

Several zoning map change issues were identified at the October 27th public hearing and in written testimony.

Key map issues are:

1. ESCO on NW Vaughn
2. Montgomery Park on NW Vaughn
3. Freeway Land site at SE Foster and I-205
4. EX conversion to EG sites
5. PECO site on SE 17th Ave
6. Broadmoor golf course
7. Metro Greenspaces requests on Port land
8. Linnton Prime Industrial Overlay

Many of these mapping issues relate primarily to the Comprehensive Plan map, which is currently being reviewed by City Council. We will send each person that testified a letter that acknowledges their testimony and directs them to City Council with information on how to testify. If City Council amends the Comprehensive Plan map designation on the site, the proposed zoning map change will be adjusted accordingly.

ESCO on NW Vaughn

Northwest District Association submitted a letter (October 27th) objecting to (1) the proposed zoning map change to EG1 zoning on sites currently in industrial use and (2) the proposed increase in allowed office density from 1:1 to 3:1 floor area ratio (FAR) without evaluating transportation capacity to handle the significant potential increase in traffic. Christe White representing ESCO spoke in favor of these proposed map and text changes.

Code Changes

The adequacy of the transportation system to accommodate the draft changes to the Comprehensive Plan Map have been modeled and evaluated citywide, and this analysis continues to be refined. Where capacity issues are identified, projects or refinement studies are proposed in the Transportation System Plan to address these issues. BPS will continue to work with PBOT and ODOT to update the transportation analysis based on the final Comp Plan map adopted by City Council. There will be additional information available as part of the zoning map discussions in February, 2016.

Currently, the development standard for maximum FAR in EG zones allows a 3:1 FAR, but limitations on office uses in the EG zone reduces the max FAR to 1:1, and requires a conditional use review for retail and services uses exceeding 1:1 FAR. The proposed code change to reclassify offices from limited to allowed uses in EG zones has the effect of increasing allowable office density from 1:1 to 3:1 FAR. (see pages 24 to 27 of the Proposed Draft)

Rationale for proposed change to allow 3:1 FAR in office uses:

- Meet 20-year land needs. New ME Mixed Employment areas are designated on the Comprehensive Plan Map to meet the 20-year land supply shortfall found in the Economic Opportunities Analysis (EOA) for Dispersed Employment Areas. These new ME areas are also part of the jobs strategy in East Portland to increase the density of middle- and high-wage jobs there. The development capacity in these new ME areas consist mostly of small, underutilized sites, and the additional FAR allowance would support redevelopment on more of these sites.
- Rationalize the density allowances with expected demand. EG zones are intended to primarily accommodate office and light industrial uses, rather than housing or retail and services. About half of the forecast job growth in Dispersed Employment Areas are in the office buildings and about one-third in industrial buildings, consistent with current conditions.
- Maintain property values in EG zones. Adding office density allowance in the EG zones is partly intended to help offset the lost development potential from proposed reduction in retail and residential use allowances.
- Transportation impacts would be moderated. Additional trip generation from higher office allowances is partly offset by reduced retail and residential allowances. The market in EG zones is expected to produce substantially lower office densities on average, estimated at 1.25:1 FAR in EG2 zones and 2:1 FAR in EG1 zones. And higher office densities are expected in EG locations with smaller sites and frequent transit access, where multimodal access is expected to further moderate traffic impacts.

In addition, the Guild's Lake Industrial Sanctuary Plan District currently limits office uses to 1:1 FAR with an additional 0.85:1 FAR bonus for contributions to the Northwest Transportation Fund (NWTF).

In response to testimony objecting to these standards, the PSC has three options:

1. Keep the citywide 3:1 FAR for office uses in place.
2. Reduce the citywide 3:1 FAR for office uses in the EG zones.
3. Limit office use to 1:1 FAR (plus bonuses) in the Guild's Lake Industrial Sanctuary Plan District.

Guild's Lake Industrial Sanctuary Plan District

33.531.140 Additional Regulations in Subdistrict B

A. Purpose. These regulations minimize conflicts between industrial operations in the Guild's Lake Industrial Sanctuary and the mixed-use neighborhood to the south. Uses are limited or prohibited that may conflict with nearby industrial and residential uses or that can overburden the area's transportation system. These regulations provide additional flexibility in the siting of the limited amount of Office uses allowed in the subdistrict, while preserving overall Office use limitations. The regulations also limit blank walls on the ground level of buildings to encourage a continuity of active uses along street frontages and to avoid a monotonous pedestrian environment. Parking access is limited along NW Vaughn Street to minimize impacts on the transportation system and to reduce conflicts with pedestrians.

B. Where these regulations apply. These regulations apply to sites in an EG zone within Subdistrict B, shown on Map 531-2.

C. Retail Sales And Service uses. Retail Sales And Service uses are allowed if the net building area plus the exterior display and storage area is not more than 10,000 square feet per site.

D. Office uses. Office uses are allowed but limited to an FAR of 1:1.

Map Changes

The proposed map changes from IG1 to EG1 along NW Vaughn would implement the ME Mixed Employment designation on the existing and proposed Comprehensive Plan Map. The ME designation would maintain a 1-block transition area along NW Vaughn between the IS Industrial Sanctuary designation to the north and MU3 Urban Center designation to the south.

ESCO on NW Vaughn

Proposed map	IG1 to EG1.
Options	Retain IG1 until transportation capacity is further evaluated.

Ord. 188177, Vol. 2.5, page 15631

Montgomery Park on NW Vaughn

Bill Naito Co., owner of the Montgomery Park site at 2701 NW Vaughn, has submitted a letter (October 23) objecting to the proposed zone change from EX Central Employment to EG2 General Employment. Cited reasons include reduced flexibility for residential and mixed-use development, the location near the Central City, and large site size (nearly 20 acres).

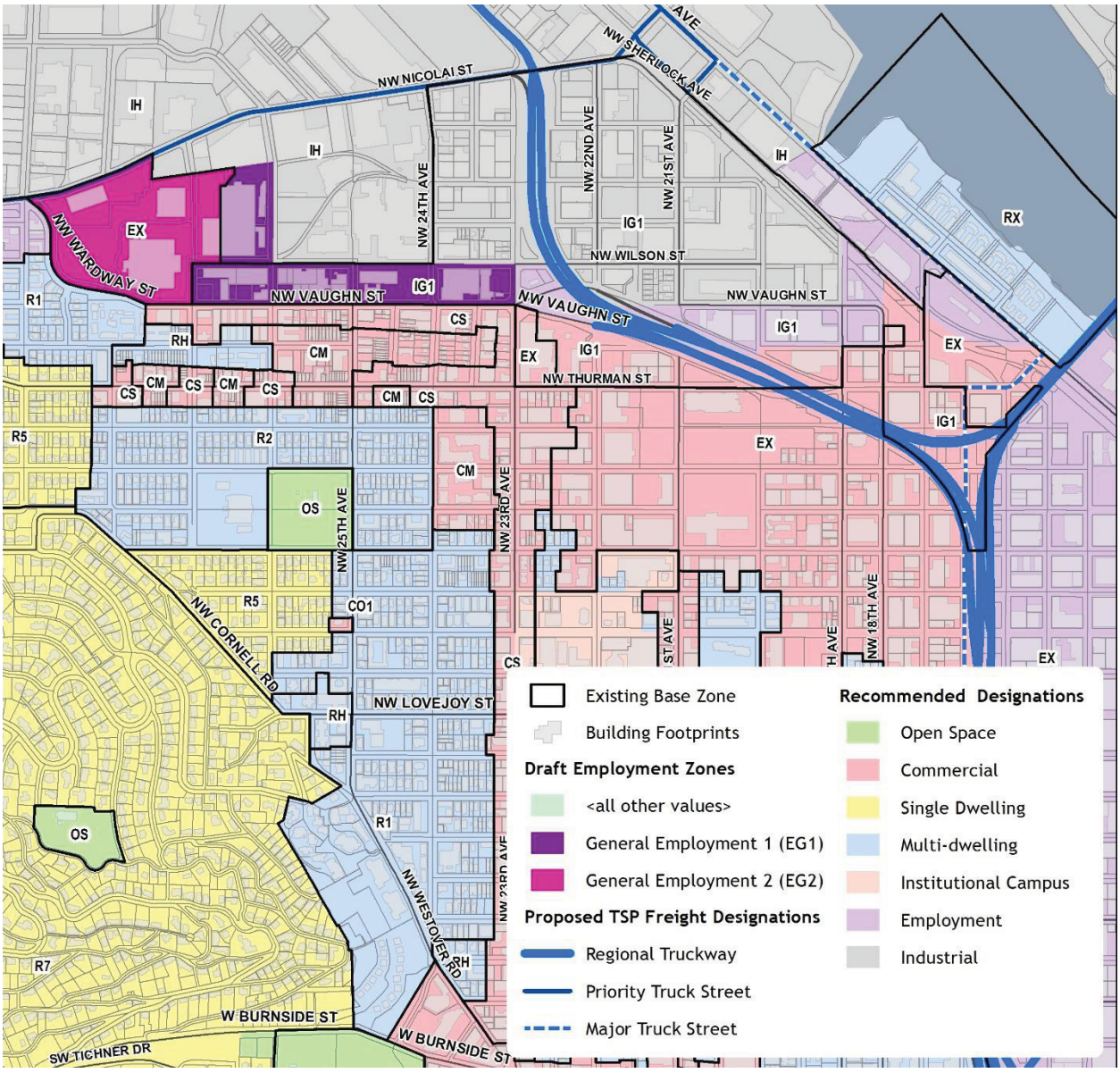
The proposed map change from EX and IH to EG2 would implement the ME Mixed Employment designation on the Recommended Comprehensive Plan Map. Approximately 13 acres of the Naito property currently has EX zoning and approximately 4.6 acres has IH Heavy Industrial zoning. The draft map changes are shown on the map on page 12.

The ME designation would maintain a transition area along NW Vaughn between the IS Industrial Sanctuary designation to the north and MU3 Urban Center designation to the south. Redevelopment of this large site for housing north of Vaughn would introduce compatibility conflicts and compromise the boundary between the Guild's Lake industrial district and Northwest town center.

The draft Comprehensive Plan Map eliminates all of the EX designations outside of the Central City (including OHSU) and Gateway. Existing EX plan designations are proposed to change to ME Mixed Employment or MU Mixed Use. In this case, the proposed ME designation is more appropriate to the edge location of the large Guild's Lake industrial district and is consistent with the existing use of the site, which is developed as an office complex at approximately 2:1 FAR.

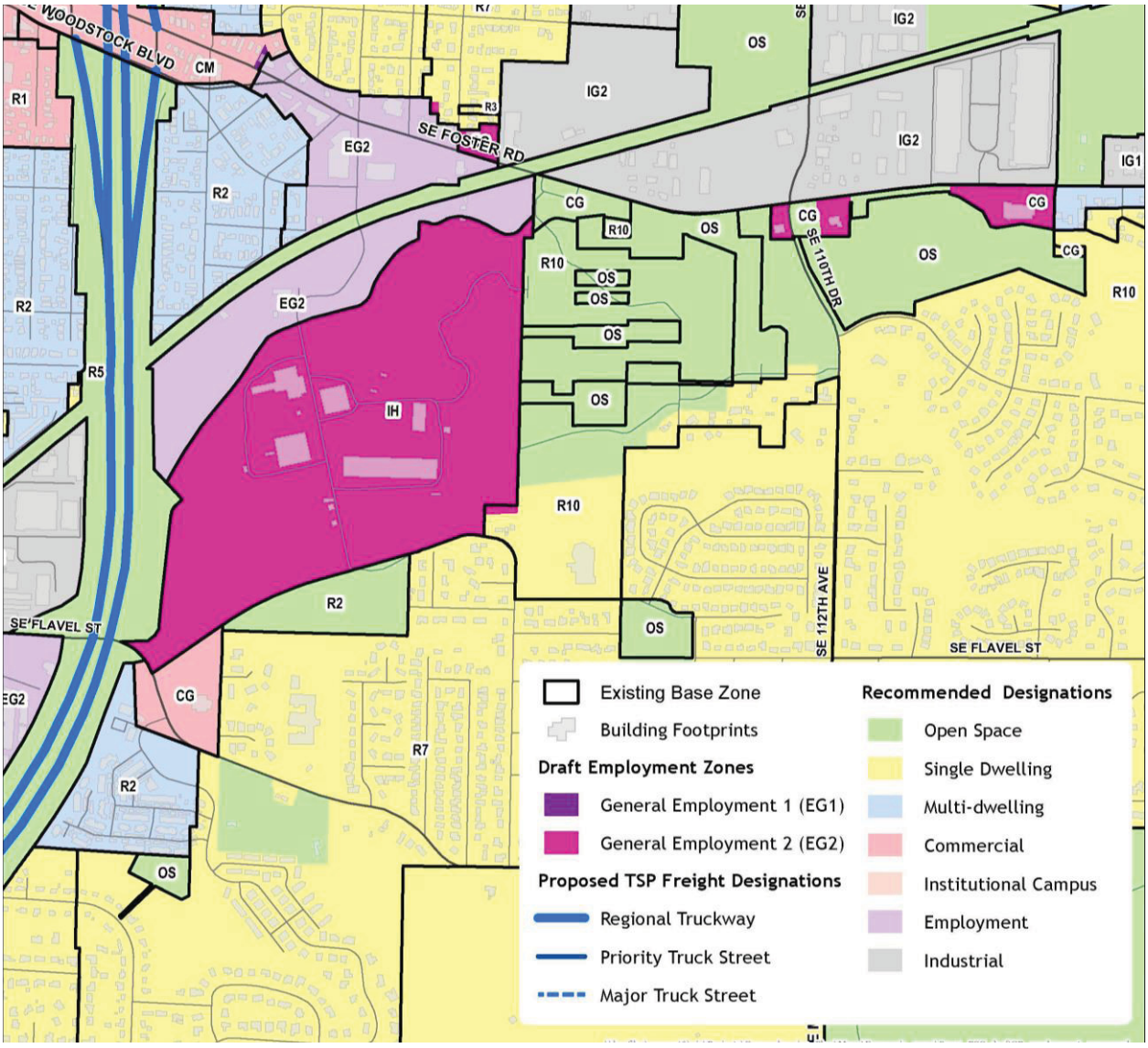
Montgomery Park on NW Vaughn

Proposed map	EX to EG2
Options	Apply EX zoning
	If City Council changes plan designation from EX Central Employment to one of the Mixed Use designations, and apply Commercial Mixed Use zoning.



Freeway Land site at SE Foster and I-205

Lane Powell, representing Jameson Partners LLC, submitted a letter (October 26) objecting to the proposed zone change to EG2. Jameson Partners objects to the reduced residential and retail allowances on this large 100-acre site, which is located in the Lents URA, near the Lents Town Center and within one mile of two light rail stations. The owner proposes developing a master plan to guide redevelopment of the large site for a mix of uses commercial and residential uses.



Currently, the 100-acre site has about 83 acres with an EX Central Employment plan designation and IH Heavy Industrial zoning and about 17 acres with an ME plan designation and EG2 zoning. The proposed map change from EX and IH to EG2 would implement the ME Mixed Employment designation on the Recommended Draft of the Comprehensive Plan Map.

The property owner could propose a master plan in the future to guide redevelopment of the site, consistent with the proposed plan designation and the use allowances of the base zoning. Examples of existing master plans in the zoning code include the Conway area, North Cully Plan District subareas, conditional use master plans for campus institutions, and others. Master plans generally comply with the overall density and use limitations of the base zone, while varying development standards on portions of the planned area.

As described above on Montgomery Park, the draft Comprehensive Plan Map eliminates all of the EX designations outside of the Central City and Gateway, changing them to ME Mixed Employment or MU Mixed Use. In this case, the ME designation is proposed, consistent with the lower-density mixed employment and industrial character of the site and vicinity, job

growth strategies in East Portland, and the currently undermet market need for Dispersed Employment land.

Freeway Land site at SE Foster and I-205

Proposed map	EX to EG2
Options	If City Council changes plan designation from EX Central Employment to Mixed Use Dispersed on part of site, apply CE Commercial Employment zoning.

EX conversion to EG sites

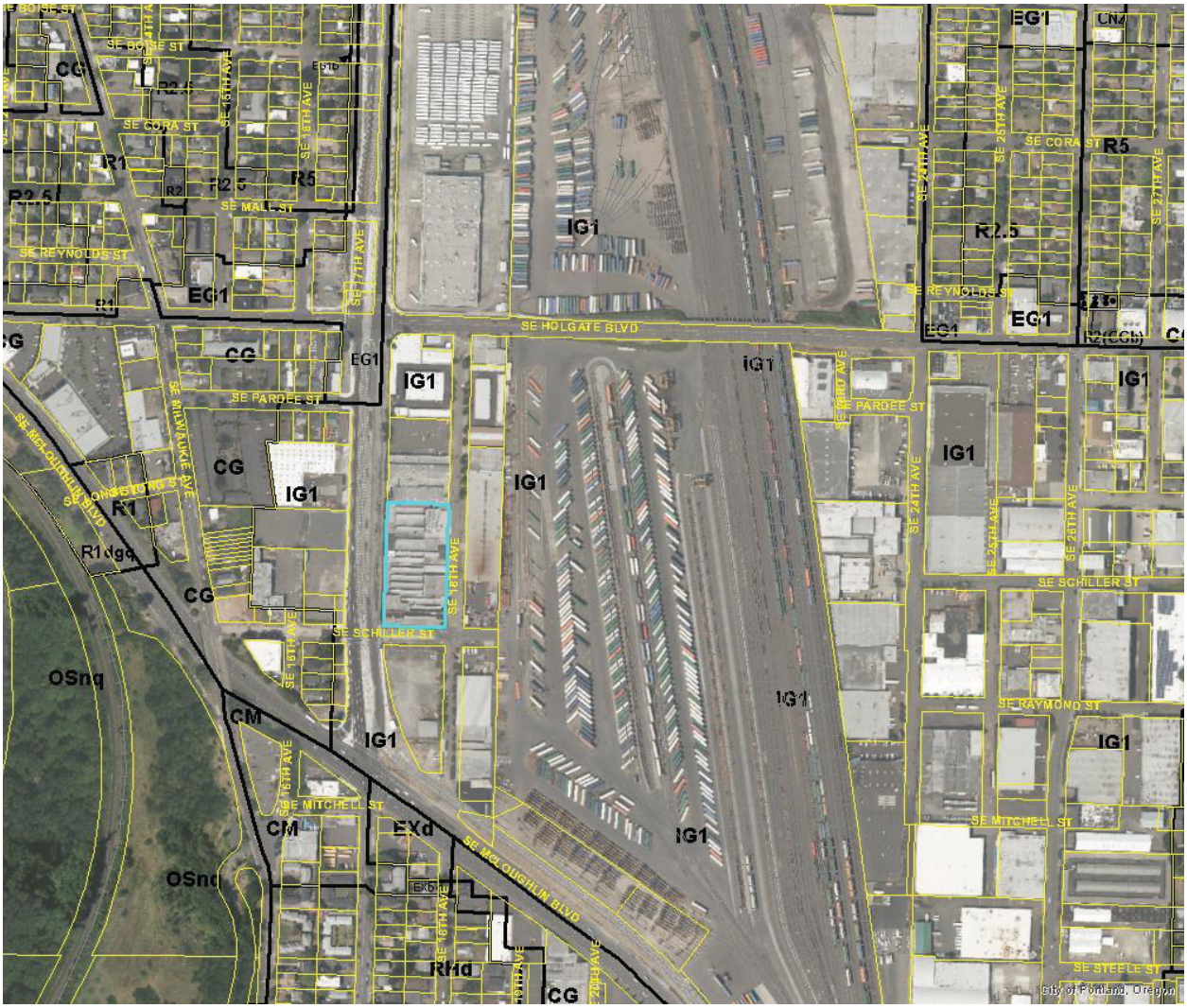
Some property owners have objected that proposed zone changes from EX to EG will reduce development options and property values. In addition to the map issues at the Montgomery Park and Freeway Land sites discussed above, proposed zone changes from EX to EG include Central Gateway and some small sites in the Sellwood neighborhood.

In evaluating effects on property values, it is important to distinguish between current and potential future values. Appraisals generally examine current values based on site improvements and "comparable" recent property sale transactions. In contrast, property owners may have higher price expectations based on potential future market conditions. The areas where EX to EG rezoning is proposed typically have substantial underutilized land that has remained underutilized at this location. Current zoning and the proposed Comprehensive Plan map provide a substantial oversupply of mixed-use commercial capacity relative to forecast demand over the next 20 years. In contrast, the proposed ME Mixed Employment areas are currently undersupplied and the proposed new Mixed Employment areas result in a slight citywide surplus. As a result, redevelopment for higher property value in the next 20 years is more likely on average under EG zoning if conditions for EG-type development is viable, rather than current EX zoning where owners may forego redevelopment in the short-term in light of potential future price expectations.

Proposed EG zones provide for low- to mid-rise buildings with generally substantial opportunity for additional site development. Some of the sites where EX-to-EG rezoning is proposed are fully developed (not underutilized) consistent with proposed EG uses, such as the Montgomery Park and Sellwood sites. While each of the proposed EX-to-EG zone change sites have different circumstances, the proposed rezoning is expected to have little impact on current property values, potentially up or down depending on responsiveness to short-term and 20-year market conditions. Proposed code amendments also increase the allowable office FAR in EG zones from 1:1 to 3:1 FAR to facilitate redevelopment across varying site conditions and substantially offset the proposed reduction of retail and residential use flexibility.

PECO site on SE 17th Ave

The former PECO manufacturing site on SE 17th Ave. (see map below), was recently closed. Representatives of the property have requested consideration for rezoning to allow industrial office development in proximity of new Orange Line light rail stations along SE 17th. Transit-oriented development options were considered at these new light rail stations in Brooklyn area as part of the Southeast Quadrant Plan. The results of that area planning effort were limited Comprehensive Plan Map changes north of Holgate and east of 17th Ave.



This site is part of the Brooklyn Yard industrial area, where a Prime Industrial overlay zone is proposed. Brooklyn Yard is Union Pacific's primary intermodal (container) rail yard in the region, where UP has recently made major improvements. Industrial vacancy rates are in SE Portland have been persistently low and industrial market potential is expected to remain strong for small, close-in manufacturing and industrial service space, as well as small warehouse and distribution space near Brooklyn Yard. A site-redevelopment analysis conducted recently near SE 17th station areas and Central Eastside sites, industrial development options outperformed industrial office and mixed use scenarios in financial feasibility analysis at SE 17th sites.

"Industrial office" job growth and building reuse trends have been strong in the Central Eastside over the last decade, typically consisting of software, graphics and design businesses. In response, the Southeast Quadrant Plan land use proposals, consisting primarily of allowing industrial office uses in all IG1 zones, has increased the 20-year development capacity to 2035 of the Central City Industrial areas to 209% of forecast demand (Economic Opportunities Analysis). One option would be to create a new overlay zone to allow for Industrial Office uses along SE 17th Ave.

Orange Line MAX station area plans

At the October 27th hearing, there was a question about the station area assumptions for the Orange Line MAX stations. Per federal regulations, the initial planning for the Orange MAX line was based on adopted land use plans. There were no assumptions about future land use changes that would increase ridership. So, no land use changes were anticipated in order to justify the ridership forecast for the Orange line.

In 2014, BPS led a station area process as part of the SE Quadrant Plan to look for opportunities for employment focused transit oriented development. The focus of this planning effort was on the OMSI and Clinton stations, but it also looked at the Rhine and Holgate stations. The result was proposed land use changes at the OMSI and Clinton stations that were incorporated into the SE Quadrant Plan. No significant changes were identified for the Rhine and Holgate stations.

PECO site on SE 17th Ave

Proposed map	Apply Prime Industrial overlay to IG1 General Industrial base zone.
Options	Do not apply Prime Industrial overlay on SE 17th Ave. frontage sites. Leave IG1 General Industrial base zone.
	Create a different overlay zone to allow Industrial Office along SE 17th Ave.

Broadmoor Golf Course

Perkins Coie, representing Broadmoor Inc., submitted a letter and Scott Krieger, representative, requesting that the zoning of the area be amended to IG2 General Industrial concurrently with the plan map amendment.

The requested map amendment from OS Open Space to IG2 would implement the IS Industrial Sanctuary designation on the Recommended Comprehensive Plan Map. The site area of the zone change is approximately 15 acres of the site at 3509 NE Columbia Blvd. as shown on the map below and includes the existing club house, parking areas, and some golf course area. Transportation and public services to serve the site were evaluated as part of the Comprehensive Plan Update and improvements are proposed in the Transportation System Plan and Citywide Systems Plan as needed to accommodate the map change. Additional development standards for ecologically beneficial design are proposed in the Airport plan district at this site area, which are discussed above.

Rezoning was not proposed earlier as part of the Proposed Draft only because nearby Riverside Golf Course objected to rezoning at this time, and because comments from representatives of both golf courses indicated that current plans for continued golf course use.

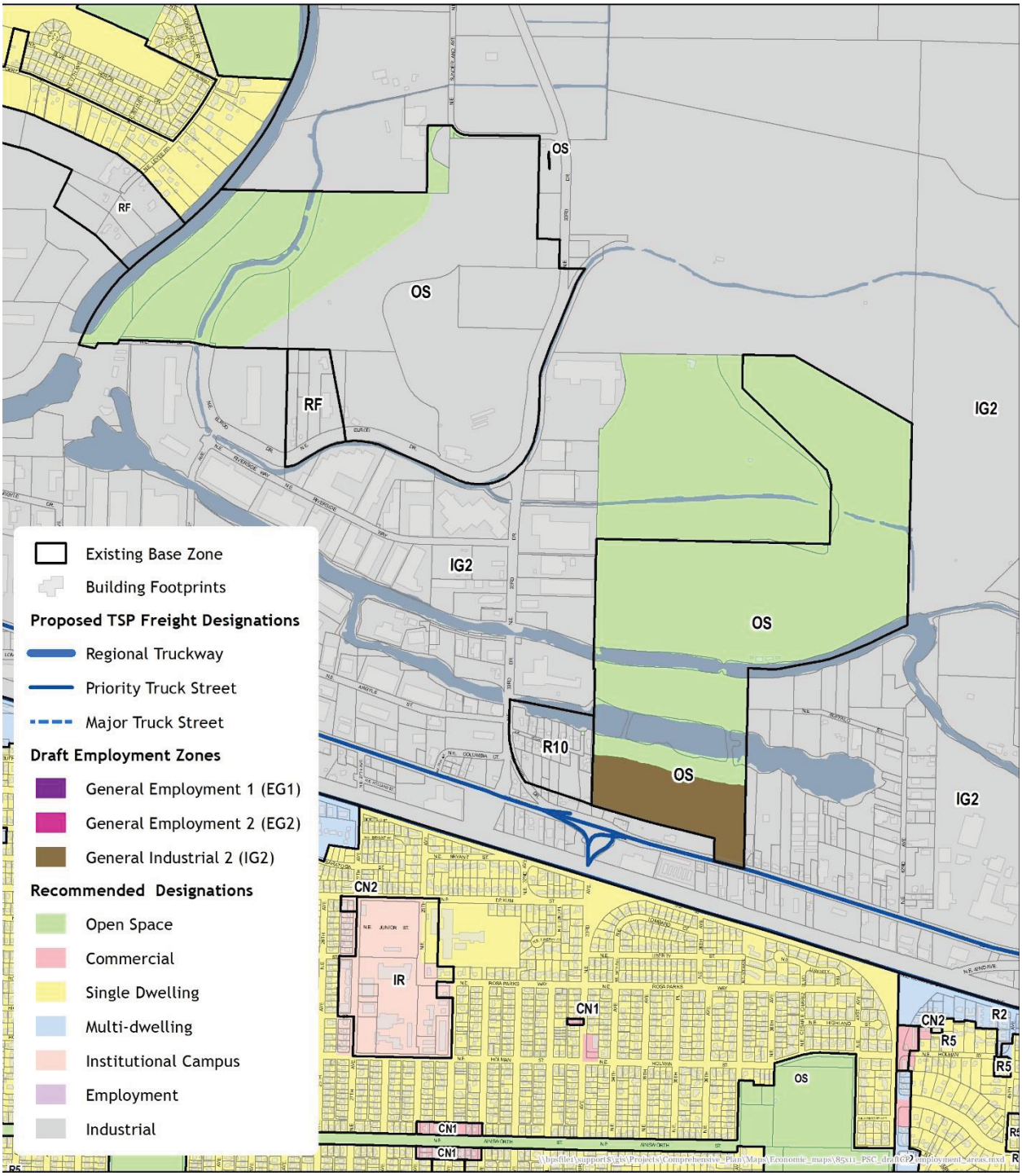
Amendments to the environmental zoning at this site were anticipated to be proposed concurrent with a zone change request, consistent with the ESEE analysis of the environmental zoning adopted in 2011 as part of the Airport Futures plan district. If the PSC recommends going forward with this rezoning now, BPS staff will analyze and prepare a recommendation for environmental zoning map changes in the site area based on the base zone change, and bring the recommendation back to PSC prior to the public hearing on the citywide Zoning Map Update in February 2016.

Broadmoor Golf Course

Recommended change to proposed map	Change OS to IG2 on the 15-acre part of the site proposed IS Industrial Sanctuary.

Ord. 188177, Vol. 2.5, page 15638

Golf Course Sites



Employment Zoning Project

November 6, 2015

NORTH

0 300 600 Feet

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Metro Greenspaces requests on Port of Portland land

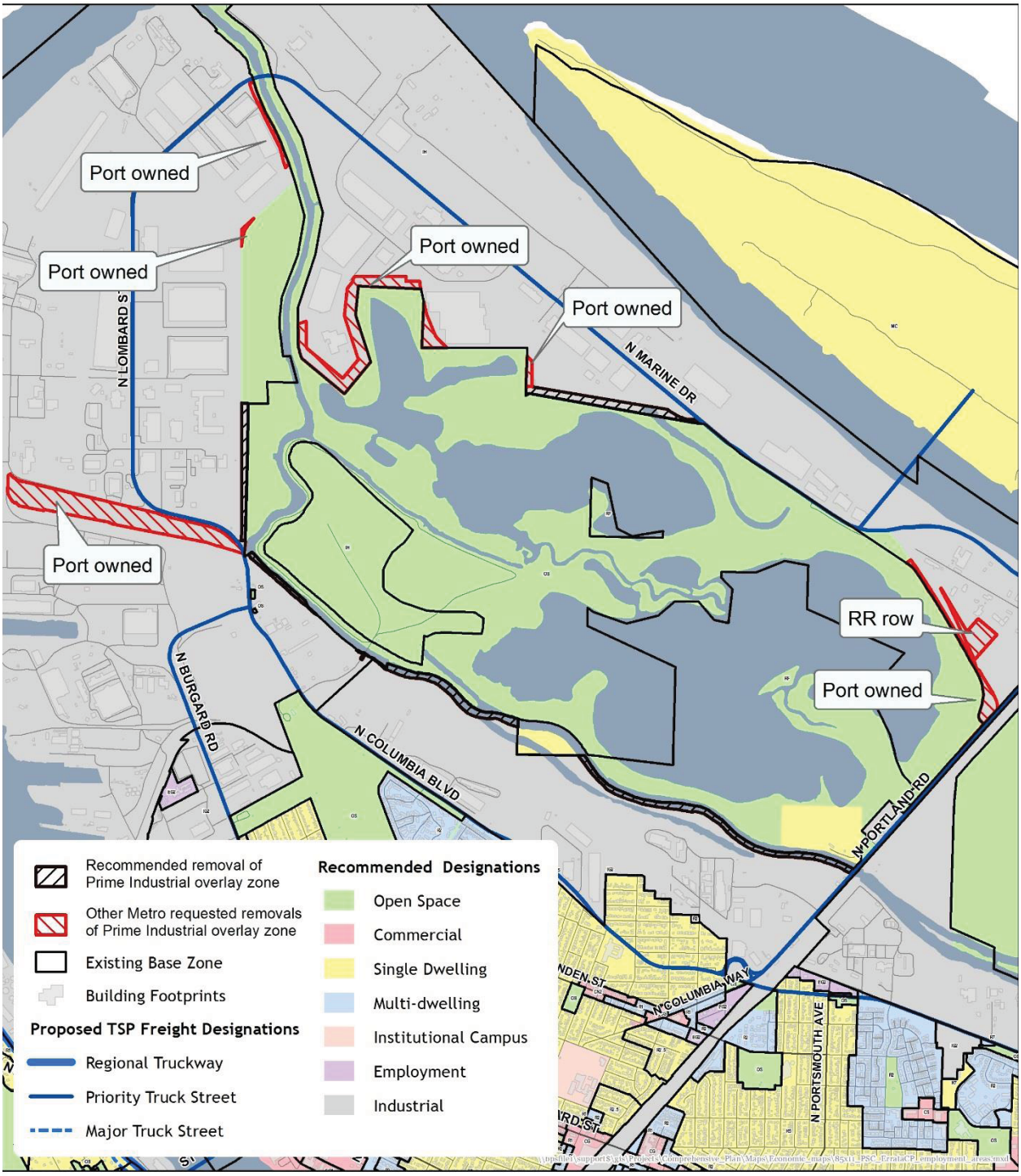
Metro Parks and Nature Department submitted a letter (October 23) recommending removal of 111 acres of land in the vicinity of Smith & Bybee Natural Area.

Reviewing these sites, some of them are owned by Metro or BES and some are submerged land in the slough. However, much of the affected acreage is owned by the Port of Portland, including part of the Bonneville Rail Yard, and other sites are railroad right-of-way. Port and railroad land represent freight hub infrastructure and facilities that specifically match the intended purpose of the Prime Industrial Overlay Zone. In response to Metro's letter, the Port of Portland submitted comments recommending retention of all proposed Port-owned land in the Prime Industrial overlay.

Metro Greenspaces requests on Port of Portland land

Recommended change to proposed map	Retain Prime Industrial l-overlay on Port-owned properties and railroad right-of-way and remove from other sites on maps below per Metro request.
Options	Remove Prime Industrial l-overlay from other sites recommended by Metro.

Smith & Bybee Lakes Area



Employment Zoning Project

November 6, 2015

NORTH

0 1,000 2,000 Feet

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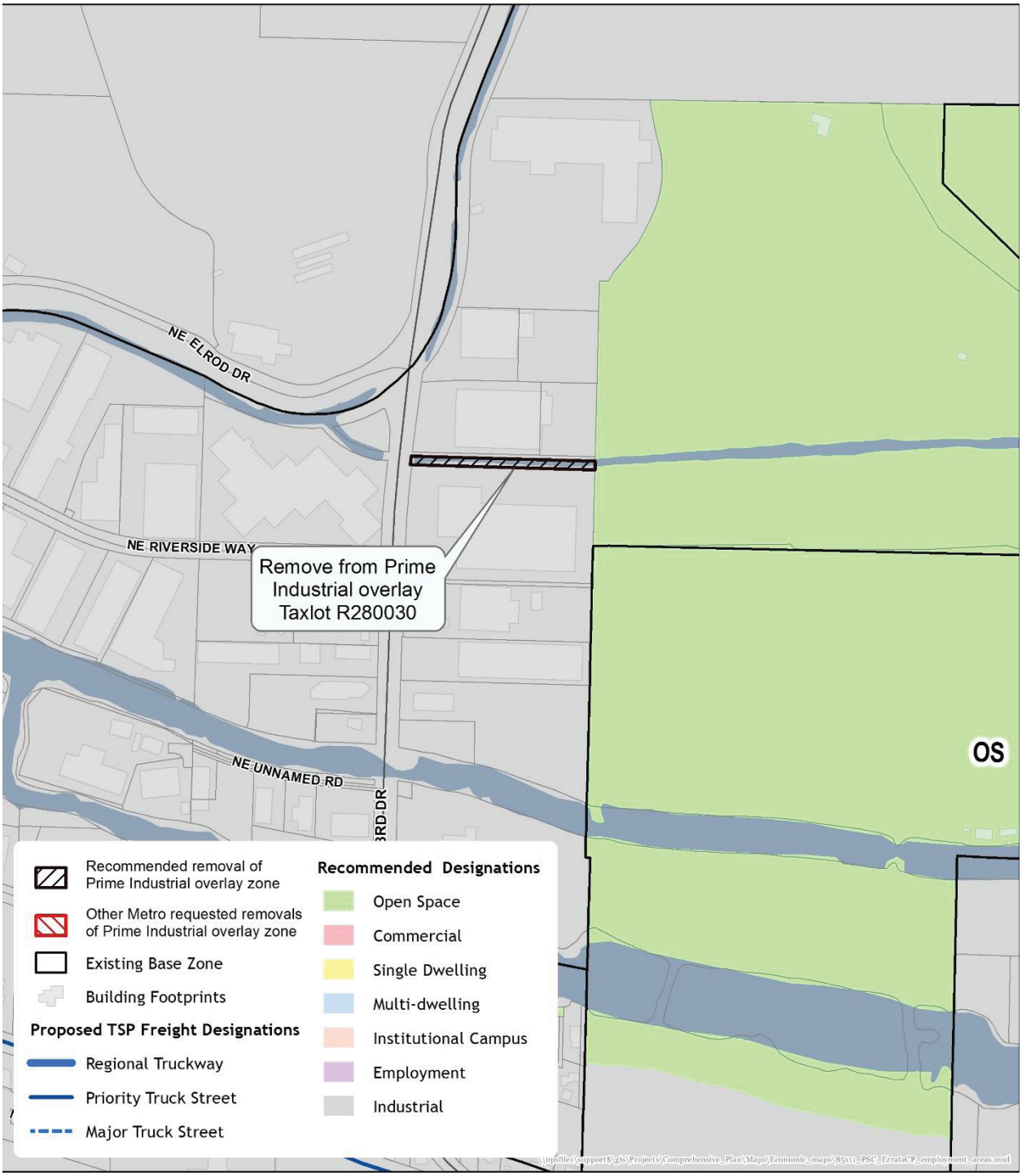
Ord. 188177, Vol. 2.5, page 15641

Broadmoor Golf Course



Employment Zoning Project

November 6, 2015

NORTH

0 200 400 Feet

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Ord. 188177, Vol. 2.5, page 15642

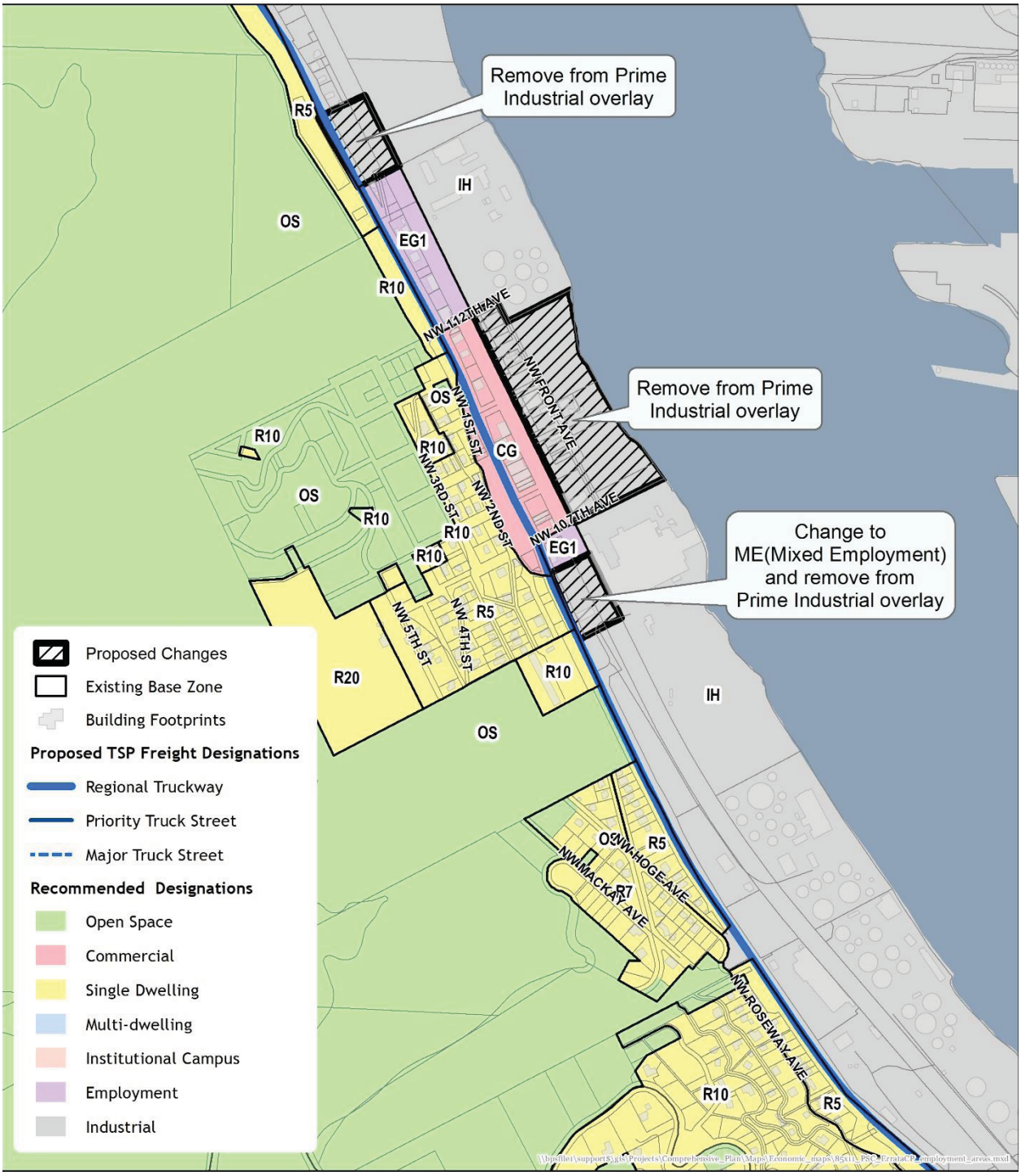
Linnton Prime Industrial Overlay

Representatives of the Linnton Neighborhood Association recommended changes to the Prime Industrial Overlay Zone near the commercial center of Linnton. After meeting with the neighborhood representatives, staff recommended changes to the Prime Industrial Overlay Zone in three areas, as shown on the map below:

- Remove the overlay from Kingsley Park, a 2-acre undeveloped park zoned IH Heavy Industrial north of central Linnton. This site is one of a seven undeveloped parks with industrial zoning in the City parks inventory that were removed from the Prime Industrial Overlay in the Proposed Draft.
- Remove the overlay from a 1-acre, IH-zoned portion of the Linnton Plywood site between Highway 30 and the railroad. The remaining portion of the site between Highway 30 and the railroad has EG zoning. This amendment is one of several map changes proposed to address split zoned properties.
- Remove the overlay from the Front Avenue area in Linnton (about 13 acres) to retain flexibility to consider future plan map amendments. Reasons for a more flexible approach in this unique area include advantages of a finer-grain approach in this small-site, grid-block area, the lack of a Metro Title 4 Regionally Significant Industrial Area designation, and the Greenway g-overlay zone in this area requires a riverfront trail and doesn't require river-dependent uses.

Ord. 188177, Vol. 2.5, page 15643

Linnton Employment Area Zoning



Employment Zoning Project

August 31, 2015

NORTH

0 300 600 Feet

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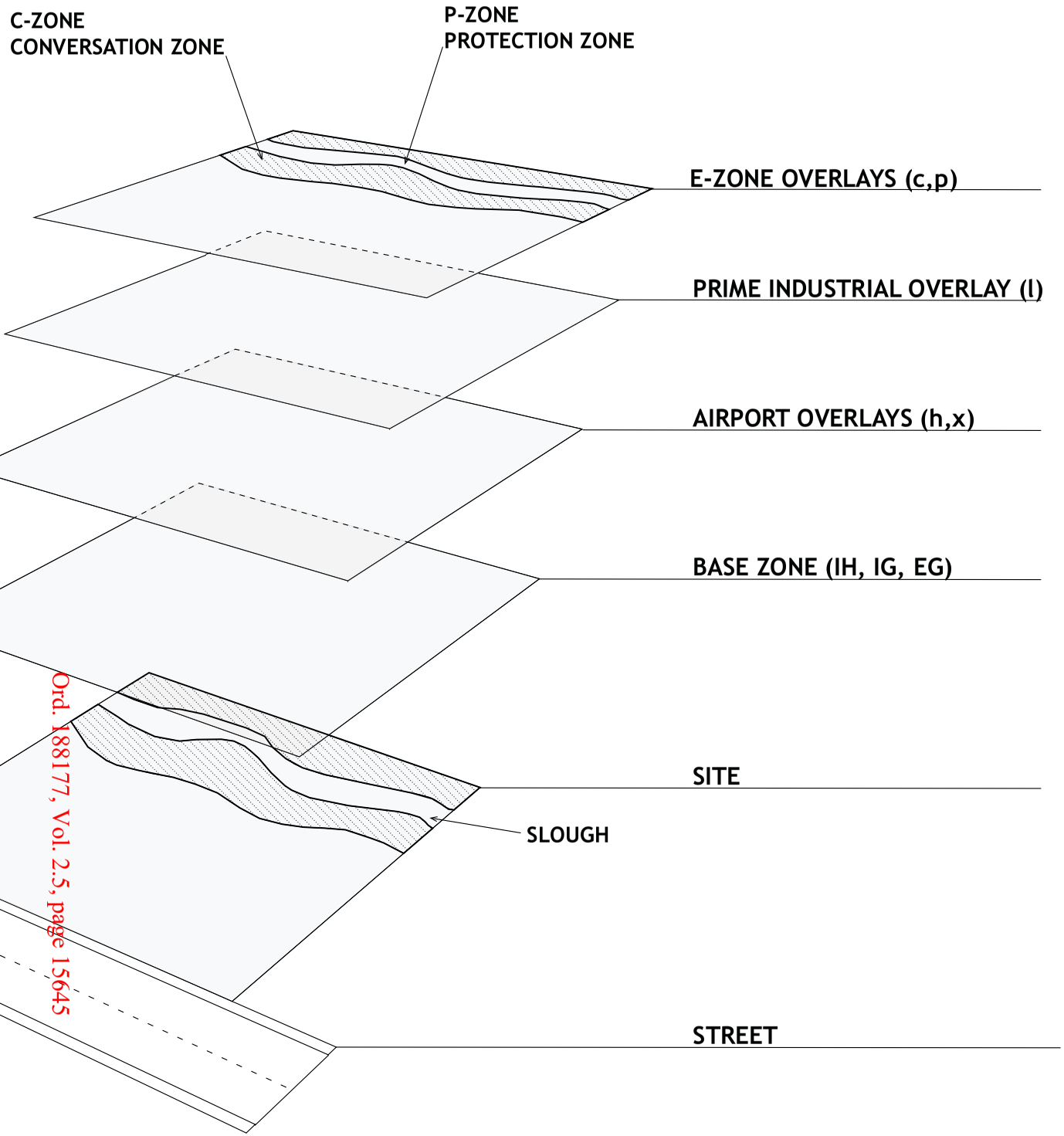
Ord. 188177, Vol. 2.5, page 15644



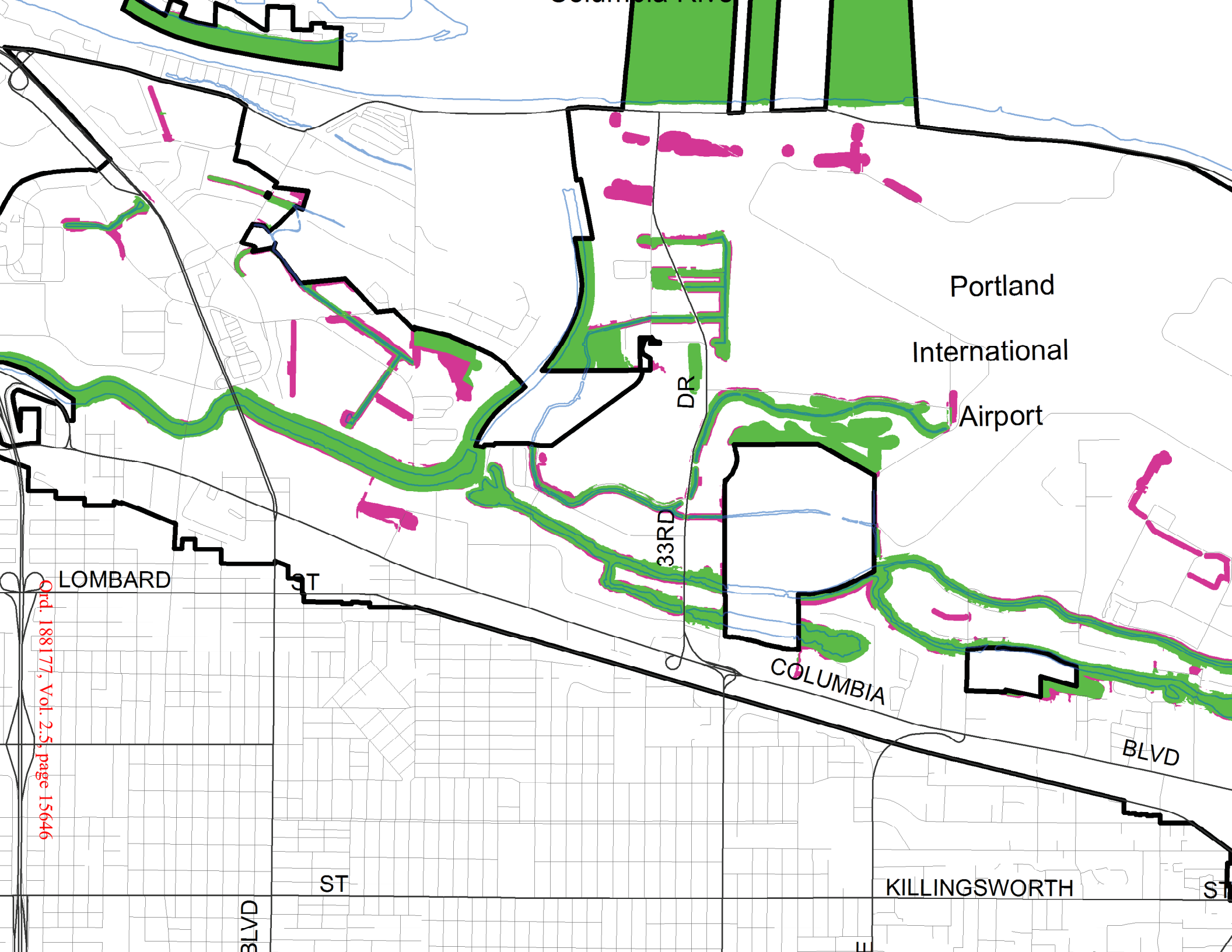
Ord. 188177, Vol. 2.5, page 15645

IG1

IG1

IG1

PLAN VIEW


Portland
International
Airport
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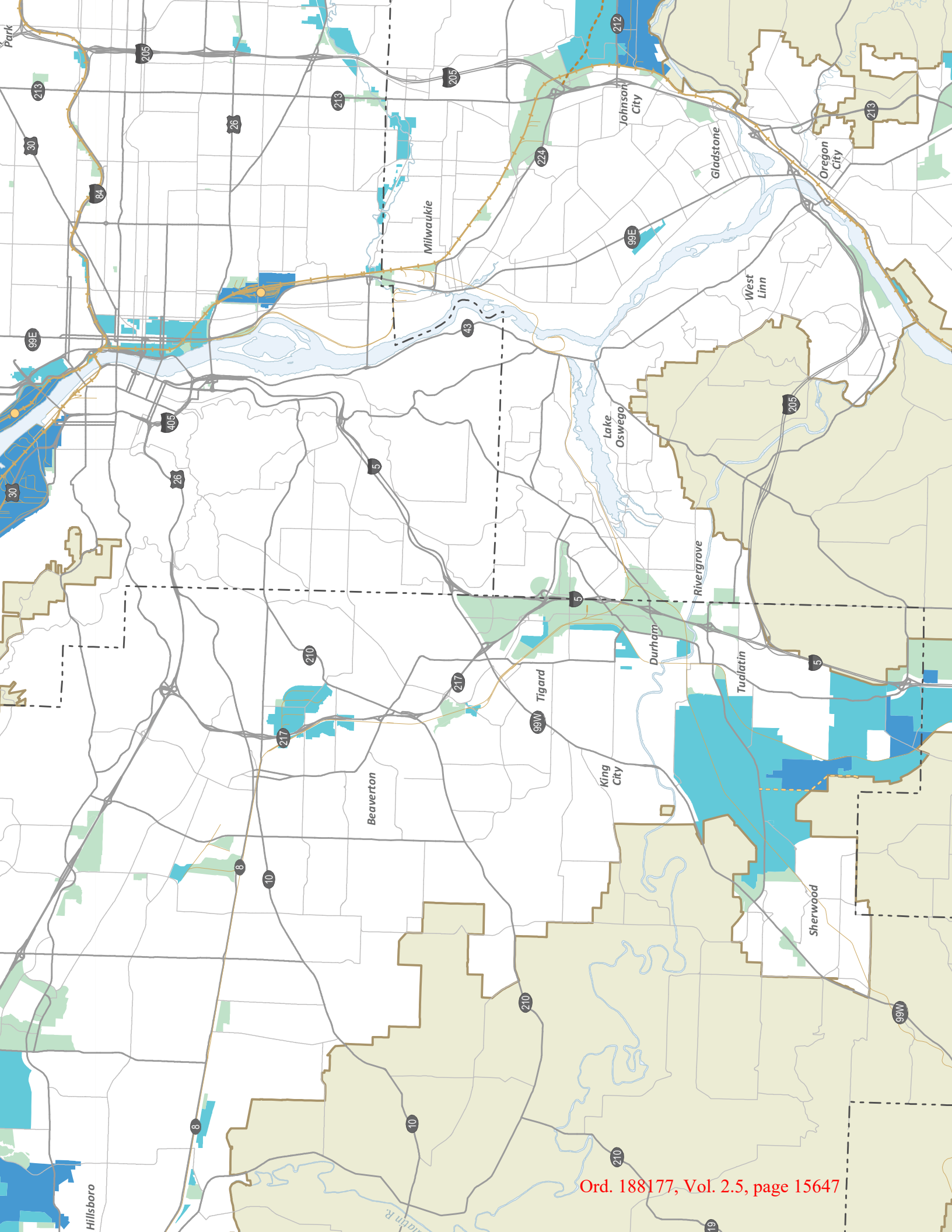
BLVD
Ord. 188177, Vol. 2.5, page 15646



Ord. 188177, Vol. 2.5, page 15647

Themes of PSC Written Testimony on Employment Zoning Project

October 27, 2015

Themes of the testimony in 15 letters and 3 MapApp comments are summarized below. This list is incomplete and comments are continuing to come in. The BPS helpline has also responded to 126 calls on the Employment Zoning Project Proposed Draft.

Objections to park and open area limitations in Prime Industrial overlay

Bureau of Environmental Services, Oct. 27 letter – Move forward with environmental zoning update in Airport Plan District consistent with ESEE. Waive Prime Industrial overlay requirements within the Natural Resources Inventory. Consider updating the definition of stormwater facilities.

Metro Parks and Nature Dept., Oct. 23 letter – Remove 111 acres managed by Metro (mostly owned by Port of Portland) from the Prime Industrial overlay. Allow undeveloped natural areas in the Prime Industrial overlay.

Portland Parks and Recreation, Oct. 27 letter – Parks and open areas should be a permitted use in the Prime Industrial overlay. Exempt natural areas from overlay requirements. Request that Metro revise Title 4 to not require Regionally Significant Industrial Area map changes for a developed park or natural area.

Linda Robinson, 1115 NE 125th Ave., Oct. 27 letter – Parks and open areas should be a permitted use in the Prime Industrial overlay. Remove environmental zones from the Prime Industrial overlay. Update environmental zoning along Columbia Slough.

Bob Salinger, Portland Audubon, Oct. 11 letter – Opposes capacity offset requirements in the Prime Industrial overlay. Move forward with environmental zoning update concurrent with employment zoning. Golf courses should not be converted to industrial use.

Urban Forestry Commission, Oct. 22 letter – Allow parks and open space as permitted uses in the Prime Industrial overlay. Restricting open space to local users is contrary to equity goals. Remove Natural Resources Inventory from Prime Industrial overlay.

Property owner objections to new EG zones

Bill Naito Company, 2701 NW Vaughn Street, Oct. 23 letter – Retain EX Central Employment zoning at the Montgomery Park site.

Jameson Partners SE Foster and I-205, Oct. 27 letter – Reconsider EG zoning at Freeway Land site. Retain flexibility for retail and mixed use development at this large 80-acre site. Recommend applying Master Plan at site.

Northwest District Association, Oct. 27 letter – New EG zones along NW Vaughn on sites in industrial use will erode prime industrial land. Retain the maximum 1:1 FAR for office uses in EG zones, and remove the proposed increase to 3:1 maximum FAR. Amend the Guilds Lake Plan District (Subdistrict B) to clarify maximum base FAR of 1:1 with additional bonus FAR of up to .85 FAR.

Stephen Pink, 8114 SE Market St., MapApp comment – Is my planned house remodel and ADU in the proposed EG zone a wise investment?

Flexibility for more intensive development near urban core

Jeff Burns, 1336 SE 20th Ave., MapApp comment – The Central Eastside industrial area is a gem for business innovation. Allowing increasing office space doesn't bode well for industry here.

Mark Hush, 1120 NW Couch Street, MapApp comment – Build in zoning flexibility to rezone industrial land near the urban core, as done in the Pearl District.

Kin Properties, 2720 NW 35th Ave., Oct. 21 letter – Oppose Prime Industrial overlay which may depreciate the value of the property.

Donald Mattersdorff, 3430 SE 20th, Oct. 23 letter – Objection to Prime Industrial designation on close-in land, including Brooklyn Yard area. Enable rezoning to support "higher uses" and more housing near Orange MAX line.

Radler White Parks & Alexander, 4644 and 4787 SE 17th (former PECO manufacturing site), Oct. 27 letter – Oppose Prime Industrial overlay to preserve development flexibility and maximize potential use of new MAX Orange Line. Allow industrial office uses as proposed in Central Eastside.

Support and strengthen proposed Prime Industrial overlay

Schnitzer Steel, Oct. 27 letter – Support zoning proposals, particularly the new Prime Industrial overlay. Require legislative map and text amendments to offset loss of Prime Industrial capacity. Support limitations on parks and open areas in the Prime Industrial overlay.

Support for zoning map changes at Broadmoor golf course

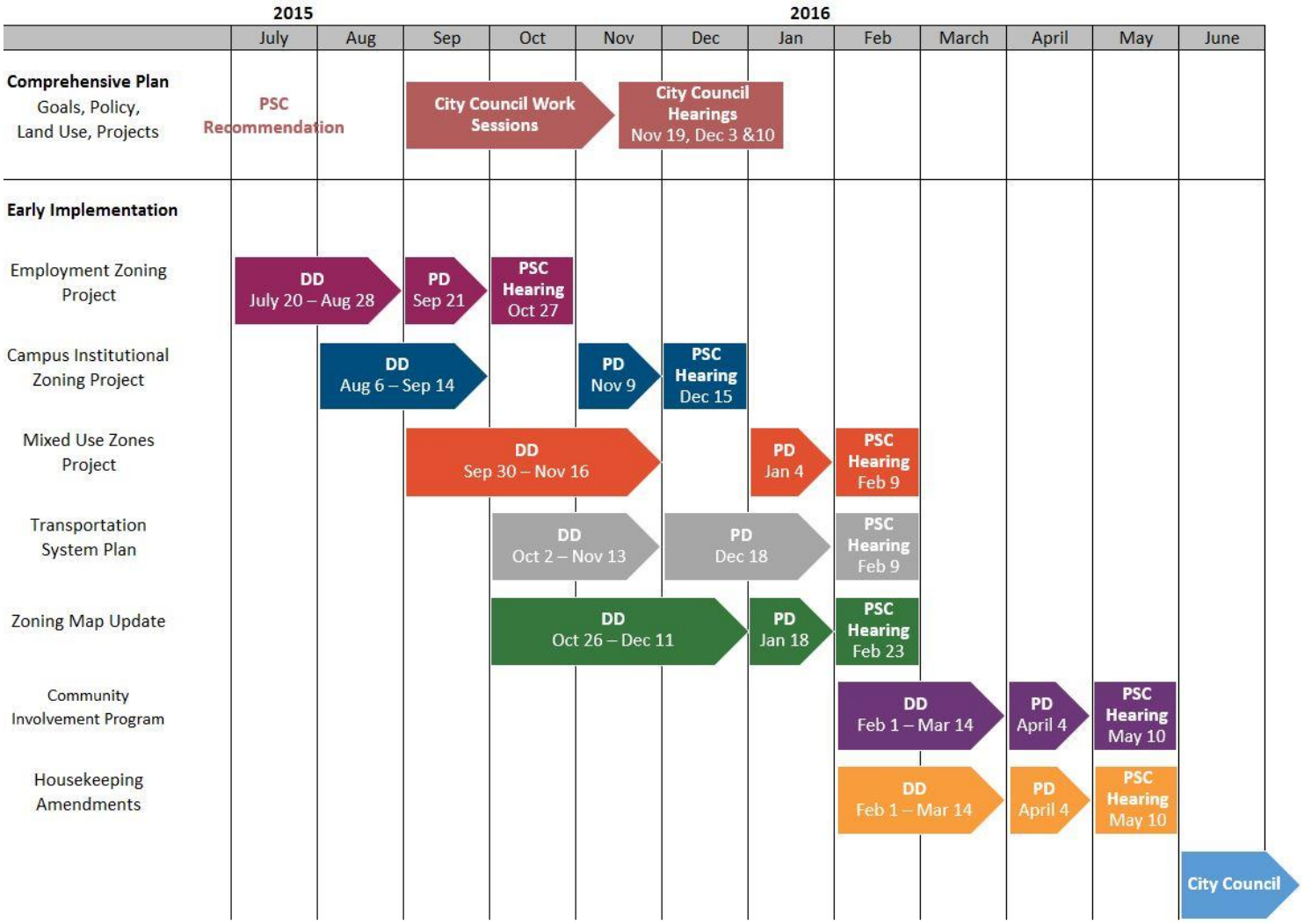
Broadmoor golf course, 3509 NE Columbia Blvd., Oct. 27 letter – Apply IG2 zoning to implement comp plan map change at Broadmoor. Either remove the ecologically beneficial design standards, or allow them to be met on Open Space portion of site. Limit planting to Airport Plant List of Portland Plant List.

Add managed floodplain provisions in zoning code

Multnomah County Drainage District, Oct. 26 letter – Recognize importance of levee accreditation project. Recognize floodplain management services. Add zoning definitions and MCDD permitting requirement. Set no limit for trail and boat launch acreage.

Dates are tentative
UPDATED: October 27, 2015

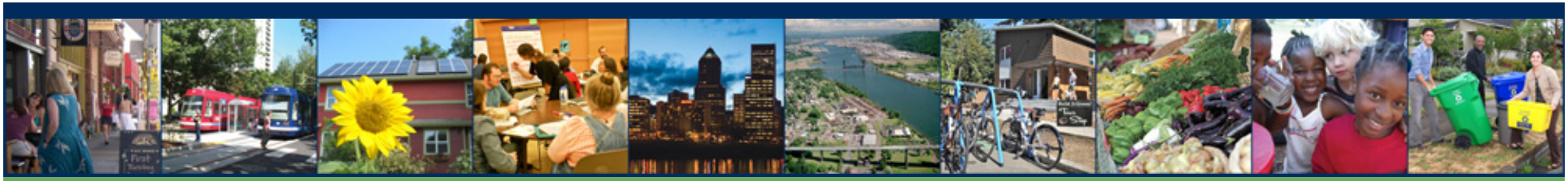
Schedule of Early Implementation Projects



DD:
Discussion Draft
Release – Comments Due

PD:
Proposed Draft Released

PSC:
Planning & Sustainability
Commission's First Hearing Date



Employment Zoning Project, Draft 2035 Comprehensive Plan

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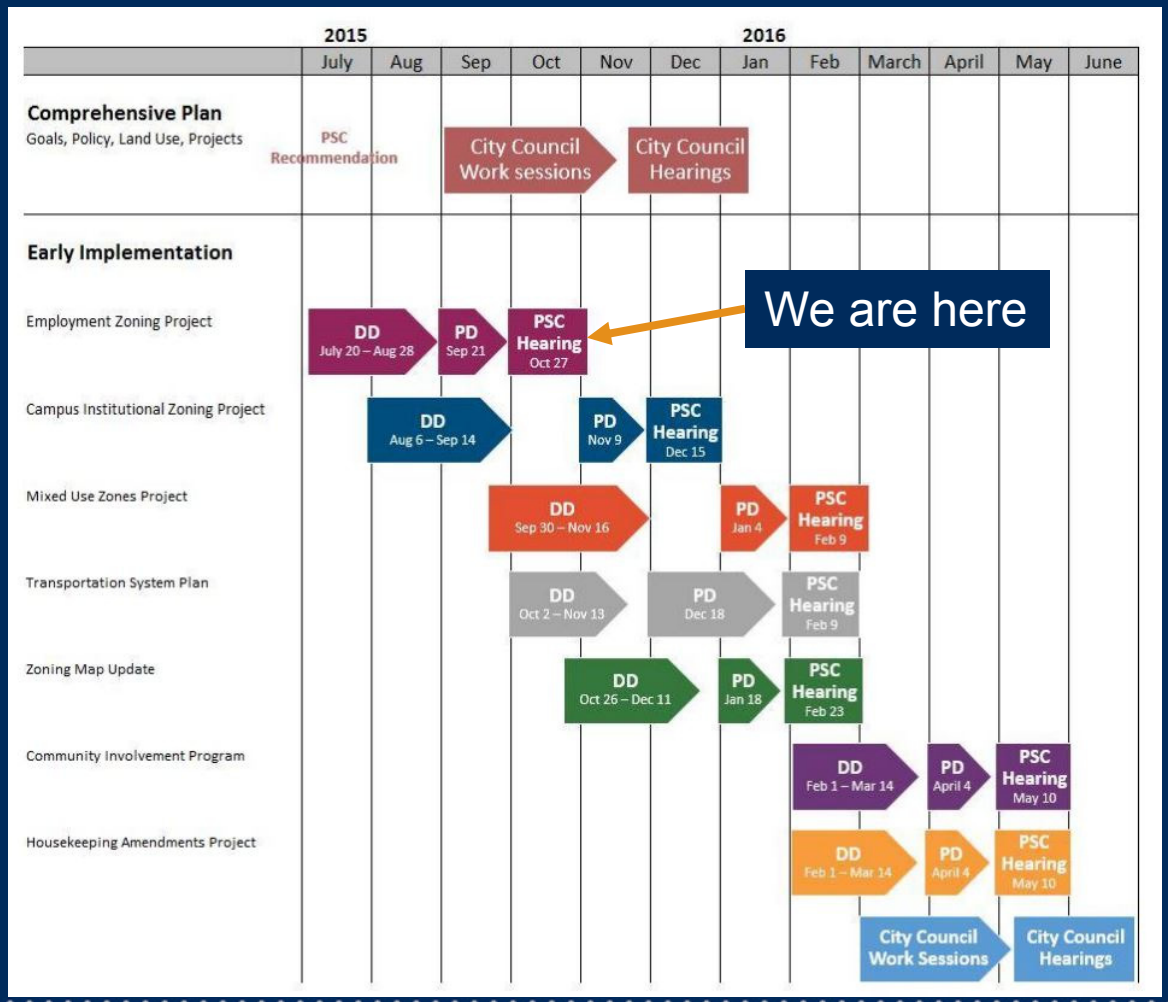
Comprehensive Plan "Task 5" Early Implementation Projects



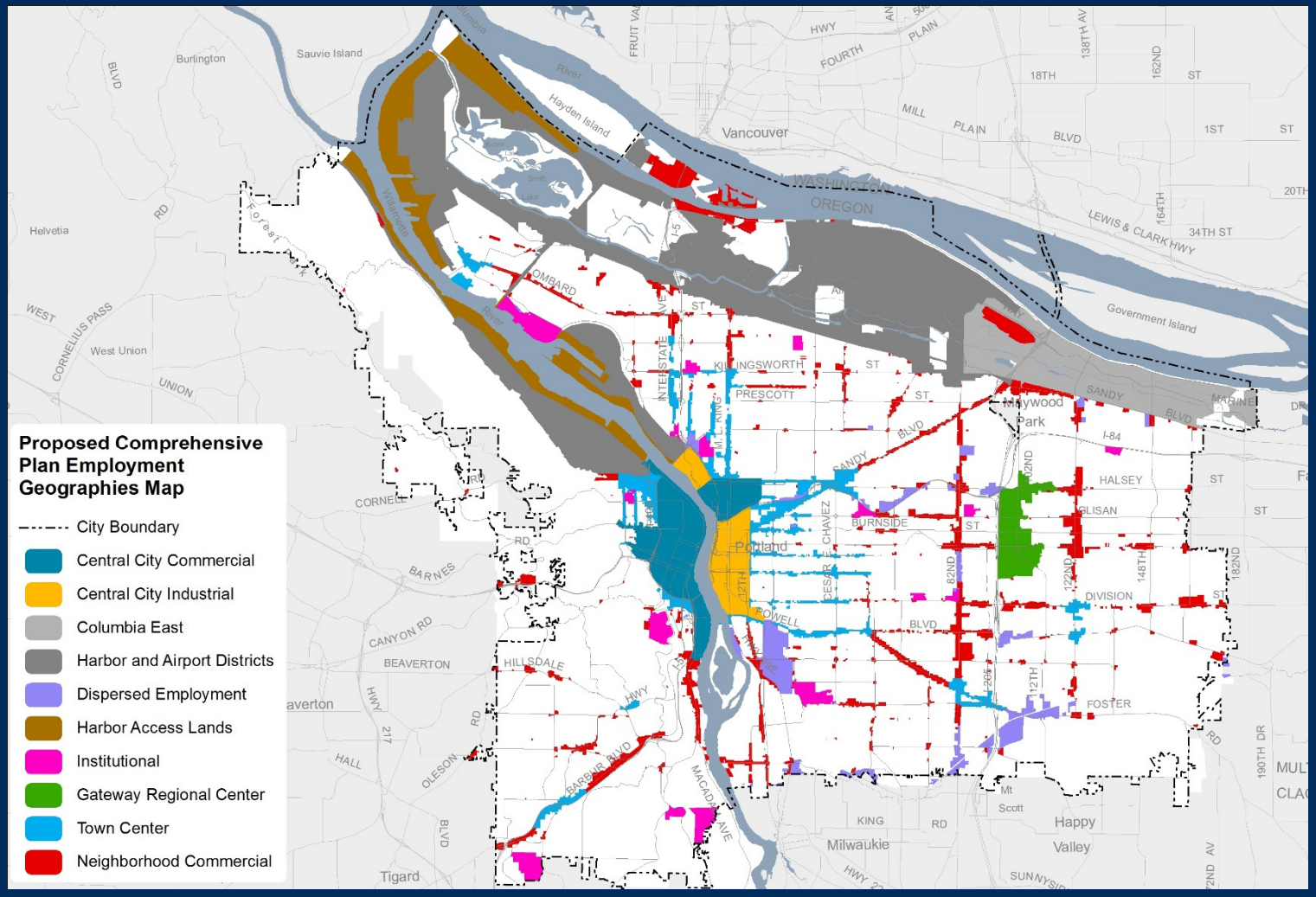
Employment Zoning Project Milestones and Process



Employment Zoning Project at PSC

Briefing	October 13, 2015
Public hearing	October 27, 2015
Work session	November 10, 2015

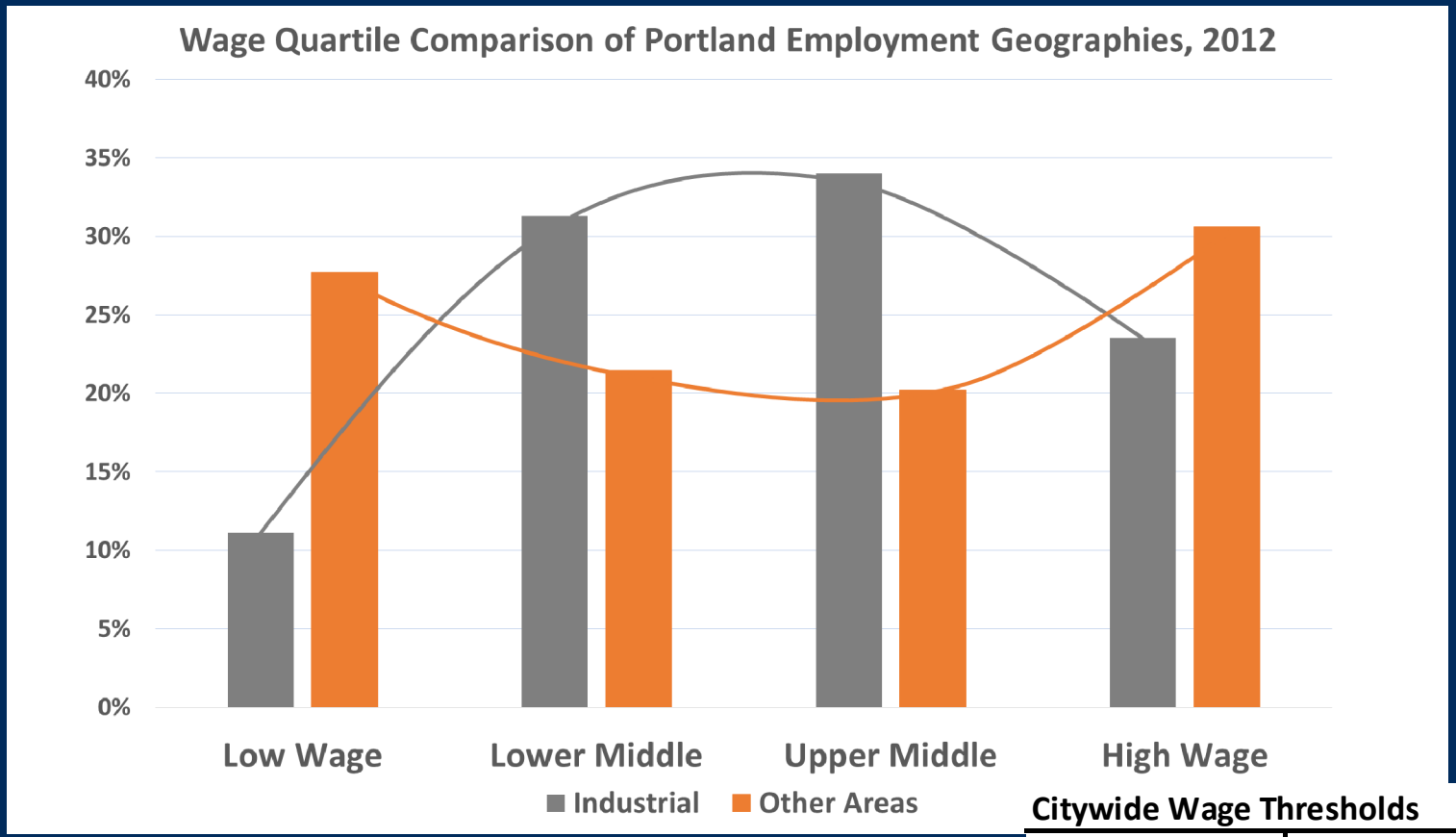
Employment Geographies



Why is this Important?
Growth Capacity for New Jobs

	2010-35 Demand		Supply (acres)		Surplus/ Deficit	
Employment Geography	Added Jobs	Land (acres)	Existing Plan	Proposed Plan	Existing Plan	Proposed Plan
Harbor & Columbia Corridor	27,430	1,570	1,243	1,650	-327	80
Dispersed Employment Areas	4,200	130	121	141	-9	11
Central City Industrial	10,620	90	65	188	-25	98
Total	42,250	1,790	1,430	1,980	-360	190

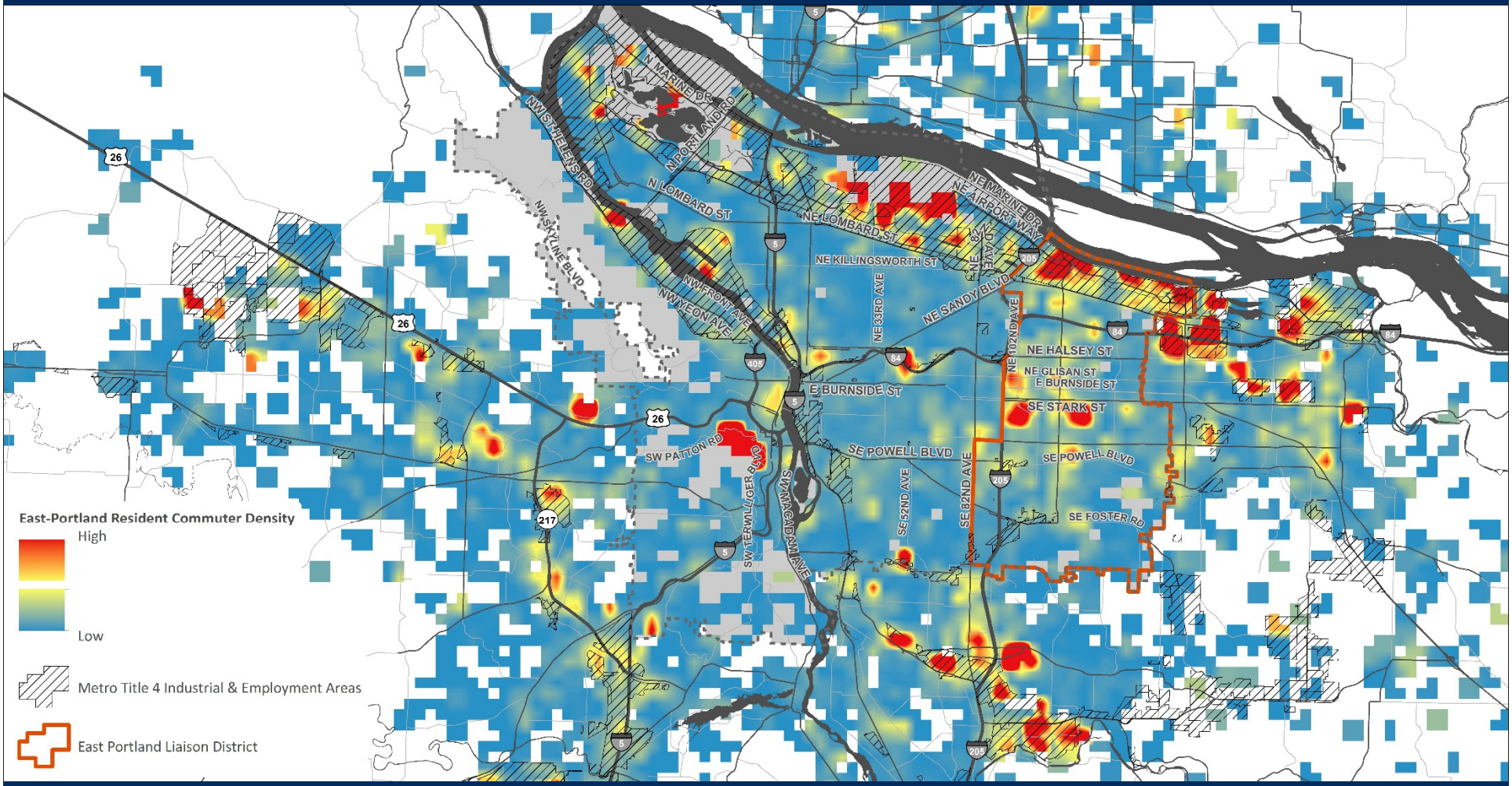
Why is this Important?
Equity Role of Middle-Wage Jobs



Citywide Wage Thresholds	
Low	< $26,400/year
Lower Middle	$26,400 - $46,400
Upper Middle	$46,400 - $67,600
High	> $67,647/year

Ord. 188177, Vol. 2.5, page 15657

Where East Portland residents work



Source: BPS from LEHD data

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Task 5 Component of IL/WH Strategies

Industrial Lands/Watershed Health Strategies:

- Retention and protection of prime industrial land
- Intensification and reinvestment
- Brownfield redevelopment
- Map changes
- Environmental zoning and restoration
- Capacity management

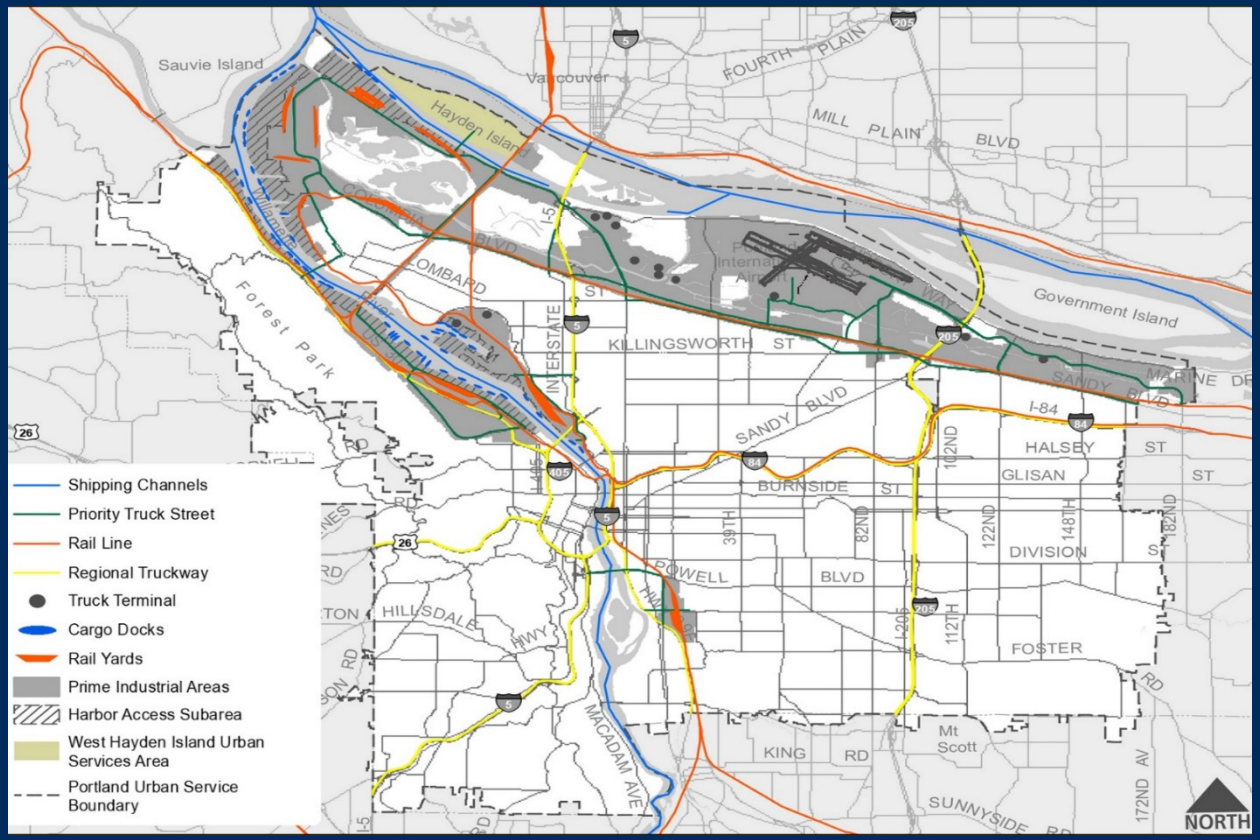
Employment Zoning Project Overview

Code changes

- Prime industrial land retention and protection
- Land efficiency of EG zones
- Neighborhood compatibility of EG zones
- Golf course rezoning standards
- Industrial office uses in Central Eastside

Map changes

Prime Industrial Land Retention



Draft code changes

- Create Prime Industrial overlay zone (I)
- Prohibit quasi-judicial map changes
- Limit parks & open areas, commercial outdoor recreation, major event entertainment, and self-service storage

Park & Open Area Limitations in Prime Industrial Areas



Draft code changes

- Allow parks & open areas up to 2 acres in size
- Allow off-site mitigation
- Allow storm water facilities
- Others are prohibited and require map amendments to create

Land Efficiency of EG Zones



Draft code changes

- Reclassify retail exceeding 20,000 sf as conditional use
- Prohibit new residential uses

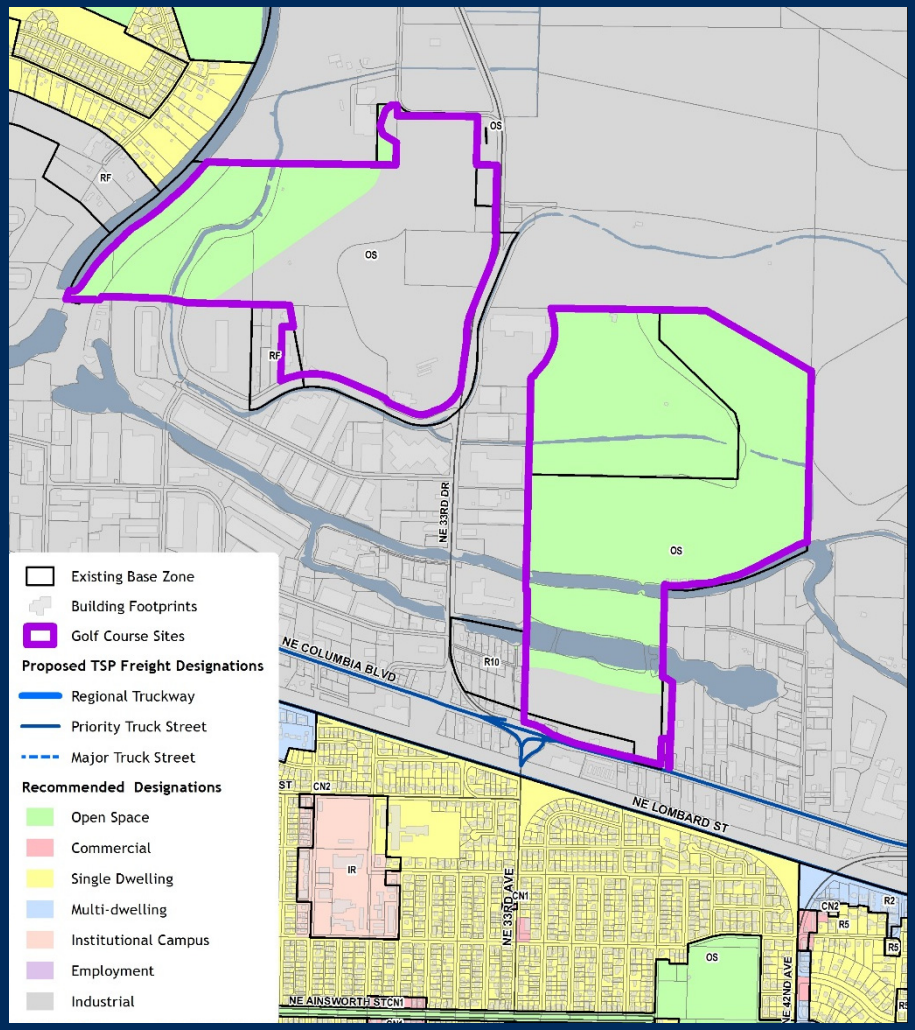
Compatibility of EG1 Zones



Draft code changes

- Reduce outdoor storage and display allowances in EG1 to match CG zones

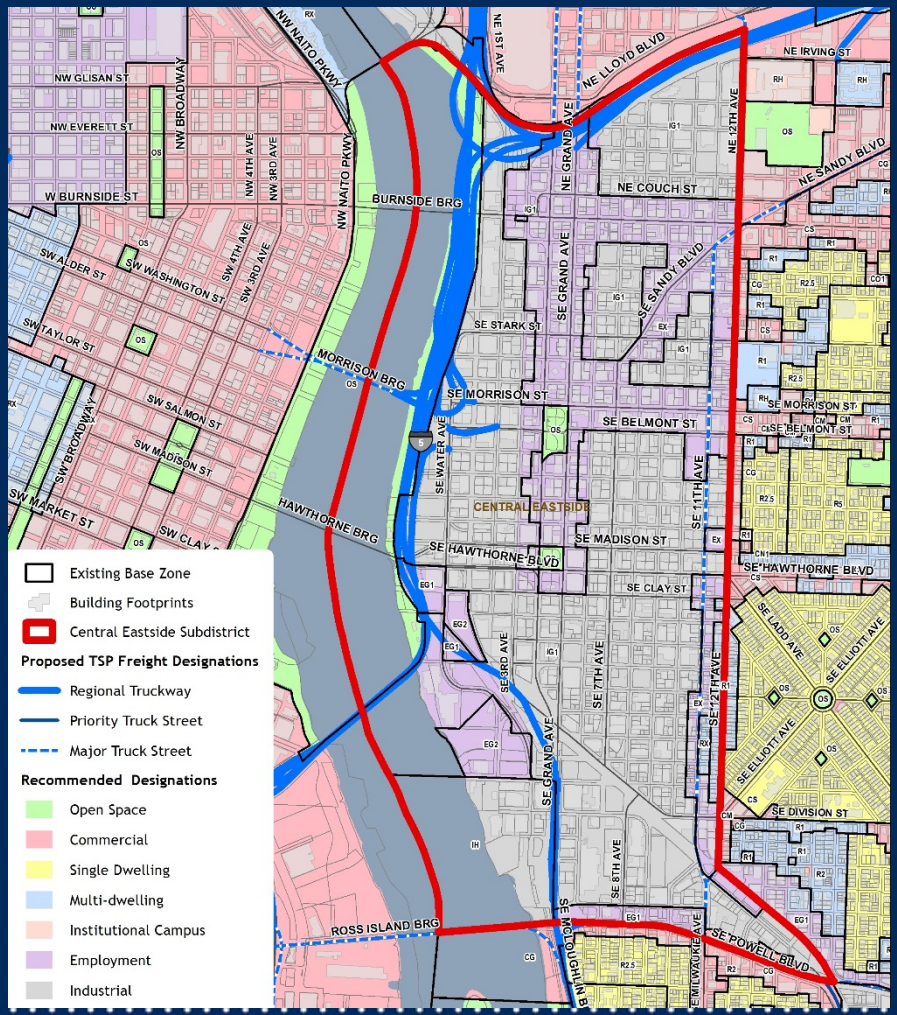
Golf Course Rezoning Standards



Draft code changes

- New standards for ecologically beneficial landscaping and outdoor lighting

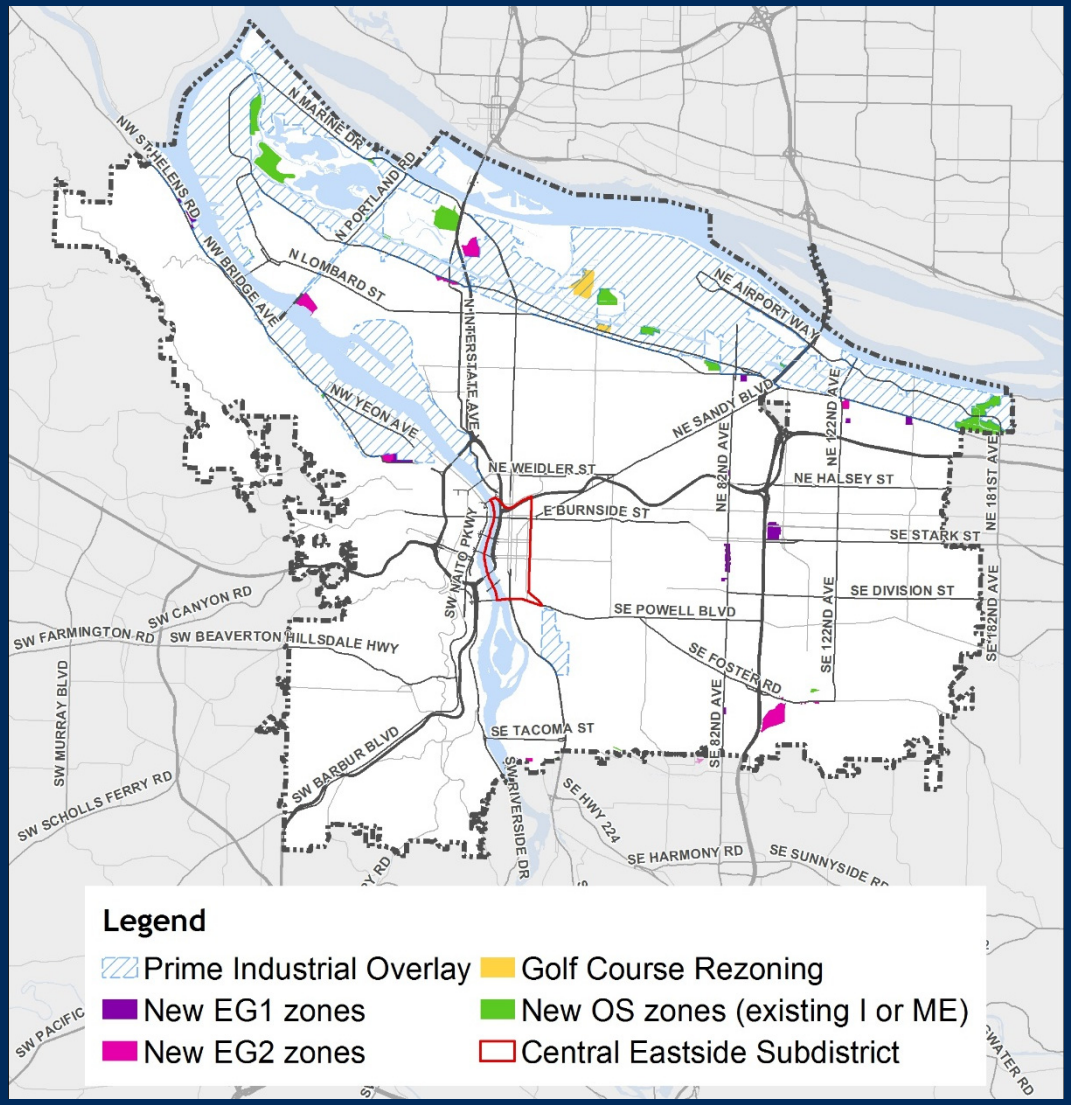
Expanding Industrial Office Uses in Central Eastside



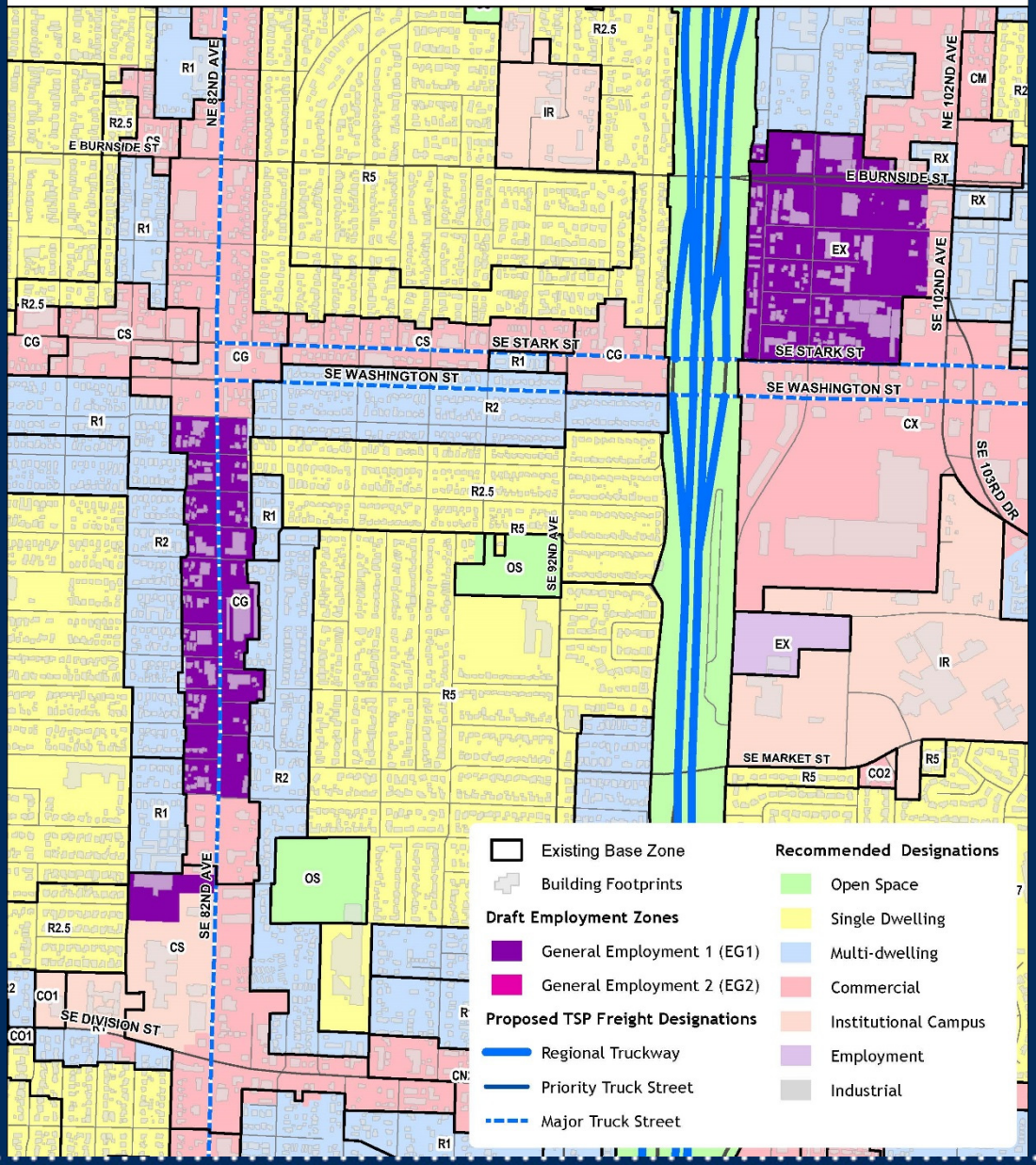
Draft code changes

- Allow Industrial Office uses in all IG1 zones in CES.

Proposed Zoning Map Changes



Central Gateway and SE 82nd Area Sites



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Employment Zoning Project
Next Steps

PSC hearing	October 27, 2015
PSC Work session	November 10, 2015
City Council	Spring 2016

Park & Open Area Limitations in Prime Industrial Areas

Draft code changes

- Allow parks & open areas up to 2 acres in size
- Allow off-site mitigation
- Allow storm water facilities
- Others are prohibited and require map amendments to create

Employment Zoning Project

EARLY IMPLEMENTATION OF THE 2035 COMPREHENSIVE PLAN

PROPOSED DRAFT – SEPTEMBER 2015













Planning and Sustainability Commission
Public Hearing October 27, 2015

DD → PD → REC → A

Discussion Draft → Proposed Draft → Recommended Draft → Adopted Plan

September 2015
www.portlandoregon.gov/bps/employmentzoning

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Charlie Hales, Mayor • Susan Anderson, Director

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How can I provide feedback to decision-makers?

The Employment Zoning Project is implementing new directions proposed in the draft 2035 Comprehensive Plan on land use and land efficiency in Industrial and Mixed Employment areas. This report describes the project proposals for zoning code changes to Industrial and General Employment zones and draft zoning map changes to be applied at new Mixed Employment areas.

You may testify about proposed changes to the Planning and Sustainability Commission (PSC) in the following ways:

Testify in person at the PSC public hearing.
You may speak for 2 minutes to the Commission, and your testimony will be added to the public record.

> **PSC Employment Zoning Project Public Hearing**
> Tuesday, October 27, 2015 at 5:00 p.m.
> 1900 SW 4th Avenue, Room 2500, Portland, OR
> To confirm the time and date, check the PSC calendar at *www.portlandoregon.gov/bps/35452*

Testify in writing between now and October 27, 2015.
Your full name and mailing address is required.

- Email: *psc@portlandoregon.gov* with subject line "PSC Employment Zones Testimony"
- U.S. Mail: Portland Planning and Sustainability Commission, Employment Zones Testimony, 1900 SW 4th Ave., Suite 7100, Portland OR 97201
- Map App: *www.portlandmaps.com/bps/mapapp*, click on the "comments" form and provide your testimony

Next Steps

Following the public hearing, the PSC will deliberate and vote on a recommendation to City Council. City Council will then hold additional public hearings and take formal public testimony on the PSC's Recommended Draft. The City Council may amend the Recommended Draft before they vote to adopt the plan. This will likely occur in Spring 2016.

For more information, contact Steve Kountz, Senior Economic Planner, at the Bureau of Planning and Sustainability, 503-823-4551 or steve.kountz@PortlandOregon.gov or visit the Bureau of Planning and Sustainability's website: www.portlandoregon.gov/bps/employmentzoning.

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

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Acknowledgments

This report was written by Employment Zoning Project staff from the City of Portland Bureau of Planning and Sustainability.

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1. Introduction

This project will implement new directions for industrial and employment land uses proposed in Portland's draft 2035 Comprehensive Plan. These land use changes address the City's prosperity and equity goals. They also help fill 20-year land needs for job growth while protecting neighborhood livability and watershed health. Expected outcomes include code changes to Industrial (IH/IG) and General Employment (EG) zones and zoning map changes to be applied at new Mixed Employment (ME) areas.

The Employment Zoning Project is one of eight projects underway that will help implement the new Comprehensive Plan. These "Early Implementation" projects are the final stage in the state-required periodic review of Portland's Comprehensive Plan.

Project Summary

The number of people and jobs in Portland will continue to grow significantly over the next 20 years. The City of Portland is expected to accommodate approximately 141,000 new jobs between 2010 and 2035 — a 26-percent share of regional job growth. The draft 2035 Comprehensive Plan proposes a range of strategies to meet forecast market demand in Industrial and Mixed Employment areas, where 42,000 new jobs are projected. Most of these strategies will be implemented gradually; new brownfield redevelopment tools and freight investments that encourage industrial land intensification will be developed along with interrelated strategies to improve watershed health in what are largely the same geographies. In addition, this project and similar Early Implementation projects (e.g., Mixed Use Zones Project, Campus Institutional Zoning Update) will develop and apply more immediate zoning changes through the draft 2035 Comprehensive Plan.



Current examples of major construction in Portland's industrial and employment areas include this half-million square foot warehouse near Portland International Airport and Daimler Trucks headquarters on Swan Island.

Proposed Zoning Code amendments:

- Prohibit quasi-judicial conversion of prime industrial land
- Reduce non-industrial use allowances in Prime Industrial areas

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- Reduce retail allowances and prohibit residential uses in General Employment zones
- Reduce outdoor activity allowances in General Employment zones
- Set rezoning standards for private golf courses in the airport area
- Expand the area allowing Industrial Office uses in the Central Eastside

Proposed Zoning Map amendments to General Employment:

- Development opportunity sites in East Portland (e.g., Rossi farm sites)
- Industrial/residential transition areas (e.g., NW Vaughn, N Columbia at Denver)
- Land use change from General Commercial (e.g., 11 blocks of SE 82nd, N. Hayden Meadows Dr.)
- Land use change from Central Employment (e.g., Central Gateway, Freeway Lands, SE Ochoco)
- Land use change to accommodate campus institutional capacity (McCormick and Baxter site)

Why is this important?

Equity and affordability — Industrial and mixed employment areas serve important equity and affordability roles in the community; they are a primary source of middle-wage jobs for the majority of the workforce that does not have a 4-year college degree. Industrial area growth balances the more polarized wage levels of low- and high-wage occupations found in the city's commercial areas. Job growth in Industrial and Mixed Employment areas supports Portland Plan and Comprehensive Plan objectives for social and economic diversity and reduction of racial and neighborhood income disparities.

Oregon's industrial center — As Oregon's largest industrial center and freight infrastructure hub, Portland has distinct economic development and job growth opportunities for the traded-sector (i.e., businesses that compete in markets outside the region). Industrial land uses near freight access support regional prosperity by bringing income into the region and lowering transport costs for Pacific Northwest producers and consumers.

Multiple goals — Proposed development concepts from this project will address multiple goals, including neighborhood compatibility, habitat protection and enhancement, and improved access to public open space.

Growth management — This project will implement plan map and policy changes needed to meet growth-capacity shortfalls in the Portland Harbor, Columbia Corridor, Dispersed Employment areas, and Central City Industrial areas.

What's in this report?

The *Employment Zoning Project Proposed Draft* consists of Zoning Code changes to Industrial and General Employment zones and draft Zoning Map changes to be applied at new Mixed Employment areas. The audience is the Planning and Sustainability Commission and the general public, including stakeholders, inter-governmental partners, implementers, and interested others. Project stakeholders include property owners, businesses, employees, residents, neighbors, business district and neighborhood associations, underrepresented and underserved groups, environmental groups and other community groups. Implementers include the real estate industry, development review staff and others who use the Zoning Code.

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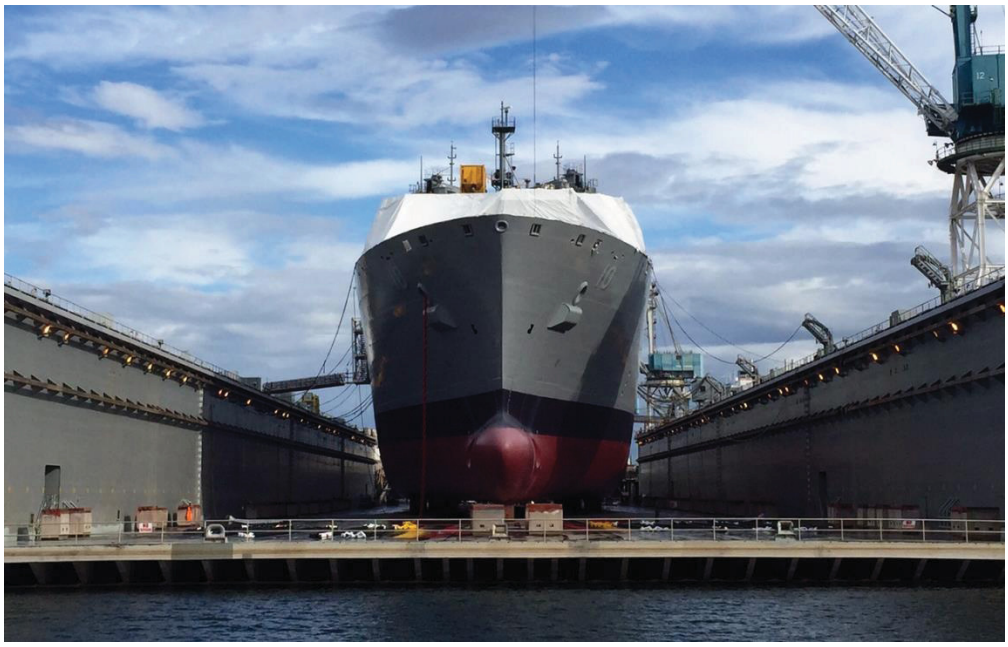
Your feedback on the Proposed Draft should be directed to the Planning and Sustainability Commission (PSC). You may testify about the proposed changes in person at the PSC public hearing on October 27, 2015, or testify in writing before the public hearing (see information about how to provide feedback on the inside cover of this report).

This report consists of seven parts:

- **Section 1** introduces the project and related background information.
- **Section 2** describes how the proposed zoning changes relate to the draft Comprehensive Plan policies and map.
- **Section 3** summarizes public and stakeholder involvement activities that have helped shape and inform this project. These activities are further explained in Appendix A.
- **Section 4** describes the analysis of proposed zoning concepts, including related policy directions, implementation issues, and rationale.
- **Section 5** specifies the proposed code language, along with code commentary pages that clarify expected implementation.
- **Section 6** shows proposed map changes, including base zones (General Employment 1 or 2) to implement the new Mixed Employment areas designated on the updated Comprehensive Plan Map and subdistricts where associated code changes apply.
- **Section 7** summarizes additional implementation tools, beyond zoning changes, proposed through the project.

Where are new Prime Industrial and General Employment zones proposed?

Figure 1 shows a citywide context map of the proposed Prime Industrial Overlay Zone, new General Employment Zones, and new Industrial designations at private golf courses in the airport area where rezoning standards are proposed.



The Prime Industrial Overlay Zone fosters long-term retention of freight-hub industrial districts that would be difficult to replace in the region, supporting growth in facilities like the Vigor shipyard shown here.

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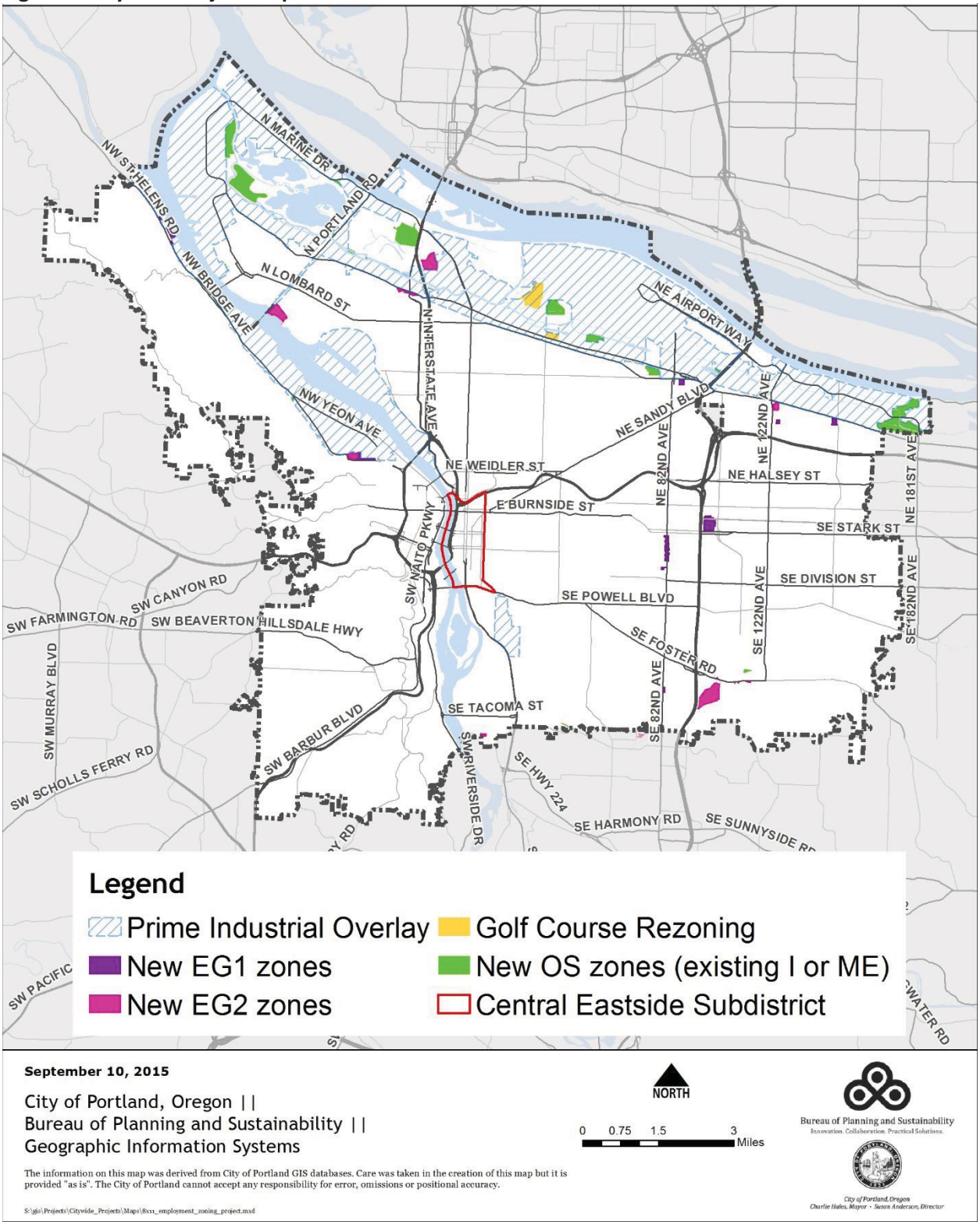
Figure 1. Citywide Project Map



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2. Relationship to Comprehensive Plan

Section 2 describes how the proposed zoning changes relate to the relevant policies and map of the draft 2035 Comprehensive Plan.

Early implementation project of the Comprehensive Plan

The Employment Zoning Project is one of the Early Implementation projects of the Comprehensive Plan Update. These projects are tasks that cities need to complete as part of a 20-year comprehensive plan update (also called "periodic review") under Oregon's statewide planning program. Among these tasks are to plan for adequate developable land capacity to accommodate expected housing and employment growth over the next 20 years. This project implements the land use changes proposed in the updated Comprehensive Plan to provide adequate growth capacity in Portland's Industrial and Mixed Employment areas, where 42,000 new jobs are projected by 2035.

The Economic Opportunities Analysis prepared for the plan update identified a 360-acre shortfall of existing capacity in these areas, equivalent to 20% of forecast demand. Most of the strategies proposed to fill this gap will be implemented gradually, such as development of new brownfield redevelopment tools and freight investments that encourage industrial land intensification. In contrast, this project and similar Task 5 zoning projects (e.g., Mixed Use Zones Project, Campus Institutional Zoning Project) will develop and apply more immediate zoning implementation of land use changes designated in the draft 2035 Comprehensive Plan.

Guiding principles of the Comprehensive Plan

The Comprehensive Plan sets five Guiding Principles, which encourage balanced, integrated multi-disciplinary approaches in plans and investments that must comply with the Plan. The Employment Zoning Project is consistent with the Guiding Principles because it promotes major benefits toward equity and prosperity, supportive benefits toward human health and resilience; and a balanced approach that integrates environmental health.

Economic prosperity

> *Guiding Principle: Support a low-carbon economy and foster employment growth, quality education and training, competitiveness, and equitably-distributed household prosperity.*

Major benefit – The project implements land use policies and map changes that expand industrial and employment land supply to meet forecast job growth. Doing so supports equitably-distributed household prosperity by creating more opportunity for middle-wage jobs in industrial areas that counter-balance the job-polarization trends of low- and high-wage occupations in commercial areas. The project also supports economic competitiveness by fostering the retention and growth of traded-sector businesses that compete in markets outside of the region.

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Human health

> *Guiding Principle:* Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

Supportive benefit – Income level is a primary socioeconomic determinant of positive health outcomes. The project supports positive health outcomes by expanding self-sufficient wage opportunities for low- and middle-income households and stimulating region-wide prosperity through traded sector business retention and growth. Public health risks within industrial districts are managed by safety and environmental quality regulations, prohibition of household living in industrial zones, perimeter buffering, and technological improvements (such as emissions reduction). The project also proposes prohibition of household living in General Employment zones, which will limit the number of households living in close proximity to industrial areas.

Environmental health

> *Guiding Principle: Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water and land.*

Balanced approach – Portland's industrial districts are concentrated along the rivers and are regionally significant locations for both environmental health and economic prosperity. This project implements parts of the integrated package of Industrial Land / Watershed Health (IL/WH) Strategies to improve both watershed health and industrial growth capacity proposed in the draft Comprehensive Plan. The project also proposes new development standards for ecologically beneficial design in future industrial zones at private golf courses in the airport area.

Equity

> *Guiding Principle: Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland's history.*

Major benefit - The project implements land use policies and map changes that support expanding income self-sufficiency, reducing income disparities for people of color, and expanding family-wage jobs in East Portland. Industrial and mixed employment areas serve important equity and affordability roles as a primary source of middle-wage jobs for the majority of the workforce that does not have a 4-year college degree.

Resilience

> *Guiding Principle: Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts*.

Supportive benefit – The project supports resilience to economic shifts by accommodating continued growth as a diverse economy. The proposed Prime Industrial overlay also supports resilience to climate change through energy-efficiency advantages of conserving industrial land around Portland's multimodal freight infrastructure system.

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Goals and policies specifically implemented in this project

A variety of Comprehensive Plan policies address industrial and employment areas. The proposed zoning changes in the project are implementing the following specific policies.

Overall project direction – This project is being completed within the early implementation phase of the Comprehensive Plan in order to provide adequate 20-year growth capacity in Portland's Industrial and Mixed Employment areas, implementing Policy 6.13 and Statewide Planning Goal 9 *Economic Development*. Industrial and mixed employment areas also particularly advance the income self-sufficiency and traded-sector competitiveness objectives prioritized in the Portland Plan's Economic Prosperity and Affordability Strategy, which correspond to Policies 6.28 and 6.21.

> *Policy 6.13 Land supply. Provide supplies of employment land that are sufficient to meet the long-term and short-term employment growth forecasts, adequate in terms of amounts and types of sites, available and practical for development and intended uses. Types of sites are distinguished primarily by employment geographies identified in the Economic Opportunities Analysis, although capacity needs for building types with similar site characteristics can be met in other employment geographies.*
>
> *Policy 6.28 Income self-sufficiency. Expand access to self-sufficient wage levels and career ladders for low-income people by maintaining an adequate and viable supply of employment land and public facilities to support and expand opportunities in Portland for middle- and high-wage jobs that do not require a 4-year college degree.*
>
> *Policy 6.21. Traded sector competitiveness. Align plans and investments with efforts to improve the city and regional business environment for traded sector and export growth.*

Prime Industrial land retention – The project proposes a Prime Industrial overlay zone implementing Policy 6.39.

> *Policy 6.39 Prime industrial land retention. Protect the multimodal freight-hub industrial districts at the Portland Harbor, Columbia Corridor, and Brooklyn Yard as prime industrial land (see Figure 6-1 – Industrial and Employment Districts) that is prioritized for long-term retention.*
>
> *6.39.a. Protect prime industrial lands from quasi-judicial Comprehensive Plan Map amendments that convert prime industrial land to non-industrial uses, and consider the potential for other map amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.*
>
> *6.39.b. Limit conversion of prime industrial land through land use plans, regulations, or public land acquisition for non-industrial uses, especially land that can be used by river-dependent and river-related industrial uses.*
>
> *6.39.c. Limit regulatory impacts on the capacity, affordability, and viability of industrial uses in prime industrial area while ensuring environmental resources are also protected.*
>
> *6.39.d. Strive to offset the reduction of development capacity as needed, with additional prime industrial capacity that includes consideration of comparable site characteristics. Offsets may include but are not limited to additional brownfield remediation, industrial use intensification, strategic investments, and other innovative tools and partnerships that increase industrial utilization of industrial land.*
>
> *6.39.e. Protect prime industrial land from siting for parks, schools, and large-format*

retail sales.
6.39.f. Promote efficient use of freight hub infrastructure and prime industrial land by limiting non-industrial uses that do not need to be located in the prime industrial area.

New Mixed Employment areas and land efficient employment zones – The project proposes zoning map and code amendments that provides for 20-year land supply needs in the Dispersed Employment Areas addressed by Policy 6.44. Proposed zoning map amendments implement new Mixed Employment areas designated on the Comprehensive Plan Map. Proposed code amendment improve land efficiency in EG General Employment zones by limiting large-format retail and residential uses that these small dispersed employment areas are not intended to accommodate.

Policy 6.44 Dispersed employment areas. Provide small, dispersed employment areas for a flexible and affordable mix of office, creative services, small scale manufacturing, traded sector and distribution, and other small-format light industrial and commercial uses with access to nearby freeways or truck streets.

Compatibility in residential settings – The project proposes more stringent limitations on exterior activities in EG1 General Employment zones to be more consistent with commercial zones. For example, draft code changes would limit outdoor storage to no more than 20% of the site area and no longer allowing exterior display of industrial goods such as heavy equipment. These code changes are intended to improve residential compatibility of new Mixed Employment Areas, consistent with Policy 4.30.

Policy 4.30 Land use transitions. Improve the interface between non-residential uses and residential uses in areas where commercial or employment uses are adjacent to residentially-zoned land.

Golf course rezoning – The project proposes new development standards for ecologically beneficial design in future Industrial zones at private golf courses in the airport area, implementing Policy 6.51.

Policy 6.51 Golf course reuse and redevelopment. Facilitate a mix of industrial, natural resource, and public open space uses on privately owned golf course sites in the Columbia Corridor that property owners make available for reuse.

Central City industrial zoning – The project expands the area allowing Industrial Office uses in the Central Eastside Subdistrict, providing for 20-year land supply needs in Central City Industrial areas addressed by Policy 6.35.

Policy 6.35 Central City industrial districts. Protect and facilitate the long-term success of Central City industrial districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.

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3. Public and stakeholder involvement

Section 3 summarizes public and stakeholder involvement activities that have helped shape and inform this project. These activities are further explained in Appendix A of this report.

What have we heard leading up to this project?

Portland Plan – This project and related Comprehensive Plan policies substantially implement the 5-year Action 68 *Industrial Growth Capacity* recommended in the Portland Plan (2012). The Industrial and Mixed Employment areas addressed in this project particularly advance the income self-sufficiency and traded-sector competitiveness objectives prioritized in the Portland Plan's Economic Prosperity and Affordability Strategy. The Portland Plan was developed through extensive public involvement, including more than 20,000 comments and ideas for the plan.

Comprehensive Plan Policy – Industrial land policies were one of the most discussed topics in the Economic Development chapter of the Comprehensive Plan. These policies to support industrial land capacity were directly addressed by two Comprehensive Plan advisory committees. The Economic Development Policy Expert Group met from June 2012 through September 2013 to advise on draft policies and map changes. The Industrial Land / Watershed Health Working Group met from November 2012 through December 2013 to help develop an integrated package of strategies to advance watershed health and industrial growth capacities in the industrial districts. Tensions between economic development, environmental protection and neighborhood livability outcomes were a continuing theme, and the proposed policies are intended to provide a balanced, integrated, multidisciplinary approach. Several presentations and discussions with business and community groups were also held addressing the Economic Opportunities Analysis and draft policies and map changes.

Comprehensive Plan Maps – Draft map changes for new Mixed Employment and Industrial areas were widely distributed electronically through the Map App and were shared with affected property owners, neighbors and interested parties at a number of public meetings. Proposed map changes drew extensive comments. For example, many local residents opposed proposed map changes to Mixed Employment at the Rossi farms sites, instead favoring a single-family residential designation on these sites. Similarly, many testifiers opposed proposed map changes to Industrial at airport area golf course sites, favoring an Open Space designation there. Objections were also expressed in testimony on other proposed Mixed Employment areas, including at SE 82nd, Central Gateway, NW Vaughn, and NE Sandy. East Columbia and Linnton Neighborhood Associations also requested map changes to existing industrial zones. Favorable comments were also received from labor unions, business groups, and equity groups supporting proposed industrial and employment policies and map changes.

The Planning and Sustainability Commission considered these comments and recommended the draft map amendments, citing public interest tradeoffs, growth capacity needs, equity, and job growth objectives. Taking the recommended Comprehensive Plan map as a starting point, this project proposes code changes that respond to several of the concerns and comments heard in public meetings and expressed in public testimony. Examples include greater restrictions on outdoor activities in EG1 (General Employment) zones, new development standards for ecologically beneficial design of industrial

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reuse at golf course sites, and eased restrictions on non-conforming existing uses in EG zones.

Public involvement activities in this project

Public involvement in the policy and map direction being implemented in this project took place primarily in the earlier phases of the Comprehensive Plan Update. The public outreach activities conducted in this project focused more on the implementation issues of draft zoning code and map amendments.

A Discussion Draft of the proposed zoning code and map changes was published in July 2015 and circulated to a wide range of affected groups, including neighborhood associations, business associations, environmental and recreation organizations, equity and community organizations, property owners of larger zone-change sites, real estate professionals, and intergovernmental partners. The Discussion Draft had an approximately 6-week public comment period ending on August 28th. Written comments were received from a mix of stakeholders and several revisions were incorporated into the Proposed Draft in response. Meetings to discuss proposed zoning changes were also held with business associations, neighborhood associations, interagency partners, advisory committees, property owners, and other stakeholder representatives.

Public involvement in concept development for the project consisted primarily of four stakeholder focus groups, which were held in April and May 2015. These focus groups were not intended to discuss policy direction, but instead to identify implementation issues on a variety of preliminary draft code changes on land use and development standards in industrial and employment zones, generally filling gaps in previous outreach. The results of these focus groups are summarized in Appendix A. The focus groups highlighted the range of stakeholder perspectives and interests concerning the proposed zoning changes.

Inter-governmental coordination

An In-House Draft Report was circulated to inter-bureau partners in June 2015, and their comments have helped to shape and inform the Discussion Draft and Proposed Draft, particularly addressing code administration, environmental services, parks, and transportation. Additionally, the Bureau of Parks and Recreation, Bureau of Environmental Services and Metro staff have raised specific concerns about the proposed reclassification of Parks and Open Areas as a limited use in the Prime Industrial overlay zone. These and other stakeholder concerns are summarized in Section 4 below.

4. Concept analysis

This section of the report describes the proposed zoning change concepts by topic area, including the related policy directions, implementation issues, and rationale for the proposed zoning changes. Specific code and map changes are detailed later in Sections 5 and 6 of the report.

Prime industrial land retention

Policy direction to be implemented (Policy 6.39): *Protect prime industrial land from conversion to non-industrial uses through quasi-judicial Comprehensive Plan Map amendments.*

Code change concept: Designate Prime Industrial Land as a new overlay zone where quasi-judicial comprehensive plan map changes will be prohibited.

Implementation issues raised:

- Effective control of conversion trends – Approximately 400 acres of industrial land conversion has occurred in Portland's prime industrial districts through comprehensive plan map amendments since 1990. Those land use changes occurred through both legislative and quasi-judicial projects (mostly the former). A common theme of public comments addressing industrial growth-capacity has been that we should start with land retention, because Portland has limited options for expansion of industrial districts and because other options to add capacity through more brownfield redevelopment and more intensive industrial development are expected to require major public investments. The estimated 20-year growth capacity in the Economic Opportunities Analysis has not accounted for allowing the continuation of this conversion trend of Prime Industrial areas through plan map changes and greenspace acquisition. Continuing conversion of prime industrial land would also undermine efficient use of freight-hub infrastructure that characterizes the proposed Prime Industrial overlay.
- State and regional compliance – Designation and protection of prime industrial land implements direction set in Statewide Planning Goal 9 (Economic Development), along with the generally equivalent regional direction in Metro's Title 4 to protect Regionally Significant Industrial Areas (RSIAs). The Goal 9 Administrative Rule defines Prime Industrial Land as land suited for traded-sector and supportive industries and possessing characteristics that are difficult or impossible to replicate in the region. The proposed Prime Industrial Overlay map is intended to match the RSIA map, and BPS will ask Metro to update the Title 4 RSIA map upon completion of the Comprehensive Plan Update.
- Flexibility for site opportunities and market change – Real estate industry representatives suggested a more granular approach with flexibility for small map changes on constrained sites and at advantageous locations for more intensive development. Options to add flexibility could moderate detrimental impacts on the industrial district through size limitations (e.g., less than 5 acres) and by limiting map changes to Mixed Employment designations only. On the other hand, Portland's industrial zones already allow site flexibility for limited commercial development, while reserving these areas primarily for

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industrial building types that reflect development trends and forecast demand. Also, proposed brownfield and land intensification incentives are expected to facilitate industrial development on constrained and underutilized sites.

Rationale for proposed change:

1. Prohibition of quasi-judicial plan map amendments would set a clear land use direction to restrict future conversion of prime industrial land.
2. Even small, incremental map amendments would be inconsistent with policy direction to maximize use of the multi-modal freight hub infrastructure in this area, which is the primary basis of the Prime Industrial designation.
3. Forecast 20-year demand for small sites at every size interval (even less than one acre) exceeds the current supply of vacant and underutilized land at those sizes in Portland.

Prime Industrial land efficiency

Policy direction to be implemented (Policies 6.39.e and 6.39.f): *Protect prime industrial land from siting for parks, schools, and large-format retail sales. Promote efficient use of freight hub infrastructure and prime industrial land by limiting non-industrial uses that do not need to be located in the prime industrial area.*

Code change concepts: Prohibit or limit land-intensive non-industrial uses in order to improve land efficiency in prime industrial overlay zones (l-overlay):

- Change Parks and Open Areas from an allowed use to a limited use in the prime industrial overlay.
    - Adjust the Prime Industrial overlay boundary to exclude all existing parks in the City parks inventory, including undeveloped parks and parks without designated use types.
    - Allow trails and allow parks and open areas not larger than two acres, accommodating small-scale needs for boat launches, trailheads, and parks serving employees and residents in the prime industrial overlay.
    - Allow off-site mitigation for natural resource impacts, including mitigation related to the Portland Harbor Superfund cleanup.
    - Allow stormwater facilities as defined by BES as “basic utilities.”
    - Prohibit other parks and open areas larger than two acres. Larger parks and open areas would require a Comprehensive Plan map amendment to Open Space.
    - Clarify expectations through intergovernmental agreements for how to implement this code change in property acquisition processes and development permitting (see Section 7 of this report).
- Prohibit major-event entertainment, outdoor recreation larger than 20,000 square feet, and self-service storage in the l-overlay.

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Typical land use patterns in the Prime Industrial overlay zones consist of large-scale industry served by a mix of railroad, harbor, airport, or truck infrastructure, such as in the Northwest Industrial District shown here.

Implementation issues raised:

- Regional restriction on new parks in industrial areas – Metro's Title 4 rules for Regionally Significant Industrial Areas, which apply to over 90% of Portland's designated Industrial Sanctuary land, prohibit the siting of parks intended to serve people who do not reside or work in the industrial area and public assembly facilities larger than 20,000 square feet. Metro staff commented that this Title 4 prohibition applies to developed parks and not to undeveloped natural areas. The draft code changes are more protective of industrial land than Title 4, proposing to also limit new natural areas, in order to implement Comprehensive Plan policies intended to address local conversion trends described below. In Portland, "park and open areas" are currently an allowed use in Industrial zones and all other zones. The zoning code does not distinguish between parks used as developed recreational space or natural area as separate primary uses, which can be difficult to do on a site-by-site basis. Most of Portland's city parkland is managed as natural area.
- Industrial conversion trend to open space – The draft Comprehensive Plan map is proposing amendments on over 600 acres of land from Industrial Sanctuary or Mixed Employment to Open Space, acknowledging sites that have been acquired by public agencies and are now managed as protected open space—primarily natural areas. While most of that converted land consists of large, undevelopable wetland areas (e.g., Four Corners), much of it is also brownfield or other developable land (e.g., St. Johns Landfill, Thomas Cully Park, and portions of other public open

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space sites), where prior land use decisions have determined that these sites should be managed as open space.

- Parkland service level needs – Portland Parks and Recreation staff recommended that Parks and Open Areas be allowed in Prime Industrial areas where deemed necessary to meet service needs by the Parks Director, consistent with Policy 8.88 to provide for adequate parkland to meet citywide needs. However, such an exemption would be specifically inconsistent with Metro's Title 4 and with Comprehensive Plan Policy 6.39.d on parks in Prime Industrial areas (included in Section 2 of this report).
- Map change option for new parks and open areas – Under the proposed prohibition for parks and open areas larger than two acres, a pathway is still in place to add needed parkland through a legislative comprehensive plan map amendment. In addition to parkland considerations, a comprehensive plan map amendment would also be required to consider Goal 9 industrial land needs and obtain a regional amendment of the Title 4 map to remove the RSIA designation. The proposed policies and zoning regulations are designed to set up a public decision-making process to make a determination as to the best use of the City's limited Prime Industrial Land resources, rather than just allow conversion to non-industrial uses with a finding by the Parks Director.
- Natural areas acquired as basic utilities for stormwater management – Portland Bureau of Environmental Services (BES) staff recommended allowing for natural areas that are acquired as stormwater facilities and serve stormwater management functions. BES acquisitions of stormwater facilities in the last five years have been minimal, and conservation easements in riparian areas are expected to be more widely used as an alternative to open space acquisition. Moreover, BES consultations with BPS at the time of acquisition could be initiated to clarify associated prime industrial capacity at the site and explore options to divide and sell upland portions of the site as development parcels that are not needed as stormwater infrastructure.
- Land use enforcement when no development is proposed – Land use limitations are typically enforced through development applications, so it is unclear how to limit natural areas as a land use where development might not occur. Generally, acquisition of a site as open space is the point at which it would no longer be available for industrial use, but land sales are not reviewed for land use compliance. To support effective administration of land use requirements, development of formal inter-agency coordination procedures are recommended to address open space acquisition of prime industrial land (see Section 7 of this report). The purposes of coordination at the time of acquisition decisions are to inform the acquisition agency of zoning requirements, encourage any resulting loss of prime industrial land capacity to be offset, and to move that cost into the property acquisition decision.
- Allow off-site mitigation – Wide agreement was expressed among project focus groups that the proposed open area restrictions should not preclude site acquisition for off-site mitigation of natural resource impacts in prime industrial areas. Off-site mitigation allowances are expected to improve the efficient use of industrial zoning capacity, as well as accommodate protection of larger habitat sites along with on-site natural resource conservation at industrial sites along continuous habitat corridors.
- Limit prime industrial land conversion by requiring capacity offsets? – The Discussion Draft of this project included preliminary draft code changes that classified new natural areas (excluding stormwater facilities and off-site mitigation) as a limited/conditional use, requiring that any

resulting loss of prime industrial development capacity be offset with equivalent capacity gains. Capacity could be calculated by the Buildable Lands Inventory (BLI) methodology. That draft concept to offset lost capacity also included a fee option for a fund to cleanup medium/high cost brownfields where it is otherwise unlikely to occur, estimated at $8 per square foot. The fee could also be used for freight investments that support industrial land intensification. However, this offset and pricing mechanism to address capacity losses introduced code complexities and challenges, including implementation at the development permitting stage rather than at acquisition, codifying BLI results, adding a fee-in-lieu option for programs that do not yet exist, and others. Instead, the proposed code includes a prohibition of new park and open areas larger than two acres (except for stormwater facilities and off-site mitigation). Large new natural areas could be established in prime industrial areas through a comprehensive plan map amendment (described above), if approved by City Council, rather than by offsetting capacity losses through a development permitting process. For example, the North Reach River Plan identified a combination of optimal sites prioritized for natural resource restoration and industrial development. Either code option (capacity offset or prohibition) could potentially be applied to implement the Comprehensive Plan policy on prime industrial land retention.

- Should industrial-office uses be more widely allowed? – Real estate industry representatives recommended that industrial use allowances should better accommodate potential market changes, including emerging synergies of industrial and related office uses. For example, Industrial Office uses are allowed in an expanding area of the Central Eastside. Overall, Portland's mix of industrial and mixed employment zones appears to be responsive to the range of industrial and related commercial land demand within the city's diverse industrial areas, including demand for marine-related industry, heavy industry, and large-scale warehouses, small-scale industry, flex space, industrial office space, and office-oriented business parks, as analyzed in the Portland Economic Opportunities Analysis.

Rationale for proposed change:

1. The proposed code changes make Prime Industrial areas more land-efficient to accommodate intended uses and forecast growth, through limiting land-intensive non-industrial uses that do not need to locate in these industrial districts.
2. The proposed code changes are anticipated parts of the integrated Industrial Land / Watershed Health strategies proposed in the updated Comprehensive Plan and Economic Opportunities Analysis.
3. The proposed limitation of Parks and Open Areas implements regional growth management rules in Regionally Significant Industrial Areas, which are equivalent to designated Prime Industrial Land.
4. In addition to code changes, follow-up efforts are expected to develop more formal inter-agency coordination procedures to address open space acquisition of prime industrial land.

Land-efficient employment zones

Policy direction to be implemented (Policy 6.44): *Provide small, dispersed employment areas for a flexible and affordable mix of office, creative services, small scale manufacturing, traded sector, and distribution, and other small-format light industrial and commercial uses with access to nearby freeways or truck streets.*

Code change concepts in EG zones:

- Change housing from a conditional use to a prohibited use.
- Reduce the retail allowance from 60,000 to 20,000 square feet per site.
- Increase the floor area ratio (FAR) allowance for office development from 1:1 to 3:1.
- Allow expansion of non-conforming houses in EG zones up to 500 square feet without a non-conforming situation review.




Office parks and flex space as shown here are typical building types in dispersed employment areas. Land uses in these areas differ from larger industrial districts and neighborhood commercial corridors.

Implementation issues raised:

- Substantial housing development in EG zones – Despite existing conditional use limitations, approximately 400 housing units have been developed on 110 sites in EG zones since 1997. This trend is inconsistent with the description of General Employment zones in the zoning code, which calls for a wide range of employment opportunities without potential conflict from interspersed residential uses.
- Substantial retail development in EG zones – Recent large-scale retail development in the Cascade Station and Hayden Meadows areas of the Columbia Corridor (both designated Mixed Employment on the draft Comprehensive Plan map) have been pointed out as prominent examples of conversion to non-industrial use in Prime Industrial districts. These retail areas primarily serve markets outside of the surrounding industrial districts.
- Existing non-conforming residential uses – Concentrated areas of existing housing were removed from Mixed Employment areas on the draft Comprehensive Plan Map and changed to Residential or Mixed Use designations. However, some dispersed residential sites were retained in Mixed Employment areas. Proposed new Mixed Employment areas in Gateway and along SE

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82nd Avenue also include several existing residential sites. To reduce the regulatory burden of "non-conforming use" status, proposed code changes would allow expansion up to 500 square feet without a non-conforming situation review.

- Impacts on housing affordability – Neighborhood and equity representatives questioned the effect of restricting housing in EG zones on housing affordability. Portland's existing and proposed residential and mixed-use zones provide a substantial surplus of housing development capacity relative to forecast demand, while demand for Mixed Employment areas exceed their existing development capacity. Moreover, affordability is substantially affected by both changing income distribution and housing markets, and Dispersed Employment Areas are a source of middle-wage jobs in neighborhoods that expand affordability.
- Accommodation of existing large-format retail – Much of the proposed map change area to Mixed Employment along Hayden Meadows Drive is developed as large-format retail, exceeding the proposed 20,000 square feet limitation. And there are other dispersed examples of large format retail businesses in existing and proposed EG zones. These existing large-format retail businesses would be "conforming land uses" under the proposed conditional use allowance for retail exceeding 20,000 square feet. Their further expansion would be reviewed as a conditional use and consider impacts on freight system capacity and nearby industrial uses.

Rationale for proposed change:

1. The proposed code changes make EG zones more land-efficient to accommodate intended uses and forecast growth, through limiting large-format retail and residential uses that are not intended to be provided in these small, dispersed employment areas.
2. The proposed code changes are anticipated parts of the industrial-land capacity strategies proposed in the updated Comprehensive Plan.

Compatibility in residential settings

Policy direction to be implemented (Policy 4.30): *Improve the interface between non-residential uses and residential uses in areas where commercial or employment uses are adjacent to residentially-zoned land.*

Code change concept: Require industrial-related activities to be concentrated indoors in EG1 zones to be consistent with Commercial Employment zones (currently called "General Commercial").

- Limit outdoor storage to no more than 20% of the site area.
- Prohibit exterior display of industrial goods, such as heavy equipment for sale or rent.

Implementation issues raised:

- Residential compatibility of Dispersed Employment Areas – Common reactions of neighborhood associations and residents to the proposed new Mixed Employment areas included skepticism or opposition. Neighborhood compatibility impacts of Mixed Employment areas in residential settings are primarily limited through mapping, in that these areas typically buffer more intensive uses (such as freeways and industrial districts) and/or are relatively small areas (typically less than 20 acres). Landscape buffers and building height setbacks are also currently required in EG and I zones abutting R zones.

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- Impacts from outdoor activities – The proposed code changes apply more stringent regulation of exterior activities in EG1 zones to match the requirements in existing CG General Commercial zones. This change would no longer allow exterior display activities in industrial categories, but commercial exterior activities that are typical of general commercial areas in a residential setting would continue to be allowed. This change would also limit exterior storage to 20% of lot area.
- Why just EG1 zones? **–** Limiting the change to EG1 would minimize displacement of existing industrial service uses that have outdoor activity, which are common in EG2 zones. In contrast, industrial service uses with outdoor storage and display areas are rare in existing EG1 zones that currently apply to only about 60 acres citywide. The small-lot patterns of EG1 areas can be more vulnerable to off-site impacts of exterior activities. The change would also improve residential compatibility at the new ME Mixed Employment areas at SE 82nd, Central Gateway, and Rossi farms, where EG1 zoning is proposed.
- Incompatible uses in EG1 zones – The proposed changes would require most industrial activities to occur indoors in EG1 zones. As a result, new industrial service uses with extensive outdoor activity, such as auto wrecking yards and heavy equipment rental, would be effectively precluded from locating in EG1 zones. These changes are expected to make the character of EG1 zones more compatible in a residential setting and more attractive for office development and higher employment density.
- Noise regulations – Neighborhood association representatives pointed out that EG and I areas are currently treated the same in city noise regulations, allowing up to 75dB. A potential follow-up effort could consider adjustment of noise regulations in EG1 zones.



The combination of low buildings, lack of outdoor storage, and masonry walls with landscaping can provide a relatively effective buffer along zoning boundaries between residential and industrial uses.

Rationale for proposed change:

1. Proposed code changes are intended to provide a balanced approach that improves neighborhood compatibility and accommodates job growth at Dispersed Employment Areas.

2. In contrast to most of the existing EG zones that function as a buffer between Residential zones and freeways or Industrial zones, most of the proposed new EG1 areas are standalone locations rather than transition areas. Proposed EG1 code changes raise the compatibility standards for exterior activities in these EG1 areas to generally match Commercial Employment zones.

Golf course rezoning

Policy direction to be implemented (Policy 6.51): *Facilitate a mix of industrial, natural resource, and public open space uses on privately owned golf course sites in the Columbia Corridor that property owners make available for reuse.*

Code change concept: Add requirements to the PDX Airport Plan District addressing the privately owned Riverside and Broadmoor golf course sites. Limit industrial rezoning to IG2 only, which requires a minimum landscaped area and is subject to Title 11 Tree Preservation Standards. Apply development standards for ecologically beneficial design in IG2 zones at these golf course sites, including the following:

- Require a minimum 20% landscaped area (rather than the 15% standard in IG2 zones);
- Require that 75% of required landscaped area use native plants;
- Allow ecoroofs to be counted toward the 20% minimum landscaped area as an incentive for ecoroof development;
- Eliminate the standard allowance that one-third of the required landscaped area can be met by hardscape for active or passive recreation use;
- Require that at least 1/3 of required trees be native conifers for their year-round stormwater benefits;
- Require planting of a 25-foot buffer area abutting the open space and residential zones;
- Restrict exterior lighting to limit light pollution and avoid impacting habitat areas.

Implementation issues raised:

- Divergent perspectives on golf course rezoning – Several neighborhood and environmental representatives have opposed the potential loss of open space at private golf course sites. Other neighborhood and equity representatives supported rezoning criteria to leverage community benefits with new development. Business association and real estate industry representatives objected to singling out industrial rezoning for additional requirements that constrain middle-income job growth and shift industrial growth capacity to the edge of the region. Riverside Golf Club representatives objected to the proposed Comprehensive Plan map change and rezoning at the site, emphasizing their priority for continued use and success of the site as a golf course.
- Public benefits of the map change – Public objectives for the proposed map changes are identified in the Comprehensive Plan, including new development capacity to meet forecast industrial job growth, natural resource benefit through additional protection and enhancement, and expanded public access to open space through a trail or park. The draft Comprehensive Plan also proposes a combination of map changes from Open Space to Industrial and from Industrial to Open Space. Map designations at the Broadmoor and Riverside sites propose 215 acres as Open Space and 112 acres as industrial.

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- Legal and fairness limitations on reuse criteria – A preliminary code concept was considered that would add rezoning criteria to partly mitigate for the loss of open space functions. Criteria could require designation of a conservation easement, trail, or ecological site design. However, such reuse criteria would be inconsistent with current code requirements that zoning map changes which implement the comprehensive plan map will be approved if adequate public services are available to the zone-change site. As such, requiring property owners to mitigate for a land use change proposed on the Comprehensive Plan map raises fairness considerations. Also, since rezoning requirements would be limited to the site of the zone change, it is unlikely that rezoning criteria could call for additional natural resource protection, enhancement, and public access on the OS-designated portions of the golf course sites. Additionally, federal case law requires that open space dedication and exactions must meet legal tests for a nexus to specific public purpose and that requirements be roughly proportional to expected development impacts.
- Ecologically beneficial design standards – Comprehensive Plan policies call for incorporating natural and ecosystem services into the design of buildings and development sites for all land use types and public infrastructure. In addition, the golf courses are parts of the newly mapped urban habitat corridors. Policies also call for improvement of the regulatory business climate and maintaining market competitiveness of city employment land with respect to cumulative regulatory impacts. The proposed development standards are intended to provide substantial ecological benefit through development design in these habitat corridor sites while maintaining location competitiveness and financial feasibility for development. The Parks Bureau recommended that ecoroofs should be an option, not a requirement, at larger sites like golf courses, where it may not make functional or financial sense. BES recommended consideration for developing a program to promote green building and site design in industrial areas through technical assistances and/or incentives.




Wide swales, native landscaping, and downward-shining exterior lighting can improve stormwater and habitat functions, like shown here on industrial sites near PDX Airport.

Rationale for proposed change:

1. The draft code change concept implements proposed policy and map direction at these golf course sites. These sites are an integral part of the industrial-land capacity strategies proposed in the updated Comprehensive Plan.
2. The draft code change concept is intended to provide a balanced approach that supports industrial growth and watershed health.

Central City industrial zoning

Policy direction to be implemented (Policy 6.35): *Protect and facilitate the long-term success of Central City industrial districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.*

Code change concept: Expand the area allowing Industrial Office uses in the Central Eastside Subdistrict to all IG1 (General Industrial) zones. Adjust the size limitations on retail and services and traditional office uses to no more than 5,000 square feet on sites up to 40,000 square feet in size and no more than 12.5 percent of the site area on sites larger than 40,000 square feet.

Implementation issues raised:

- Job-growth potential – The Employment Opportunity Subarea (EOS) of the Central City Plan District has been very successful at increasing employment densities, especially those in industrial office space, while not resulting in displacement of existing industrial operations. During the "Great Recession" between 2007 and 2010 over 1,000 new jobs were created in the EOS that contributed to the district's 7% annual employment growth. More recent analyses shows continued growth in the district between 2010 and 2013, when approximately 150 industrial, 1,000 industrial office, 270 traditional office, and 240 retail and food services jobs were added.
- Central City Industrial growth capacity – The Economic Opportunities Analysis projects that the Central City Industrial areas (Central Eastside and Lower Albina) will need to accommodate 10,600 new jobs by 2035. However, the existing development capacity of vacant and underutilized land under the current (previous) Comprehensive Plan meets only 72% of that forecast growth. The proposed code change to expand the area allowing industrial-office uses will accommodate this shortfall and provide adequate 20-year growth capacity in the Central City Industrial areas.
- Industrial office definition – The Bureau of Development Services recommended strengthening the definitions of both Industrial Office and Traditional Office, if the subarea allowing industrial offices is expanded. This issue has been discussed in the SE Quadrant Plan process. Refinements to these definitions may be proposed in the next phase of the Central City Plan Update, along with design standards for industrial office development.

Rationale for proposed change:

1. The draft map/code change concept is recommended in the Southeast Quadrant Plan Proposed Draft of the Central City Plan Update.
2. These map/code changes are an integral part of growth-capacity strategies proposed in updated Comprehensive Plan for the Central City Industrial area.
3. The draft code change concept is intended to provide a balanced approach that supports continued job growth and industrial retention.

North Cully Plan District

No code change is proposed to amend the North Cully Plan District in this project at this time. A preliminary code concept proposed amending the plan district to facilitate development of brownfield and vacant land (approximately 50 acres) in this Mixed Employment designated area. Optional concepts included either removing requirements for Type III review of development or sunsetting the 1992 plan district in lieu of updated zoning, land division, and public service requirements adopted in the meantime that implement plan district objectives. Comments from the Cully neighborhood and equity representatives recommended retaining the North Cully Plan District as an existing mechanism to leverage community benefits that support equity objectives.

A citywide project is under consideration to explore requiring community benefits agreements that address displacement and equity considerations. If such a citywide approach is developed, reconsideration of the option to amend or sunset the North Cully Plan District is recommended at that time, in order to facilitate development of vacant and underutilized land in this area and its associated job growth.

Rezoning at new Mixed Employment areas

Comprehensive plan map amendments to be implemented: The draft Comprehensive Plan proposes a variety of map amendments to Mixed Employment designations, including the following:

- Development opportunity sites in East Portland (e.g., Rossi farm sites)
- Industrial/residential transition areas (e.g., NW Vaughn, N Columbia at Denver)
- Land use change from General Commercial (e.g., 11 blocks of SE 82nd, N. Hayden Meadows Dr.)
- Land use change from Central Employment (e.g., Central Gateway, Freeway Lands, SE Ochoco)
- Land use change to accommodate campus institutional capacity (McCormick and Baxter site)

Map change concept: Apply zoning map changes to General Employment 1 or 2 (EG1 or EG2) at each of these new Mixed Employment sites. Section 6 of this report shows maps of the proposed zone changes, along with the surrounding context of proposed Comprehensive Plan map designations and truck route access. Several of the code changes proposed in this section are intended to address implementation issues of applying these map changes.

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5. Zoning code changes

This section of the report specifies the proposed code language, along with code commentary pages that are intended to help clarify expected implementation. The section is formatted to facilitate readability, showing proposed code changes on the right-hand pages and related commentary on the facing left-hand pages.

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Commentary

33.140.100.B.3 The amendments to this paragraph are intended to address efficient use of land in the General Employment zones. The amendments reduce restrictions on Office uses in the EG zones, and increase restrictions on Retail Sales And Service uses in the EG zones.

Ample development capacity for retail sales and personal services businesses are provided in neighborhood commercial corridors and centers that have MU or C zoning. Retail sales and personal service businesses are the predominant employment use in these neighborhood commercial areas, where customers typically come to the site. In contrast, EG zoning is applied in small, dispersed employment areas within larger neighborhood or industrial settings. EG zones are intended to provide for a flexible and affordable mix of office and small-format, light industrial businesses that are the predominant uses. Typical building types in EG zones are office buildings, flex space, and small general industrial buildings.

Office uses will become an allowed use in EG1 and EG2, thereby increasing the floor area ratio (FAR) allowance for office development from 1:1 to 3:1.

The threshold that triggers a conditional use review for Retail Sales And Service uses will be reduced from 60,000 square feet to 20,000 square feet.

33.140.100.B.17 In order to reduce non-industrial uses in Industrial zones (IG1, IG2, IH) and preserve Industrial zones for industrial uses, Commercial Outdoor Recreation will be limited to no larger than 20,000 square feet.

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33.140 Employment and Industrial Zones

33.140.100 Primary Uses

A. Allowed uses. [No change]

B. Limited uses. Uses allowed that are subject to limitations are listed in Table 140-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 140-1.

1.-2. [No change]

3. EG ~~commercial~~ Retail Sales and Service limitation. The~~is~~ following regulations apply~~ies~~ to all parts of Table 140-1 that have a [3].

a. Limited use~~s~~.

~~(1) Office uses are allowed if the FAR is not more than 1:1 per site, except for historic landmarks. On sites with historic landmarks, the FAR may be up to 2:1.~~

~~(2)~~ Retail Sales And Service uses are allowed if the floor area plus the exterior display and storage area is not more than ~~6~~20,000 square feet or the FAR is not more than 1:1 per site, whichever is less, except for historic landmarks. On sites with historic landmarks, Retail Sales And Service uses are allowed if the floor area plus the exterior display and storage area is not more than ~~6~~20,000 square feet or the FAR is not more than 2:1 per site, whichever is less.

b. Conditional use~~s~~.

~~(1)~~ Retail Sales And Service uses where the floor area plus the exterior display and storage area is more than ~~6~~20,000 square feet, or the FAR is more than 1:1, are a conditional use, except in historic landmarks. In historic landmarks, Retail Sales And Service uses where the floor area plus the exterior display and storage area is more than ~~6~~20,000 square feet or the FAR is more than 2:1 per site, are a conditional use.

4. – 16. [No change]

Commentary

Table 140-1 Employment and Industrial Zone Primary Uses

The amendments to this table reflect several changes that support efficient use of Employment and Industrial zones, and reduce impacts on employment and industrial area from incompatible uses:

- Residential uses will be prohibited in EG zones;
- Office uses will be allowed outright with no limitation in EG zones;

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Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

Table 140-1
Employment and Industrial Zone Primary Uses

Use Categories	EG1	EG2	EX	IG1	IG2	IH
Residential Categories						
Household Living	~~CU~~N	~~CU~~N	Y	CU [1]	CU [1]	CU [1]
Group Living	~~CU~~N	~~CU~~N	L/CU [2]	N	N	N
Commercial Categories						
Retail Sales And Service	L/CU [3]	L/CU [3]	Y	L/CU [4]	L/CU [5]	L/CU [6]
Office	~~Y~~L ~~[3]~~	~~Y~~L ~~[3]~~	Y	L/CU [4]	L/CU [5]	L/CU [6]
Quick Vehicle Servicing	Y	Y	N	Y	Y	Y
Vehicle Repair	Y	Y	Y	Y	Y	Y
Commercial Parking	CU [15]	CU [15]	CU [15]	CU [15]	CU [15]	CU [15]
Self-Service Storage	Y	Y	L [7]	Y	Y	Y
Commercial Outdoor Recreation	Y	Y	Y	CU	CU	CU
Major Event Entertainment	CU	CU	CU	CU	CU	CU
Industrial Categories						
Manufacturing And Production	Y	Y	Y	Y	Y	Y
Warehouse And Freight Movement	Y	Y	Y	Y	Y	Y
Wholesale Sales	Y	Y	Y	Y	Y	Y
Industrial Service	Y	Y	Y	Y	Y	Y
Railroad Yards	N	N	N	Y	Y	Y
Waste-Related	N	N	N	L/CU [8]	L/CU [8]	L/CU [8]
Institutional Categories						
Basic Utilities	Y/CU [12]	Y/CU [12]	Y/CU [12]	Y/CU [13]	Y/CU [13]	Y/CU 13]
Community Service	L [9]	L [9]	L [10]	L/CU [11]	L/CU [11]	L/CU [11]
Parks And Open Areas	Y	Y	Y	Y	Y	Y
Schools	Y	Y	Y	N	N	N
Colleges	Y	Y	Y	N	N	N
Medical Centers	Y	Y	Y	N	N	N
Religious Institutions	Y	Y	Y	N	N	N
Daycare	Y	Y	Y	L/CU [11]	L/CU 11]	L/CU 11]
Other Categories						
Agriculture	L [16]	L [16]	L [16]	L [16]	L [16]	L [16]
Aviation And Surface Passenger Terminals	CU	CU	CU	CU	CU	CU
Detention Facilities	CU	CU	CU	CU	CU	CU
Mining	N	N	N	CU	CU	CU
Radio Frequency Transmission Facilities	L/CU [14]	L/CU [14]	L/CU [14]	L/CU [14]	L/CU 14]	L/CU 14]
Rail Lines And Utility Corridors	Y	Y	Y	Y	Y	Y

Y = Yes, Allowed
CU = Conditional Use Review Required
L = Allowed, But Special Limitations
N = No, Prohibited

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Commentary

33.140.245 Exterior Display, Storage and Work Activities

The amendments to this section are intended to reduce impact from dispersed employment areas located near residential neighborhoods. The amendments limit exterior display and storage activities in EG1 zones. Reducing exterior display and storage will improve the compatibility of the employment and industrial uses.

The small-lot patterns of EG1 areas can be more vulnerable to off-site impacts of exterior activities. Addionally, most of the proposed new EG1 areas are standalone locations, in contrast to most of the existing EG zones that function as a buffer between Residential zones and freeways or Industrial zones. Proposed EG1 code changes raise the compatibility standards for exterior activities in these EG1 areas to generally match Commercial Employment zones. Limiting the change to EG1 would minimize displacement of existing industrial service uses that have outdoor activity, which are common in EG2 zones.

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Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

33.140.245 Exterior Display, Storage, and Work Activities

A. Purpose. The exterior development standards of this section are intended to assure that exterior display, storage, and work activities:

- Will be consistent with the desired character of the zone;
- Will not be a detriment to the overall appearance of an employment or industrial area, and exterior activities in the EG1 zone will be limited to a similar level as exterior activities in the Commercial Employment zone;
- Will not have adverse impacts on adjacent properties, especially those zoned residential; and
- Will not have an adverse impact on the environment.

B. Exterior display.

1. Employment zones. Exterior display of goods is allowed as follows. The setback and landscaping standards for exterior display areas are stated in Table 140-6:

   a. Exterior display of goods is allowed in the EG1 zone except for uses in the industrial categories. Exterior display of goods is not allowed for uses in the industrial categories in the EG1 zone.

   b. Exterior display of goods is allowed in the EG2 zone.

   c. Exterior display of goods is not allowed in ~~all of the E and I zones except~~ the EX zone. ~~The setbacks and landscaping standards for exterior display areas are stated in Table 140-6.~~

2. Industrial zones. Exterior display of goods is allowed in the I zones. The setback and landscaping standards for exterior display areas are stated in Table 140-6.

C. Exterior storage.

1. Employment zones. Exterior storage is allowed in the EG1 zones but is limited to 20 percent of the site area for all uses except lumber yards and other building material stores. Exterior storage is allowed in the EG2 zones. Exterior storage is not allowed in ~~all of the E and I zones except~~ the EX zones. The setback and landscaping standards for exterior storage areas are stated in Table 140-6.

2. Industrial zones. Exterior storage is allowed in the I zones. The setback and landscaping standards for exterior storage areas area stated in Table 140-6

D.-E. [No change]

33.236.030 Houseboats

Chapter 33.236 regulates Floating Structures. The reference to the EG zone is being deleted from the section. The amendment to this section reflect the fact that residential uses will be prohibited in EG zones.

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Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

Table 140-6
Exterior Development Setbacks and Landscaping [1]

	EG1, IG1	EG2, IG2	EX	IH
Exterior Display Abutting a street	5 ft. / L1	10 ft. / L1	Not Allowed	5 ft. / L1
Abutting a C, E, or I zone lot	0	0	Not Allowed	0
Abutting an R or OS zone lot	5 ft. / L3	10 ft. / L3	Not Allowed	10 ft. / L3
Exterior Storage Abutting a street [2, 3]	5ft. / L3, or 5 ft./ F2 + L2	10~~25~~ ft. / L3, or 10~~25~~ ft. / F2 + L2	Not Allowed	5 ft. / L3, or 5 ft./ F2 + L2
Abutting a C, E, or I zone lot	0 / F1	0 / F1	Not Allowed	0
Abutting an R or OS zone lot	5 ft. / L4	10 ft. / L4, or 25 ft. / L3	Not Allowed	10 ft. / L4, or 25 ft. / L3

33.236 Floating Structures

33.236.030 Houseboats

Houseboats and houseboat moorages are classified under the general use category of Household Living. An individual houseboat outside of a houseboat moorage is considered a single-dwelling use of the upland lot. A houseboat moorage is considered a multi-dwelling use. Generally, an individual houseboat outside of a houseboat moorage is allowed only where a single dwelling use would be allowed on the upland lot, and a houseboat moorage is allowed only where a multi-dwelling use is allowed on the upland lot.

In the ~~EG and~~ I zones, houseboats and houseboat moorages are a conditional use.

Ord. 188177, Vol. 2.5, page 15705

Commentary

33.258.050 Nonconforming use

Expansion of non-conforming household living uses by up to 500 square feet is being allowed in EG zones without non-conforming situation review, reducing the process burden and cost for small-scale changes to housing for which the non-conforming review considerations are less applicable. Generally, the half-block or larger areas of existing housing were changed from Mixed Employment to Residential designations on the draft Comprehensive Plan map. However, some dispersed residential sites were retained in existing and proposed Mixed Employment areas.

Ord. 188177, Vol. 2.5, page 15706

33.258 Nonconforming Situations

33.258.050 Nonconforming Uses

A.–B. [No change]

C. Expansions. [No change]

1. OS and R zones. [No change]
2. C, E, and I zones. The standards stated below apply to all nonconforming uses in C, E, and I zones.
   a. No change.
   b. In EG1, EG2 and I zones, expansions of floor area for nonconforming Household Living uses, when proposed within the property lines as they existed two years before the use became nonconforming, are allowed if all of the following are met:
      (1) The expansion will not increase the floor area by more than 500 square feet over the floor area that existed when the use became nonconforming. Expansions that increase the floor area by more than 500 square feet over the floor area that existed when the use became nonconforming may be requested through a nonconforming situation review;
      (2) The expansion must comply with development standards of the base zone, overlay zone, and plan district; and
      (3) The addition of new dwelling units is prohibited.
   c. In E and I zones, expansions of exterior improvements for nonconforming Household Living uses are allowed if they comply with the development standards of the base zone, overlay zone, and plan district.
   d. Expansion of floor area or exterior improvements, when proposed beyond the property lines as they existed two years before the use became nonconforming, is prohibited, except in the following situation:
      (1) The property proposed for expansion is abutting at least one of the property lines of the nonconforming use as they existed two years before the use became nonconforming; and
      (2) The property proposed for expansion was in the same ownership as the property holding the nonconforming use when it became nonconforming; and
      (3) The zoning regulations on the property proposed for expansion would have allowed the use at the time the existing situation became nonconforming; and
   (4) The expansion is approved through a nonconforming situation review.

Ord. 188177, Vol. 2.5, page 15707

Commentary

33.475 Prime Industrial Overlay Zone

The Prime Industrial overlay zone implements the Prime Industrial Areas policy and sub-policies in the Comprehensive Plan. The policy (6.36) is intended to help maintain the 20-year growth capacity for forecast job growth in these areas. Substantial industrial-conversion trends in the Portland Harbor and Columbia Corridor areas in recent decades have included Comprehensive Plan map amendments, public acquisition for non-industrial uses, and other land use actions that reduce industrial development capacity. The overlay zone restricts conversion of Prime Industrial land in order to preserve industrial development capacity. Designation and protection of prime industrial land implements direction set in Statewide Planning Goal 9, along with generally equivalent regional direction in Metro's Title 4 to protect Regionally Significant Industrial Areas. The description of Prime Industrial land in the purpose statement is drawn from the definition of Prime Industrial Land in the Goal 9 Administrative Rule.

The identified Prime Industrial Area prioritizes land for long-term industrial retention. The Industrial Sanctuary and Mixed Employment designations set land use direction within Prime Industrial areas. Industrial Sanctuaries provide areas primarily for manufacturing and distribution uses and a setting that encourages industrial growth. Mixed Employment areas provide primarily for office and light manufacturing uses within a more diverse mix of employment uses. Prime Industrial designations include Industrial Sanctuaries and internally located Mixed Employment areas, except that the relatively large retail areas at Cascade Station and Hayden Meadows Drive are not included.

The regulations in the new overlay zone:

- Prohibit quasi-judicial Comprehensive Plan Map amendments in the Prime Industrial areas; and
- Reduce non-industrial use allowances in the Prime Industrial areas.

Ord. 188177, Vol. 2.5, page 15708

33.475 Prime Industrial Overlay Zone

475

Sections:

General
- 33.475.010 Purpose
- 33.475.020 Map Symbol
- 33.475.030 Applying the Prime Industrial overlay zone
- 33.475.040 Initiating a Quasi-judicial Comprehensive Plan Map Amendment

Use Regulations
- 33.475.050 Self-Service Storage
- 33.475.060 Commercial Outdoor Recreation
- 33.475.070 Major Event Entertainment
- 33.475.080 Parks and Open Areas Uses

General

33.475.010 Purpose

The purposes of the Prime Industrial overlay zone are to protect land that has been identified in the Comprehensive Plan as Prime Industrial, and to prioritize these areas for long-term retention. Prime Industrial Land is suited for traded-sector and supportive industries and possesses characteristics that are difficult to replace in the region. In Portland, Prime Industrial land consists of the Portland Harbor, Columbia Corridor, and Brooklyn Yard industrial districts. These freight-hub districts include Oregon's largest seaport, rail hub, and airport. Existing and potential multimodal freight access in these districts support interregional transport, exporting industries, and associated industrial businesses and activities. The regulations protect these areas by preventing, or requiring an off-set for, conversion of the land to another zone or use that would reduce industrial development capacity.

33.475.020 Map Symbol

The Prime Industrial overlay zone is shown on the Official Zoning Maps with the "I" symbol.

33.475.030 Applying the Prime Industrial overlay zone

The Prime Industrial overlay zone is to be applied to all land designated as Prime Industrial in the Comprehensive Plan.

33.475.040 Initiating a Quasi-judicial Comprehensive Plan Map amendment.

In the Prime Industrial overlay zone, an applicant is prohibited from initiating a quasi-judicial Comprehensive Plan Map amendment unless the amendment is from Mixed Employment to Industrial Sanctuary.

Ord. 188177, Vol. 2.5, page 15709

Commentary

33.475.050 Parks And Open Areas

Parks and Open Areas uses are currently allowed outright in the Industrial and General Employment zones. The proposed amendments change Parks and Open Areas uses from an allowed use to a limited use in the Prime Industrial areas. The intent of the amendments is to limit the conversion of Prime Industrial land to parks or natural area. Stormwater facilities as defined by the Bureau of Environmental Services are allowed as basic utilities.

Limited Parks and Open Areas uses:

- Any Parks and Open Areas that are 2 acres or less in size are allowed. Larger parks and natural areas would require a legislative Comprehensive Plan map amendment to Open Space.
- Recreational trails and boat launching areas as long as the accessory uses and facilities built in association with the trail and boat launch are not larger than 2 acres.
- Mitigation that is not accessory to a primary use on a site (i.e. off-site mitigation). In this case, the mitigation will be allowed outright as long as the mitigation is for development that occurs in the l-overlay, including mitigation related to the Portland Harbor Superfund cleanup.

The Prime Industrial overlay boundary has been adjusted to exclude all existing parks in the City parks inventory in 2015, including undeveloped parks and parks without designated use types

Bureau of Planning and Sustainability will coordinate with Metro, Portland Parks and Recreation, and the Bureau of Environmental Services to formalize public acquisition consultation procedures for parks and open areas in the l-overlay. The purposes of consultation at the time of acquisition decisions are to inform the acquisition agency of zoning limitations, options for legislative map amendments, and the estimated resulting loss of prime industrial development capacity of the site based on the Buildable Land Inventory (BLI) methodology. Consultation at the time of acquisition would facilitate consideration of prime industrial retention policy and zoning compliance in the property acquisition decision.

Ord. 188177, Vol. 2.5, page 15710

Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

Use Regulations

33.475.050 Self-Service Storage

Self-Service Storage is prohibited in the Prime Industrial overlay zone.

33.475.060 Commercial Outdoor Recreation

In the I and EG zones, Commercial Outdoor Recreation uses are limited to 20,000 square feet. More than 20,000 square feet in Commercial Outdoor Recreation use on a site is prohibited.

33.475.070 Major Event Entertainment

Major Event Entertainment is prohibited in the Prime Industrial overlay zone.

33.475.080 Parks and Open Areas

Parks and Open Areas are prohibited in the Prime Industrial overlay zone except for the following:

A. Parks and Open Areas that are 2 acres or less in size are allowed;

B. Recreational trails and boat launching areas are allowed. Trailheads, parking areas, bathroom facilities, educational kiosks and other development or facilities that are accessory to a recreational trail and boat launching areas are limited to 2 acres per site; and

C. Off-site mitigation is allowed if the mitigation is for impacts that occur in the Prime Industrial overlay zone.

Ord. 188177, Vol. 2.5, page 15711

Commentary

33.510.113 Retail Sales And Service and Office Uses in the IG1 Zone

The Central City Plan District use allowances in the Economic Opportunity Subarea (EOS) are expanded to the IG1 zones in the Central Eastside Plan District. Industrial Office uses are allowed in this expanded area, and Retail Sales And Service and Traditional Offices uses are limited.

These changes are recommended in the Southeast Quadrant Plan of the Central City Plan Update. The changes are intended to provide a balanced approach that supports industrial retention and industrial office job growth. The EOS has been very successful at increasing employment densities, especially those in industrial office space, while not resulting in displacement of existing industrial operations. The changes are also intended to partially meet 20-year growth-capacity needs in the updated Comprehensive Plan for the Central City Industrial area.

These changes are intended to foster new multi-story building construction that accommodates industrial and industrial office uses.

These changes are also intended to encourage and allow the full interior of an existing building shell to be rehabilitated to allow industrial office uses. Some buildings in the district have multiple stories that easily can be used as industrial office space, whereas some have former industrial warehouse or production space where the ceiling is very tall and additional floors could be added within the shell of the building to create industrial office space. Further, in some cases it may be desirable for developers to add a penthouse to the roof of an existing building to serve as additional industrial office space of as space for accessory uses to the office use. These provisions are intended to address this desire.

Ord. 188177, Vol. 2.5, page 15712

33.510 Central City Plan District

33.510.113 Retail Sales And Service and Office Uses in the IG1 Zone

A. Generally. [No change]

B. Historic resources. [No change]

C. ~~Employment Opportunity Subarea~~Central Eastside Subdistrict.

1. Purpose. The regulations of this subsection are intended to broaden the mix of employment uses in the Central Eastside Industrial District in a manner that increases the vitality of the district without negatively impacting the viability of industrial uses and development. The additional uses allowed by the regulations are uses that build on the economic strengths, locational advantages and urban character of the Central Eastside~~promote the preservation of industrial land and development and support the vitality of industrial businesses while providing opportunities for a broad and diverse mix of employment uses that are compatible with industrial activities and that build on the economic strengths, locational advantages and urban character of the Central Eastside~~.

2. Where these regulations apply. The regulations of this subsection apply to sites zoned ~~in the~~ IG1 ~~Zone~~ in the ~~Employment Opportunity Subarea of the~~ Central Eastside Subdistrict that are not subject to Subsection B.

3. Allowed uses.

   a. Retail Sales And Service and Traditional Office uses.

      (1) Sites up to 40,000 square feet in size. The following regulations apply to Retail Sales And Service and Traditional Office uses on sites that are 40,000 square feet or less in size:

      - Up to 5,000 square feet of the net building area plus the exterior display and storage area on a site may be in Retail Sales And Service use. More than 5,000 square feet in Retail Sales And Service use on a site is prohibited.
      - ~~b. Traditional Office.~~ Up to 5,000 square feet of net building area on a site may be in Traditional Office use. More than 5,000 square feet in Traditional Office use on a site is prohibited.

      (2) Sites over 40,000 square feet in size. The following regulations apply to Retail Sales And Service and Traditional Office uses on sites that are more than 40,000 square feet in size:

      - Retail Sales and Service uses on a site are allowed but net building area plus exterior display and storage is limited to an amount equal to 12.5 percent of the total site area. More than 12.5 percent in Retail Sales And Service use is prohibited.
      - Traditional Office uses on a site are allowed but net building area is limited to an amount equal to 12.5 percent of the total site area. More than 12.5 percent in Traditional Office use is prohibited.

Ord. 188177, Vol. 2.5, page 15713

Ord. 188177, Vol. 2.5, page 15714

~~c.~~b. Industrial Office.

(1) Generally, Industrial Office uses are allowed but net building area plus exterior display and storage is limited to up to an amount equal to three times the square footage of the site. Unless allowed by one of the exceptions below, Industrial Office use in excess of three times the square footage of the site is prohibited.

(2) Exceptions.

- If the site is 20,000 square feet or less is size, up to 60,000 square feet of gross building area may be in an Industrial Office use. More than 60,000 square feet per site is prohibited.
- Industrial Office uses are allowed in buildings that existed on [*insert adoption date*]. In this case, 100 percent of the gross building area may be in an Industrial Office use including floor area added inside of the building as it existed on [*insert adoption date*]. In addition, up to 5,000 square feet of floor area added to the roof of the building as it existed on [*insert adoption date*] can be in Industrial Office use. Industrial Office use in more than 5,000 square feet of floor area added to the roof of the building is prohibited.

~~Up to 60,000 square feet of the floor area on a site may be in Industrial Office use.~~

~~4. Conditional uses.~~

~~a. More than 5,000 square feet in Traditional Office use on a site is a conditional use. More than 60,000 square feet in Traditional Office use on a site is prohibited.~~

~~b. More than 60,000 square feet in Industrial office use on a site is a conditional use.~~

Ord. 188177, Vol. 2.5, page 15715

510 Maps

The following maps have been amended to remove the Employment Opportunity Subarea.

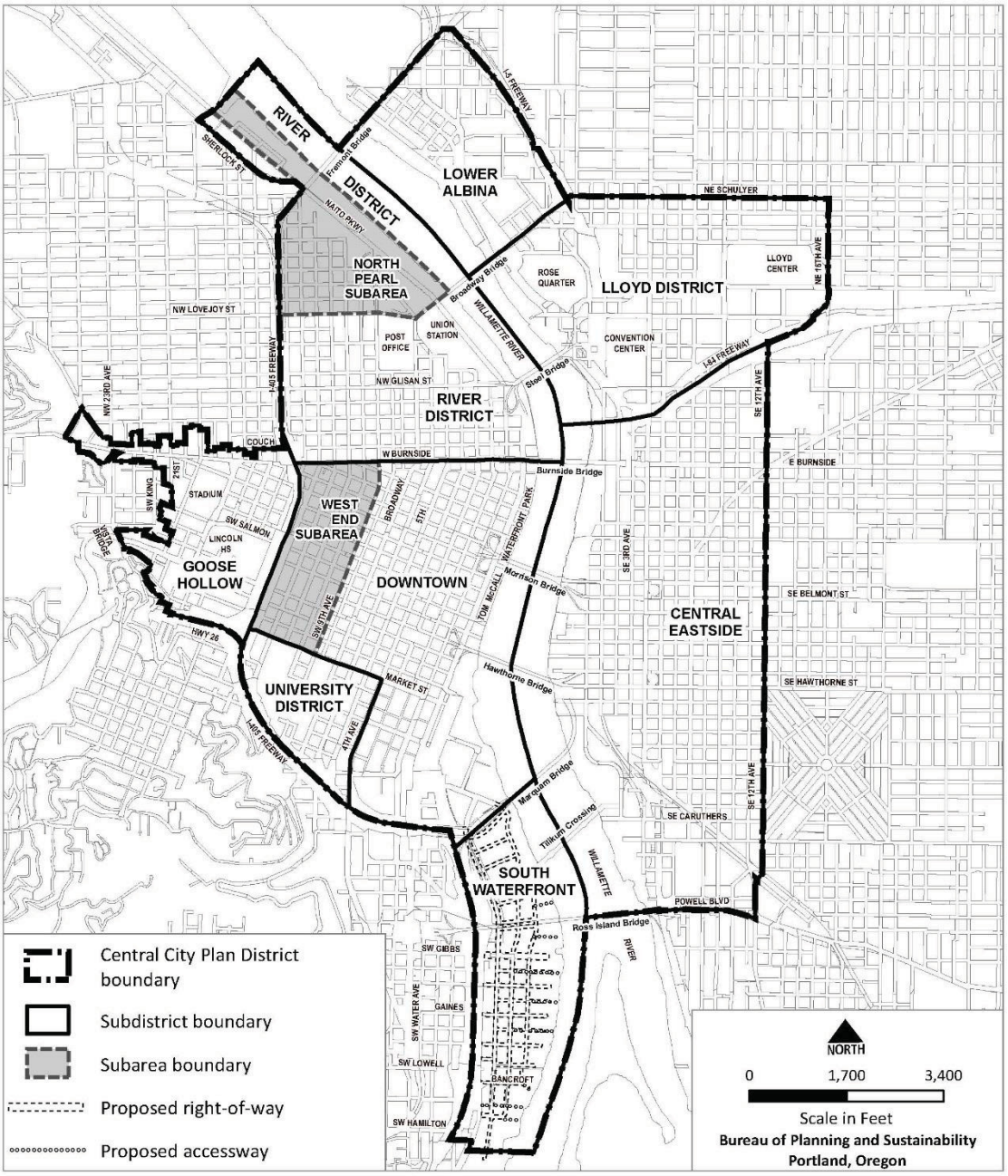
Ord. 188177, Vol. 2.5, page 15716

Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

Central City Plan District and Subdistricts

Map 510-1

Map Revised Xxxxx X, 2015



Ord. 188177, Vol. 2.5, page 15717

Ord. 188177, Vol. 2.5, page 15718

Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

Areas Where Additional Uses are Allowed in the OS Zone

Map 510-10

Map 1 of 2

Map Revised Xxxxx X, 2015



Ord. 188177, Vol. 2.5, page 15719

Ord. 188177, Vol. 2.5, page 15720

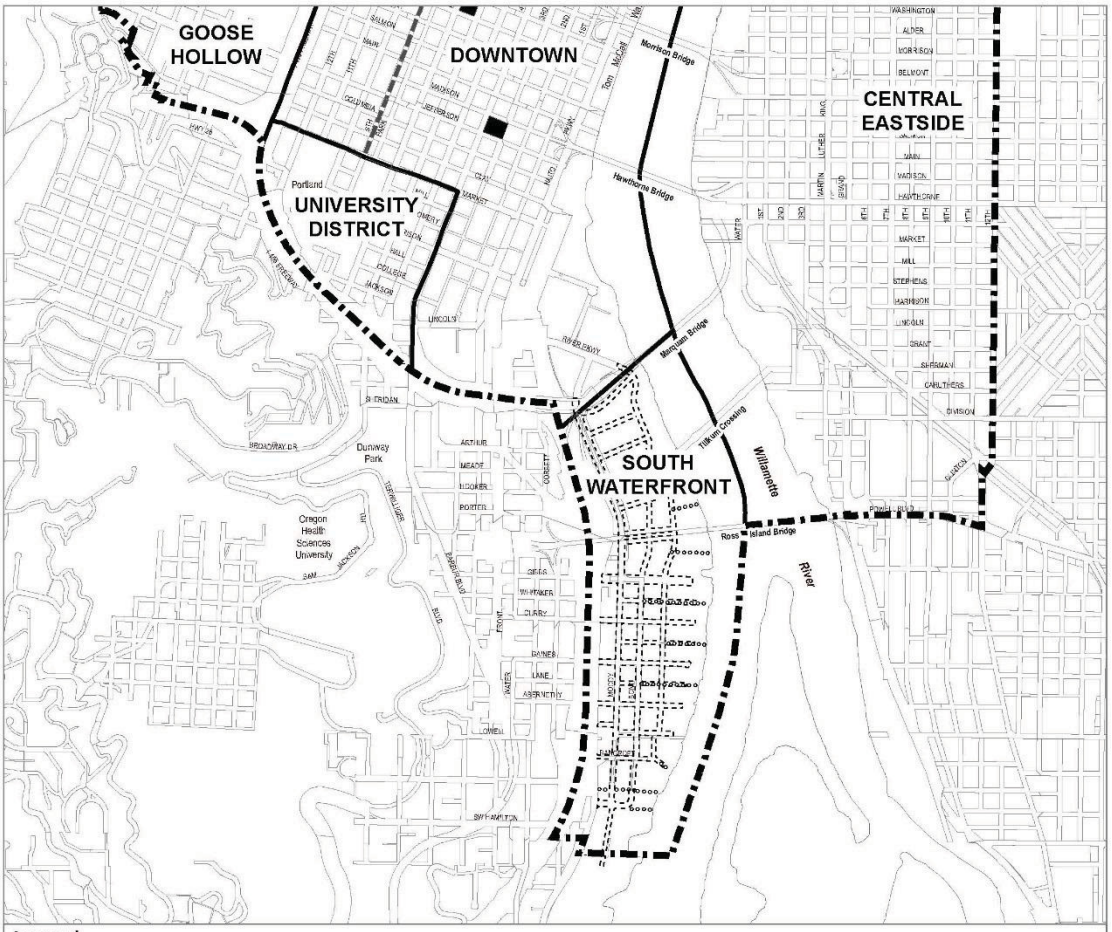
Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

Areas Where Additional Uses are Allowed in the OS Zone

Map 510-10

Map 2 of 2

Map Revised Xxxxx X, 2015



Legend

- OS sites where additional uses are allowed
- Proposed right-of-way
- Proposed accessway
- Central City Plan District boundary
- Subdistrict boundary
- Subarea boundary

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Ord. 188177, Vol. 2.5, page 15721

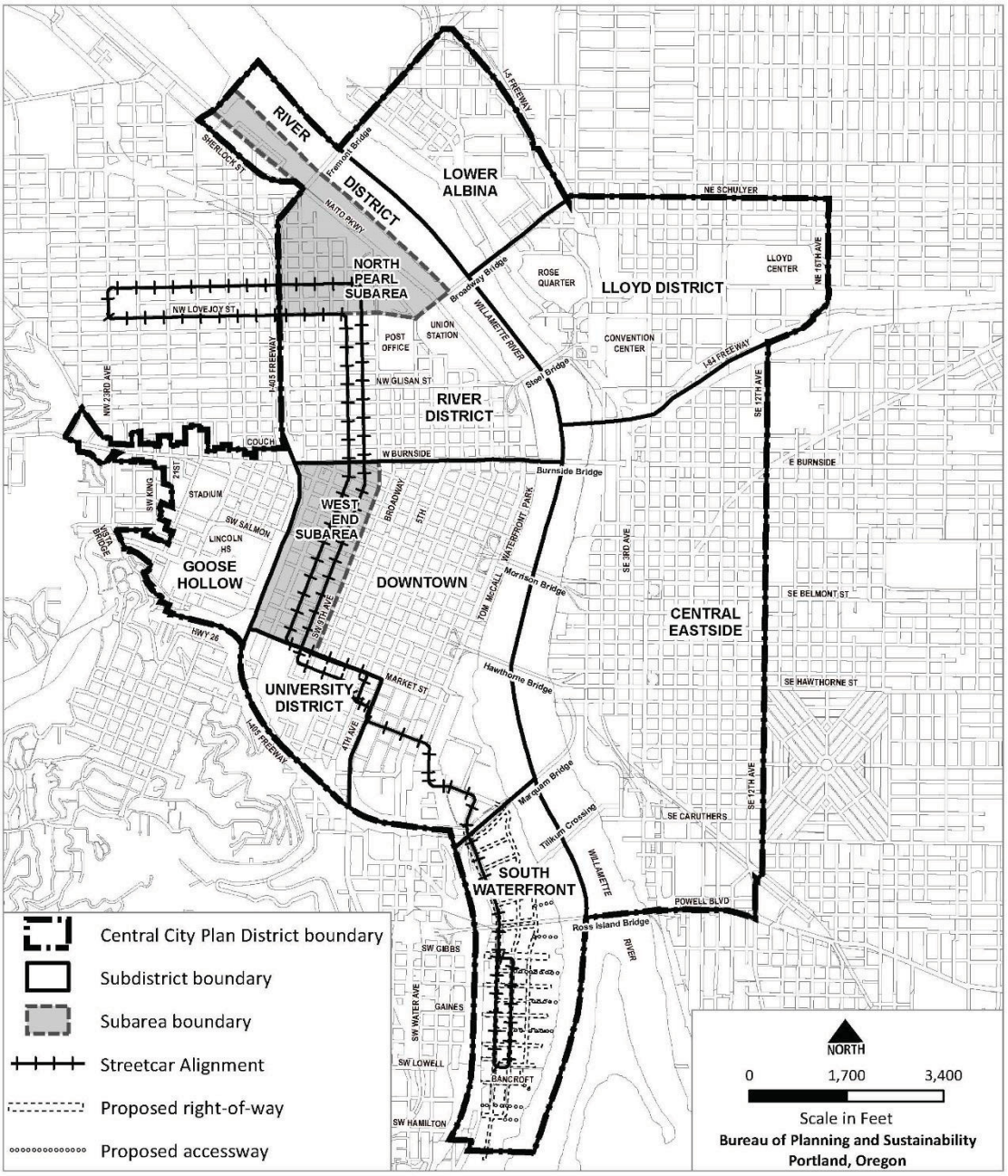
Ord. 188177, Vol. 2.5, page 15722

Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

Streetcar Alignment

Map 510-12

Map Revised Xxxxx X, 2015



Ord. 188177, Vol. 2.5, page 15723

Ord. 188177, Vol. 2.5, page 15724

33.526 Gateway Plan District

33.526.120 Retail Sales and Service and Office Uses

A. On sites in the EX zone, Retail Sales And Service~~s~~ uses are allowed up to 5,000 square feet of floor area for each use.

B. On sites in the EG1 zone, Retail Sales and Service uses are allowed up to 5,000 square feet of floor area for each use, up to a total of 20,000 square feet or 1:1 FAR per site.

~~B~~C. On portions of sites zoned Institutional Residential, IR, and within 1000 feet of the Main Street LRT Station, Retail Sales And Service uses are allowed up to 10,000 square feet of floor area for each use. The Retail Sales And Service uses must be included in a Conditional Use Master Plan or Impact Mitigation Plan for the site. Retail Sales And Service uses larger than 10,000 square feet of floor area for each use are prohibited.

~~C~~D. On sites in the RX zone, Retail Sales And Service and Office uses are allowed as follows. Adjustments to the regulations of this paragraph are prohibited.

1. – 2 [No change]

33.560 North Cully Plan District

33.560.050 Approval Criteria

All North Cully Development review applications must meet the following approval criteria.

A. – G [No change]

H. In addition to the approval criteria listed above, development south of NE Killingsworth will meet the following approval criteria:

1. – 2 [No change]

3. Development will include a mixture of uses ~~such as housing and commercial or light industrial~~.

Ord. 188177, Vol. 2.5, page 15725

Ord. 188177, Vol. 2.5, page 15726

33.565 Portland International Airport Plan District

565

Sections:

General
- 33.565.010 Purpose
- 33.565.020 Where These Regulations Apply
- 33.565.030 Relationship to Other Regulations and Agencies

Use Regulations
- 33.565.100 Additional Allowed Uses in the Airport Subdistrict

Development Regulations
- 33.565.110 Archaeological Resource Protection

Regulations in the Airport Subdistrict
- 33.565.200 Supplemental Application Requirement
- 33.565.210 New Airport Capacity
- 33.565.220 Landscaping
- 33.565.230 Pedestrian Standards for Specified Uses
- 33.565.240 Transportation Impact Analysis Review
- 33.565.250 Development and Availability of Public Services in the SW Quadrant

Special Notification Requirements in the Airport Subdistrict
- 33.565.310 Mailed Public Notice for Proposed Development
- 33.565.320 Posted Public Notice Requirements for Land Use Reviews

Regulations in the Middle Columbia Slough Subdistrict
- 33.565.400 Purpose
- 33.565.405 Zoning Map Amendments
- 33.565.410 Additional Development Standards

Environmental Overlay Zones
- 33.565.500 Purpose
- 33.565.510 Relationship to Other Environmental Regulations
- 33.565.520 Where and When These Regulations Apply
- 33.565.530 Measuring Setbacks
- 33.565.540 Exemptions
- 33.565.550 Development Standards
- 33.565.560 Special Procedures for Wildlife Hazard Management

Notice and Review Procedure for Permits Within Environmental Overlay Zones
- 33.565.600 Purpose
- 33.565.610 When These Regulations Apply
- 33.565.620 Procedure

Map 565-1 Portland International Airport Plan District

Map 565-2 Portland International Airport Plan District Areas of Archaeological Interest

Ord. 188177, Vol. 2.5, page 15727

33.565.010 Purpose

The purpose statement is being amended to reflect the legislative intent behind the regulations being proposed for the Middle Columbia Slough subdistrict, and because the regulations for mitigation and enhancement in the Middle Columbia Slough subdistict were moved to the Environmental Overlay Zones chapter as part of RICAP 6.

Ord. 188177, Vol. 2.5, page 15728

33.565.010 Purpose
The regulations of this chapter implement elements of the Airport Futures Land Use Plan by addressing the social, economic, and environmental aspects of growth and development at Portland International Airport (PDX). PDX is a unique land use within the City and requires tailored regulations to address wildlife hazards and impacts to transportation and natural resources. The plan district provides flexibility to the Port of Portland—owner of PDX—to address a constantly changing aviation industry, while addressing the broader community impacts of operating an airport in an urban context.

The regulations of this plan district protect significant identified environmental resources consistent with the requirements of airport operations, while maintaining or enhancing the capacity of public and private infrastructure within and serving the district. Additionally, the regulations protect significant archaeological features of the area.

The plan district has two subdistricts: the Airport Subdistrict and the Middle Columbia Slough Subdistrict.

The Airport Subdistrict includes the airport passenger terminal, terminal roadway area, airfield, and other support facilities most of which are owned and operated by the Port of Portland. Also included are other airport-related uses which are generally tenants of the Port. Within the Airport Subdistrict are two unmapped areas known as airside and landside (See Chapter 33.910, Definitions). Airside includes an area defined by a perimeter security fence and the airside uses associated with the airfield which includes runways, taxiways, lighting, etc. The perimeter security fence is not mapped since the fence may move over time due to federal and operational requirements. An area outside the fence—the runway protection zone—is also part of Airside. The airfield and airside uses are also treated differently due to federal regulations. Landside includes the passenger terminal, airport access roadways, parking lots, aircraft maintenance facilities, cargo hangars, maintenance buildings, fire and rescue facilities, and other similar types of development. Also within the Airport Subdistrict is the SW Quadrant Subarea, shown on Map 565-1.

The remainder of the plan district is the Middle Columbia Slough Subdistrict. The primary purpose of the regulations for this subdistrict is to promote eco-industrial development on sites that transition to industrial use from golf course use~~address the unique circumstances related to mitigation and enhancement for development within the Environmental Overlay Zones~~.

33.565.020 Where These Regulations Apply
The regulations of this chapter apply to the Portland International Airport plan district. The boundaries of the plan district and subdistricts are shown on Map 565-1 at the end of this chapter and on the Official Zoning Map.

The regulations of Sections 33.565.010 through .030 and .110 apply to the entire plan district. The regulations of Sections 33.565.100 and 200 through .240 and 33.565.310 through .320 apply only in the Airport Subdistrict. Section 33.565.250 applies only to the SW Quadrant subarea of the Airport Subdistrict. Sections 33.565.400 and .410 apply only in the Middle Columbia Slough Subdistrict. Sections 33.565.500 through .560 apply in the Environmental Overlay Zones.

Because Federal regulation preempts local rules, development in the Airside portion of the plan district — other than new runways — is not subject to the regulations of this chapter.

Regulations in the Middle Columbia Slough Subdistrict

These code changes implement Comprehensive Plan policy and map direction at these golf course sites. These sites are an integral part of the industrial-land capacity strategies proposed in the updated Comprehensive Plan. The draft code change concept is intended to provide a balanced approach that supports industrial growth and watershed health.

Ord. 188177, Vol. 2.5, page 15730

Language to be added is underlined
Language to be deleted is shown in ~~strikethrough~~

Regulations in the Middle Columbia Slough Subdistrict

33.565.400 Zoning Map Amendments

The IG2 zone is the only zone that can be requested during a Zoning Map Amendment on the sites shown on Map 565-4. Requesting a zone other than IG2 is prohibited.

33.565.410 Additional Development Standards

A. Purpose. The following development standards promote ecologically beneficial design by requiring buffers and plantings that provide ecological function and contribute to ecosystem services such as multi-objective stormwater management, cleaning and cooling of air and water, wildlife habitat, biodiversity, and aesthetic values. The development standards help reduce future demands on infrastructure, and reduce adverse impacts from development both on and off-site. The standards also buffer industrial development from abutting residential development and open space uses, and provide a pleasant work environment for employees.

B. Where the standards apply. The standards in this Section apply to development in the IG2 zone on the sites shown on Map 565-4.

C. Development standards.

1. Minimum landscaped area standard. At least 20 percent of site area must be landscaped. Area improved for active or passive recreational use, or for use by pedestrians, does not count toward the required landscaped area. Other required landscaping, such as setbacks and parking lot landscaping, applies toward the landscaped area standard. Area covered by an eco-roof also applies toward the landscaped area standard.

2. Native plants. At least 75 percent of all plants planted to meet Title 33 landscaping requirements must be native plants from the *Portland Plant List*.

Ord. 188177, Vol. 2.5, page 15731

Ord. 188177, Vol. 2.5, page 15732

3. Vegetated setback.

   a. All development must be set back 25 feet from a residential zone or open space zone. The area within the vegetated setback may be applied toward the required landscaped area standards;

   b. Required plants and planting densities. One of the following standards must be met:

      (1) One tree, three shrubs, and four other ground cover plants are required to be planted for every 100 square feet of setback area. Trees may be clustered. Plants must be native plants from the *Portland Plant List*; or

      (2) One tree and three shrubs are required to be planted for every 100 square feet of setback area, and the entire setback area must be seeded with a native grass and forb seed mix at a ratio of 30 pounds per acre. Trees may be clustered. Plants and seeds must be native plants from the *Portland Plan List*; and

   c. One-third of all trees planted must be native conifer trees from the *Portland Plant List*.

4. Exterior lighting. Exterior lights must be shielded and placed so that they do not shine upward or into environmental overlay zones, or into the vegetated setback area required by Paragraph C.3.

Ord. 188177, Vol. 2.5, page 15733

Ord. 188177, Vol. 2.5, page 15734

Language to be added is underlined
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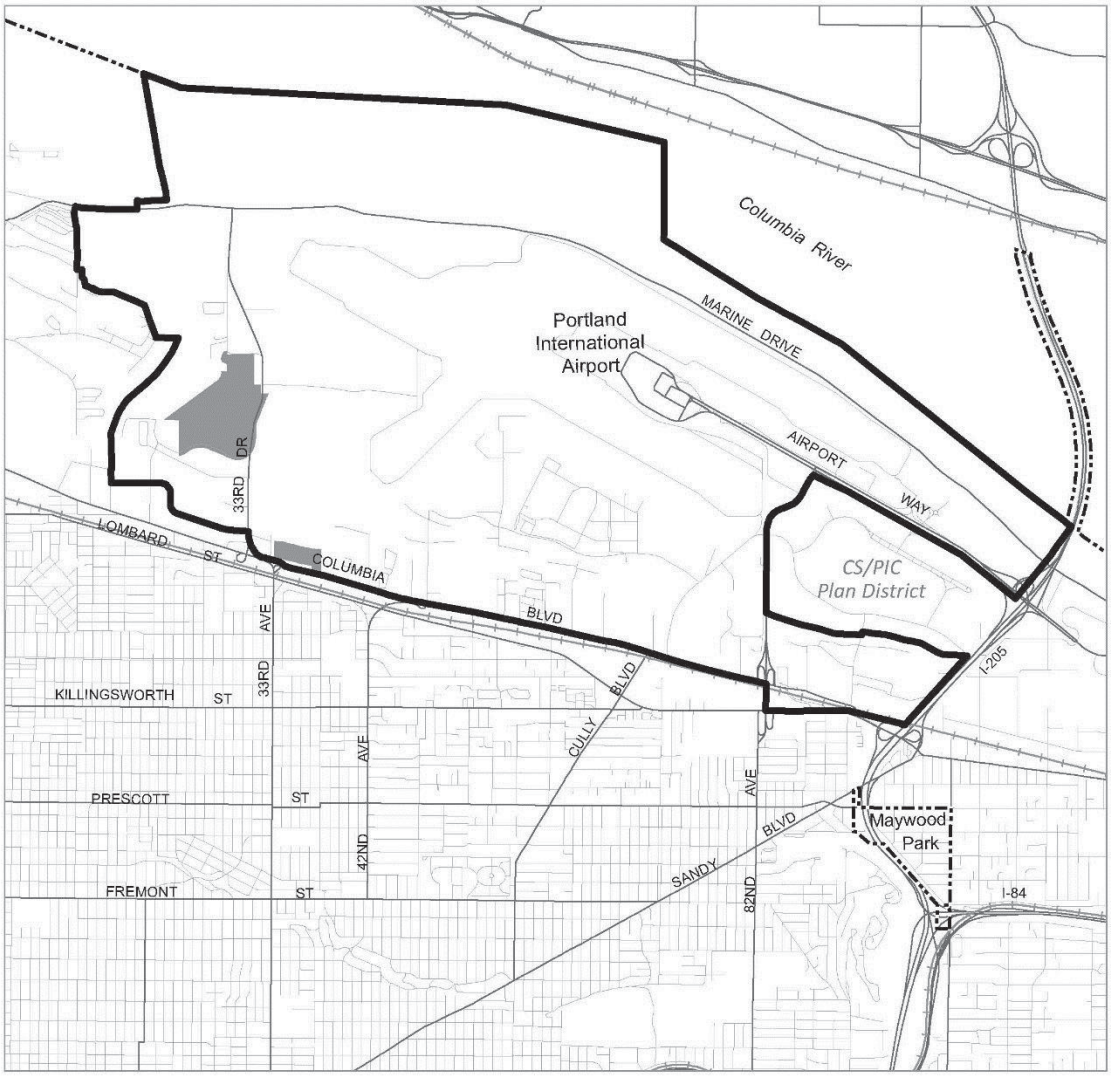
Portland International Airport Plan District
Golf Course / IG2 Transition Area

Map 565-4

Map Revised Xxxxx X, 2015



City Boundary
Plan District Boundary
Golf Course / IG2 Transition Area

NORTH
0 3,000 6,000
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

33.583.285 Additional Regulations in the Riverfront Subdistrict

Noise insulation standards are being applied to reduce the impact of railroad noise on new residential development in the Riverfront Subdistrict. Medium to high residential density is expected in this location, consistent with its Town Center and Mixed Use Urban Center designations in the draft Comprehensive Plan, in contrast to its currently predominant industrial use and EG General Employment zoning. Current and future use of the St. Johns Lead of the Union Pacific railroad that runs through the subdistrict includes train-assembly activity associated with nearby marine terminals that can have significant noise impacts.

Ord. 188177, Vol. 2.5, page 15736

33.583 St. Johns Plan District

33.583.285 Additional Regulations in the Riverfront Subdistrict

A. Purpose. These regulations allow the Riverfront Subdistrict to continue to accommodate industrial uses, but foster the transition to an urban mixed-use area that is well integrated into St. Johns. Limiting some uses in the EG zones protects industry, and encourages development of housing and office uses only where appropriate.

B. Where these regulations apply. The regulations of this section apply to sites in the Riverfront Subdistrict, shown on Map 583-1.

C. Prohibited uses in EG zones. Residential and Office uses are prohibited in the EG zones.

D. Minimum residential density in the EX zone. Where all of the floor area on a site in the EX zone is in residential use, the minimum residential density is 1 unit per 1,000 square feet of site area.

E Noise insulation required. All new dwelling units must be constructed with sound insulation or other means to achieve a day/night average interior noise level of 45 dBA. Reconstructed dwelling units where the total cost of improvements is 75 percent or more of the total assessed improvement value of the site must also meet this standard. Garages and similar accessory structures that do not include living space are exempt from this standard.

1. An engineer registered in Oregon who is licensed in acoustical engineering must certify that the building plans comply with the performance standard for sound insulation prior to the issuance of a building permit.

2. The City of Portland will provide a list of at least three registered engineers knowledgeable in acoustical engineering.

Ord. 188177, Vol. 2.5, page 15737

Ord. 188177, Vol. 2.5, page 15738

33.815 Conditional Uses

815

Sections:

General
33.815.010 Purpose
33.815.020 How to Use this Chapter
33.815.030 Automatic Conditional Use Status
33.815.040 Review Procedures
33.815.050 Loss of Conditional Use Status
33.815.060 Development Standards for Conditional Uses
33.815.070 Sites With Split Zoning
33.815.080 Approval Criteria in General
Approval Criteria
33.815.100 Uses in the Open Space Zone
33.815.105 Institutional and Other Uses in R Zones
33.815.107 Short Term Housing in R Zones
33.815.110 Office and Retail Sales And Service Uses in the RX Zone
33.815.115 Specified Uses in Commercial Zones
33.815.120 Commercial Parking Facilities in the RX, CX, CG, and E Zones, Outside the Central City Plan District, the Columbia South Shore Plan District and the Cascade Station/Portland International Center Plan District
33.815.121 Commercial Parking Facilities in the RX, CS, and CX Zones, in the Hollywood Plan District
33.815.122 Nonresidential Uses on Specified Sites located in the RX Zone within the Central City Plan District
33.815.125 Specified Uses in Industrial Zones
33.815.126 Office Uses in the IG1 Zone in the Central City Plan District
33.815.127 Accessory Offices and Headquarters Offices in the IH Zone in the Guild's Lake Industrial Sanctuary Plan District
33.815.128 Retail Sales And Service Uses in the EG Zones
33.815.129 Office Uses in Specified Historic Resources in the Industrial Zones in the Central City Plan District
33.815.130 Residential Uses in the ~~EG1, EG2,~~ IG1, IG2, and IH Zones
33.815.132 Office Uses in the IG1 Zone in the Employment Opportunity Subarea in the Central City Plan District
33.815.140 Specified Group Living Uses in the C and EX Zones
33.815.200 Aviation And Surface Passenger Terminals
33.815.205 Detention Facilities
33.815.210 Helicopter Landing Facilities
33.815.215 Major Event Entertainment
33.815.220 Mining and Waste-Related

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33.815.130 Residential Uses in the EG1, EG2, IG1, IG2 and IH Zones
In order to preserve employment land for employment uses, residential uses will be prohibited in the General Employment zones. The amendments to this section implement that change.

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33.815.130 Residential Uses in the ~~EG1, EG2,~~ IG1, IG2, and IH Zones

These approval criteria promote the preservation of land for industrial uses while allowing residential uses in limited situations where they will not interfere with industry. Residential uses in these zones are only protected from nuisance impacts, including noise, to the same standard as uses allowed by right. ~~In the IG1, IG2, and IH zones, criterion A., B., C., and D. must be met. In the EG1 and EG2 zones, criterion A., B., and C. must be met and either D. or E.~~ The approval criteria are as follows:

A. The proposed use will not have a significant adverse effect on truck and freight movement.

B. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes;

C. City-designated scenic resources are preserved; and

D. The proposal is for houseboats or houseboat moorages which will not interfere with industrial use of the waterway or with adjacent industrial uses.~~; or~~

~~**E.** The proposal is for new development where:~~

~~1. The proposal can be designed and developed so that housing is buffered from potential nuisance impacts from uses allowed by right in the zone; and~~

~~2. The proposal includes a design, landscape, and transportation plan which will limit conflicts between residential, employment, and industrial uses.~~

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33.910 Definitions

In order to preserve prime industrial land for industrial uses, certain non-industrial uses, including Parks and Open Areas, will be limited, and off-site mitigation and mitigation banks are a form of Open Area use that will be limited (see pg. 35 for more details). The following definitions are proposed for chapter 33.910 to distinguish between off-site and on-site mitigation.

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33.910 Definitions

910

33.910.030 Definitions

The definition of words with specific meaning in the zoning code are as follows:

Mitigate. To rectify, repair, or compensate for impacts ~~which~~that result from other actions.

- **Off-site Mitigation**. Mitigation that does not take place on the site where the impact occurs.
- **On-site Mitigation**. Mitigation that takes place on the site where the impact occurs.

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33.920.460 Parks and Open Areas Uses

In order to preserve prime industrial land for industrial uses certain non-industrial uses will be strictly limited or prohibited. Parks and Open Areas are one of the non-industrial uses that will be limited, and off-site mitigation and mitigation banks are a form of Open Area use that will be limited (see pg. 35 for more details). Mitigation that is not accessory to a primary use on a site is not currently called out in the use category as a Parks and Open Areas use. This amendment is intended to clarify that off-site mitigation (mitigation that is not on the site where the impact occurs) is a Parks and Open Areas use.

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33.920.460 Parks And Open Areas

A. Characteristics. Parks And Open Areas are uses of land focusing on natural areas, large areas consisting mostly of vegetative landscaping or outdoor recreation, community gardens, or public squares. Lands tend to have few structures.

B. Accessory uses. Accessory uses may include club houses, maintenance facilities, concessions, caretaker's quarters, food membership distribution, and parking.

C. Examples. Examples include parks, golf courses, cemeteries, public squares, plazas, recreational trails, botanical gardens, boat launching areas, nature preserves, off-site mitigation, community gardens, and land used for grazing that is not part of a farm or ranch.

D. Exceptions. On-site mitigation is not a Parks and Open Areas use.

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6. Draft zoning map changes

This section of the report shows proposed map changes, including the base zones (General Employment 1 or 2) to implement the new Mixed Employment areas designated on the updated Comprehensive Plan Map and subdistricts where associated code changes apply (Central Eastside and Lower Columbia Slough).

Proposed zoning map amendments to General Employment (Figures 3 – 12)

- Development opportunity sites in East Portland (e.g., Rossi farm sites)
- Industrial/residential transition areas (e.g., NW Vaughn, N Columbia at Denver)
- Land use change from General Commercial (e.g., 11 blocks of SE 82nd, N. Hayden Meadows Dr.)
- Land use change from Central Employment (e.g., Central Gateway, Freeway Lands, SE Ochoco)
- Land use change to accommodate campus institutional capacity (McCormick and Baxter site)

The Central Eastside Subdistrict is shown in Figure 13, where code changes are proposed to allow Industrial Office uses in all IG1 General Industrial zones.

The Riverside and Broadmoor golf course sites are shown in Figure 14, where the draft 2035 Comprehensive Plan designates new Industrial areas. This project proposes new development standards for ecologically beneficial design in future IG2 General Industrial zones at these sites, which are located in the Lower Columbia Slough Subdistrict of the Portland International Airport Plan District.

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EG1 General Employment zoning is proposed along 11 blocks of 82nd Avenue, including sites shown here. Rezoning would accommodate low-rise office infill and redevelopment on underdeveloped sites.



EG1 General Employment zoning is also proposed in Central Gateway, including sites shown here.

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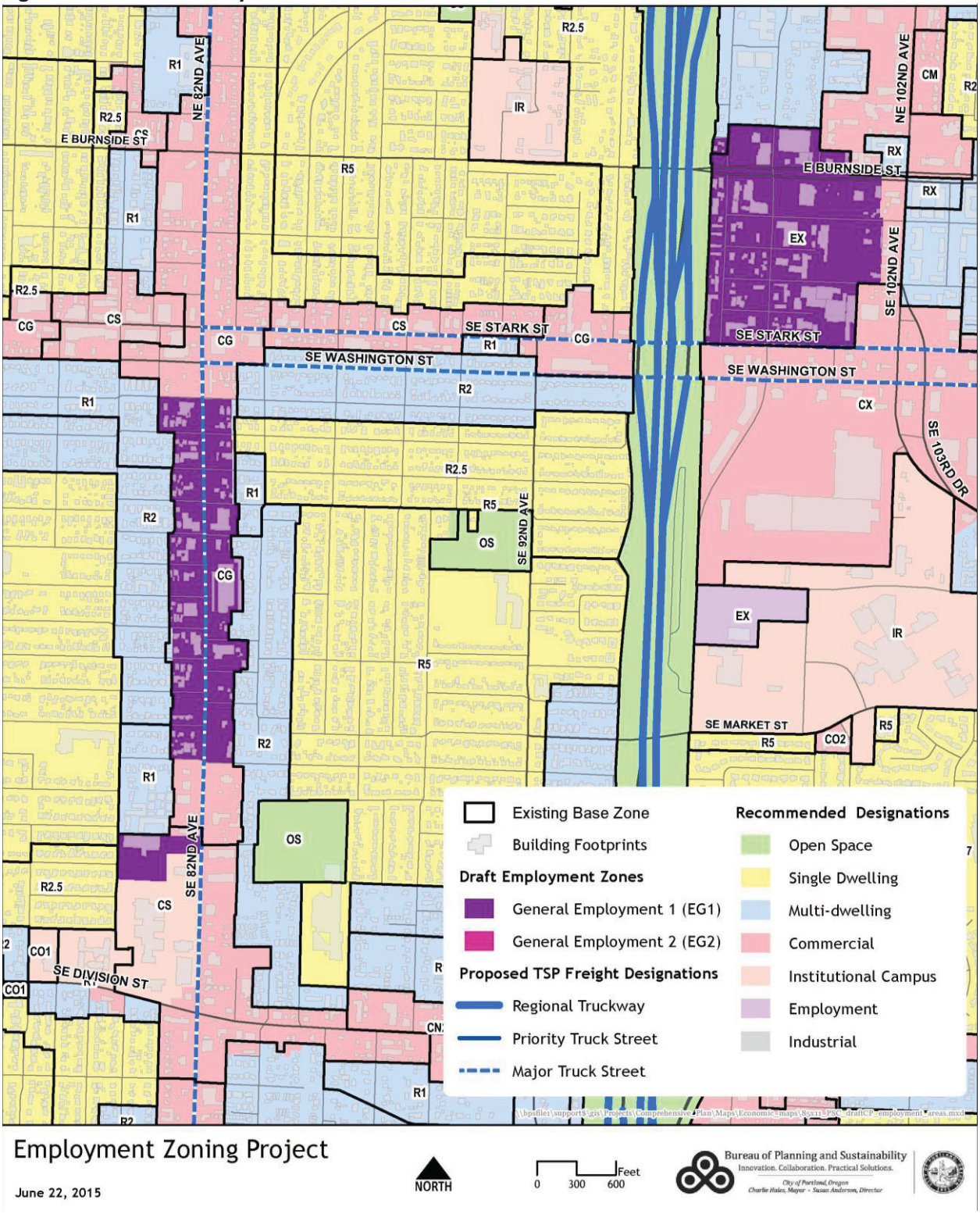
Figure 2. Central Gateway and SE 82nd area sites



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EG2 General Employment zoning is proposed at the Kmart/Sears site at NE 122nd and Sandy.



EG1 General Employment zoning is proposed at NE 147th and Sandy, including Rossi/Giusto farms.



EG1 General Employment zoning is proposed at NE Shaver at 122nd, Rossi/Giusto farms.

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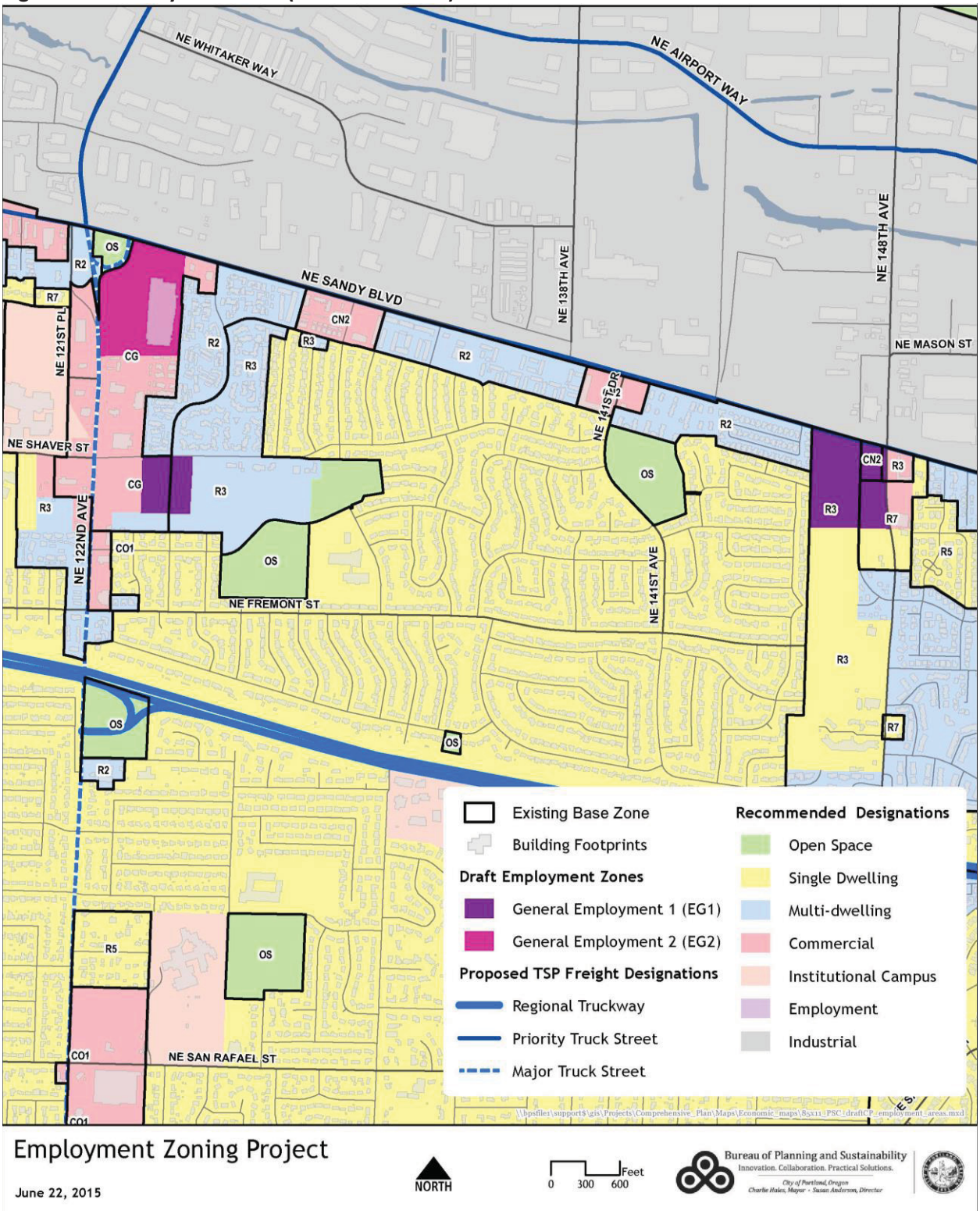
Figure 3. NE Sandy Blvd. Sites (Rossi and Kmart)



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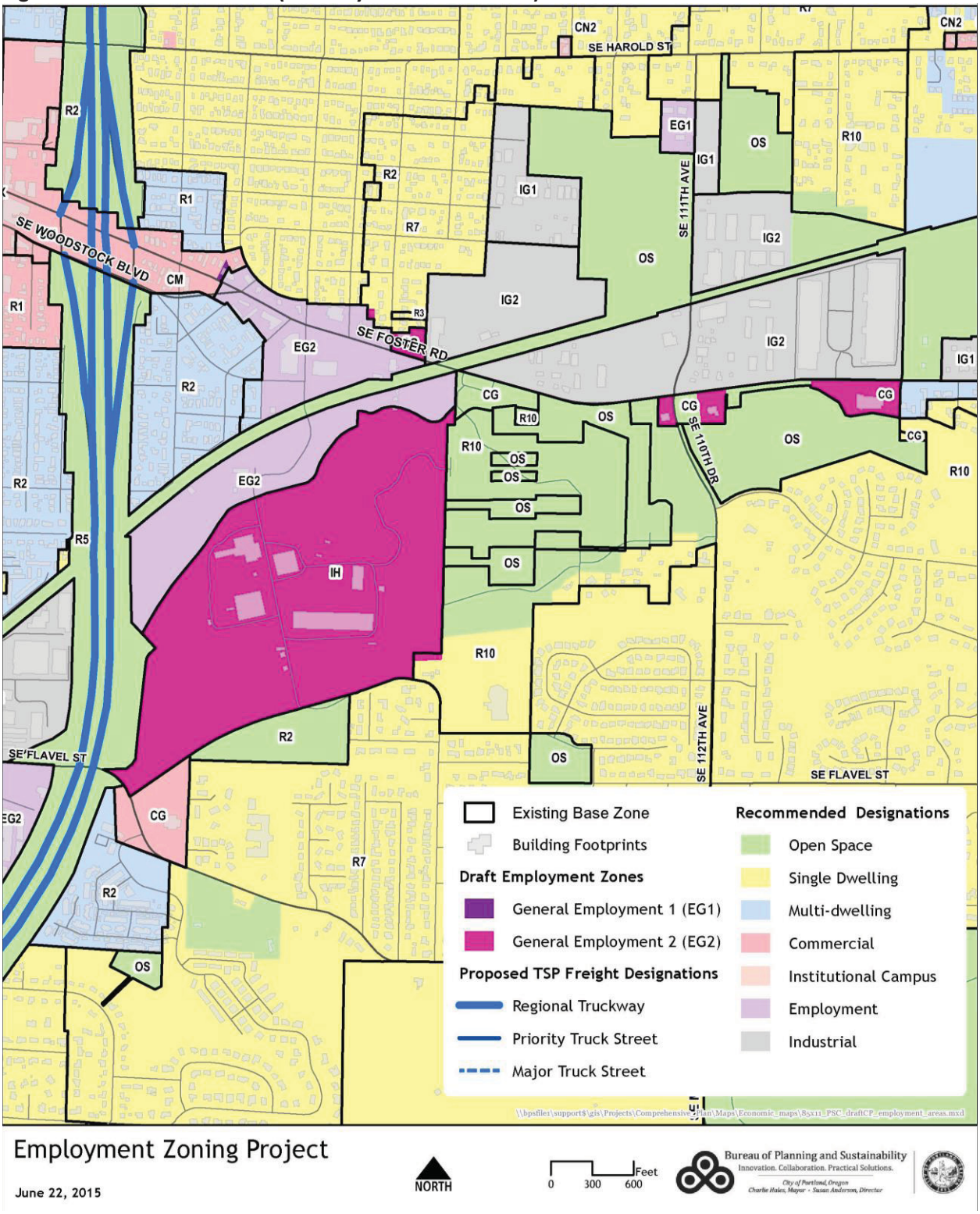
EG2 General Employment zoning is proposed at the Freeway Land site near SE Foster and I-205 shown here.

Figure 4. SE Foster area sites (Freeway Lands and others)



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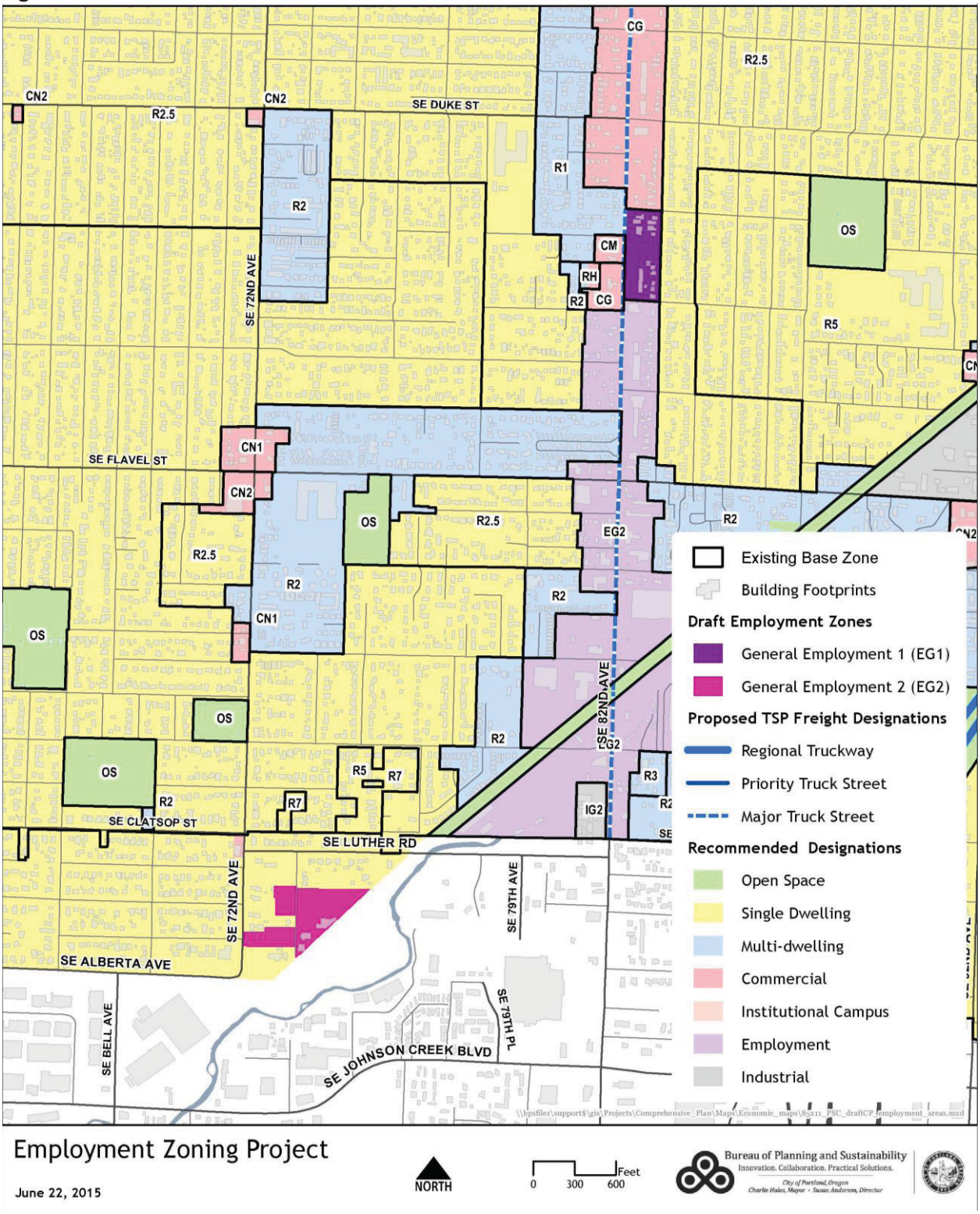
EG1 General Employment zoning is proposed along SE 82nd at Bybee shown here, extending existing EG zoning northward.



EG2 General Employment zoning is proposed at Urban Service Area sites at SE 72nd and Luther shown here.

Figure 5. SE 82nd and Urban Service Area Sites



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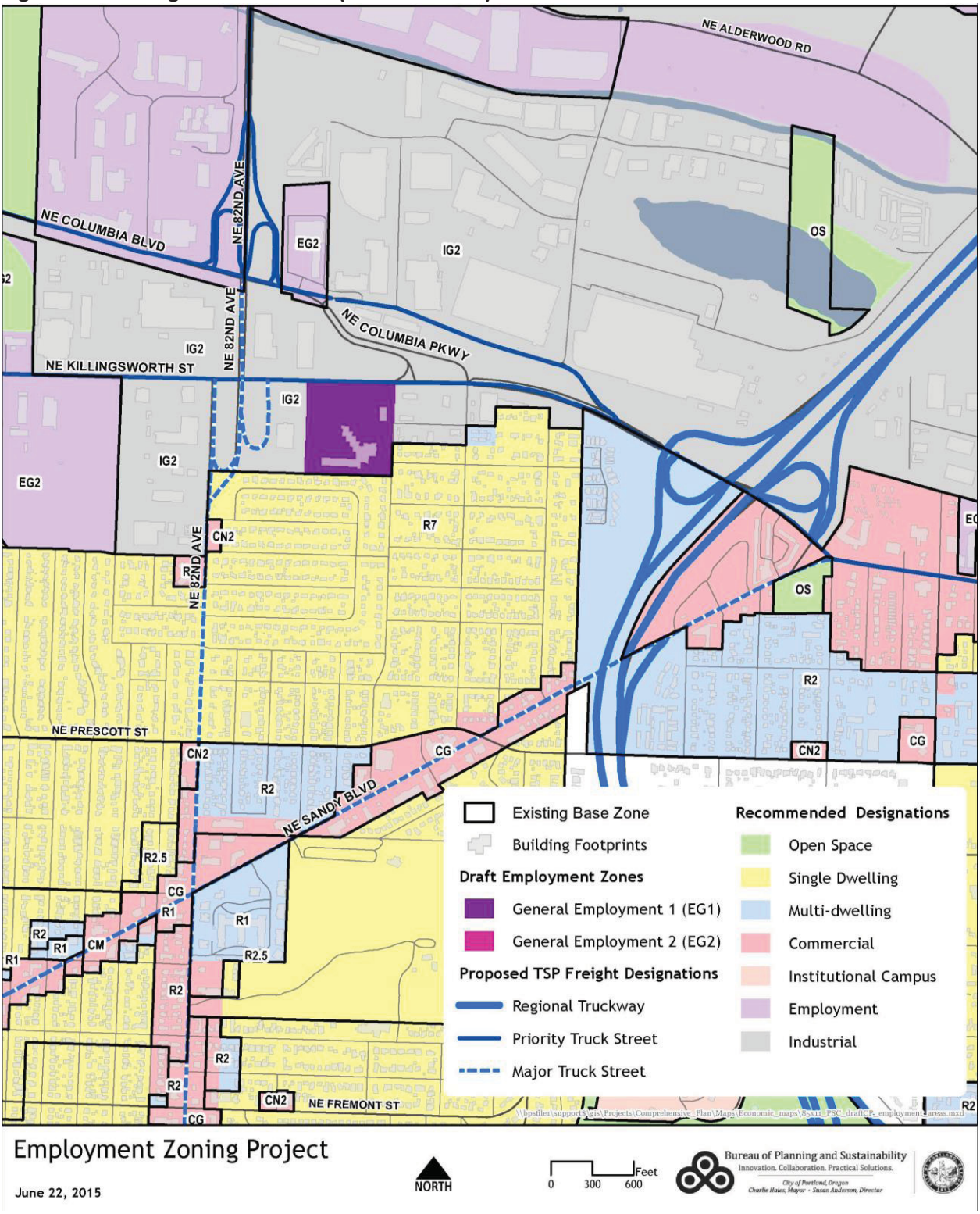
EG1 General Employment zoning is proposed at Helensview High School on NE Killingsworth.

Figure 6. NE Killingsworth area site (Helensview HS)



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EG1 General Employment zoning is proposed at NE Halsey and 79th shown here.



EG1 General Employment zoning is proposed at NE 80th and Clackamas shown here.



EG1 General Employment zoning is proposed at NE 82nd near I-84.

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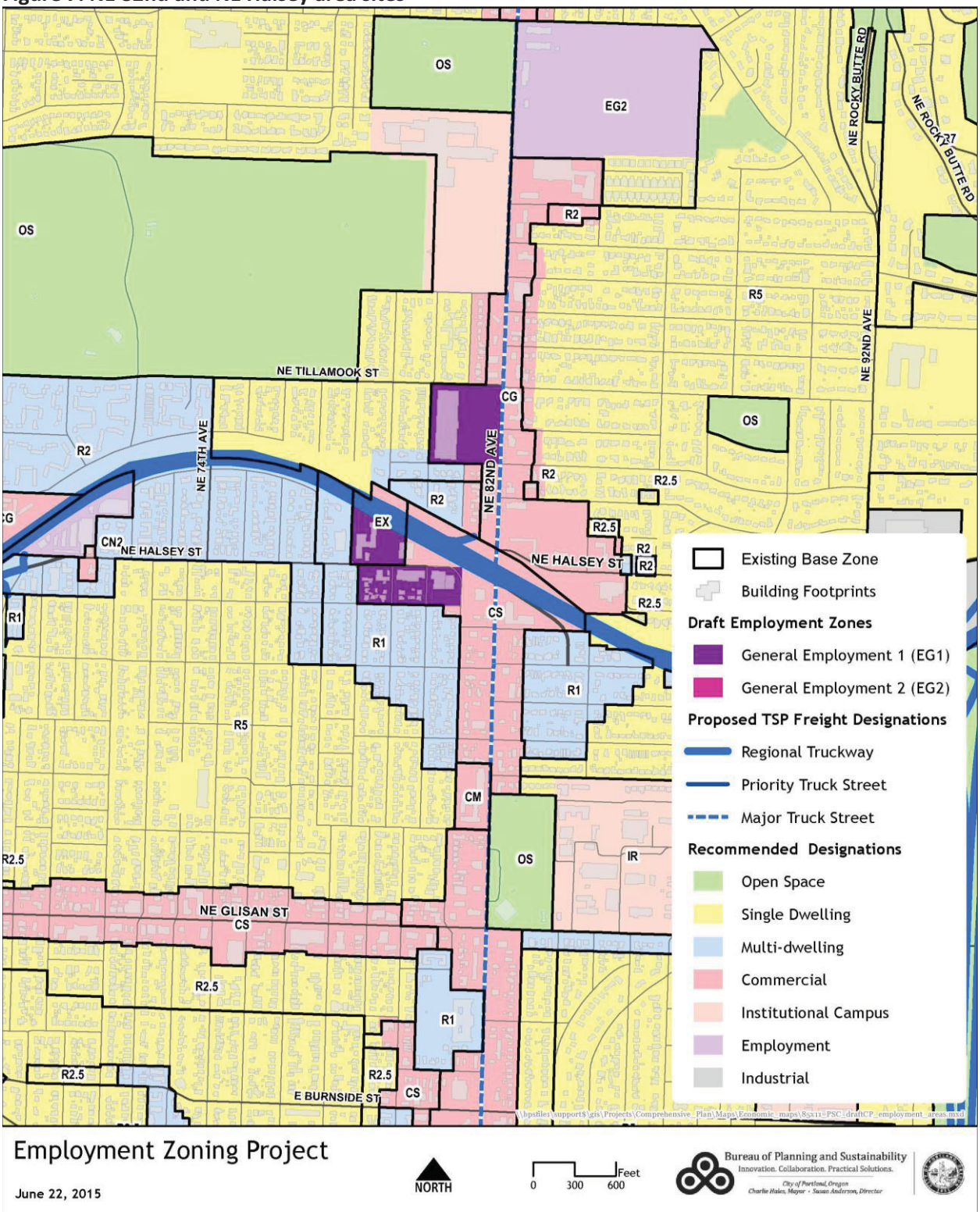
Figure 7. NE 82nd and NE Halsey area sites



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EG2 General Employment zoning is proposed along N Hayden Meadows Dr. including the sites shown here.

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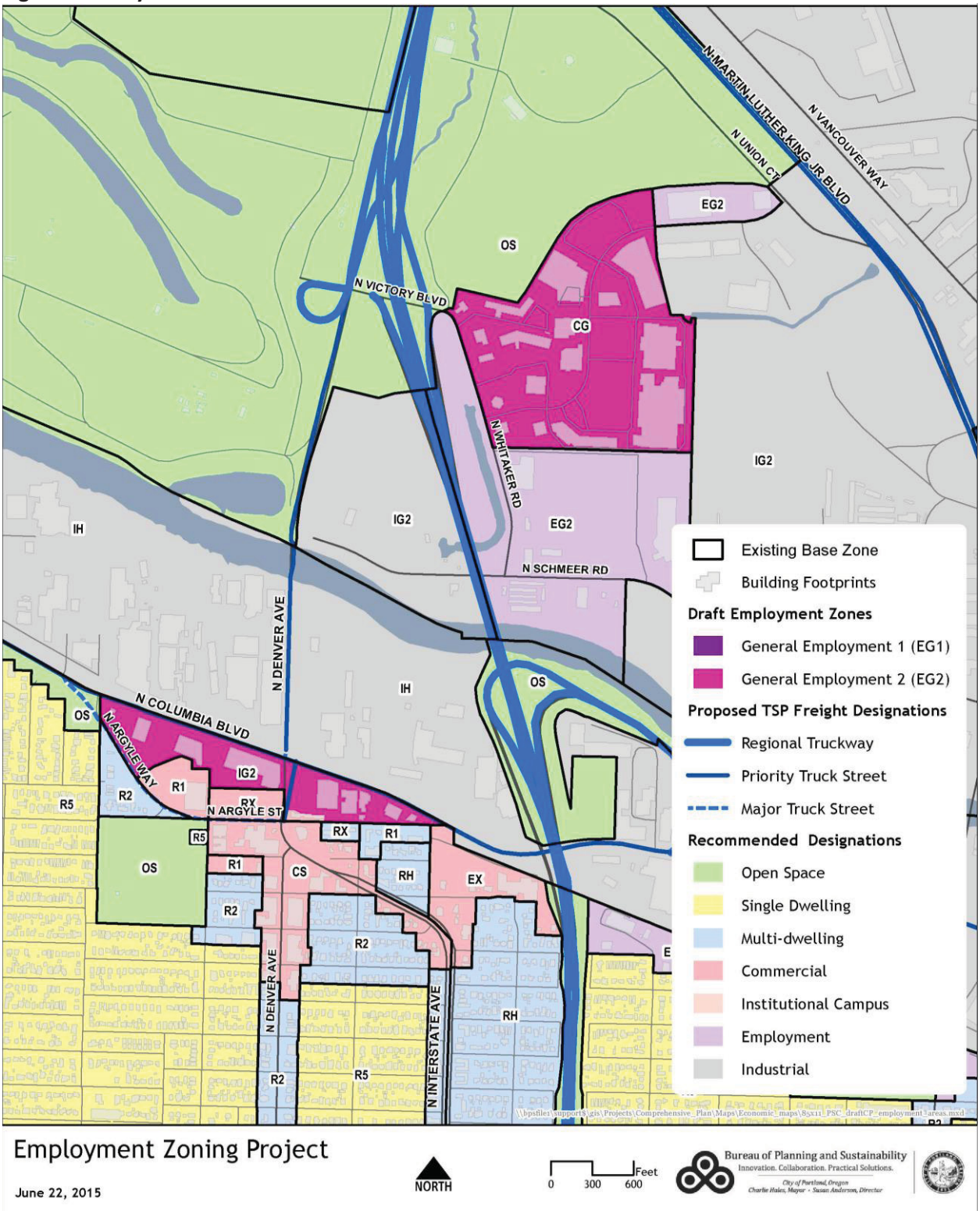
Figure 8. N Hayden Meadows and N Columbia sites



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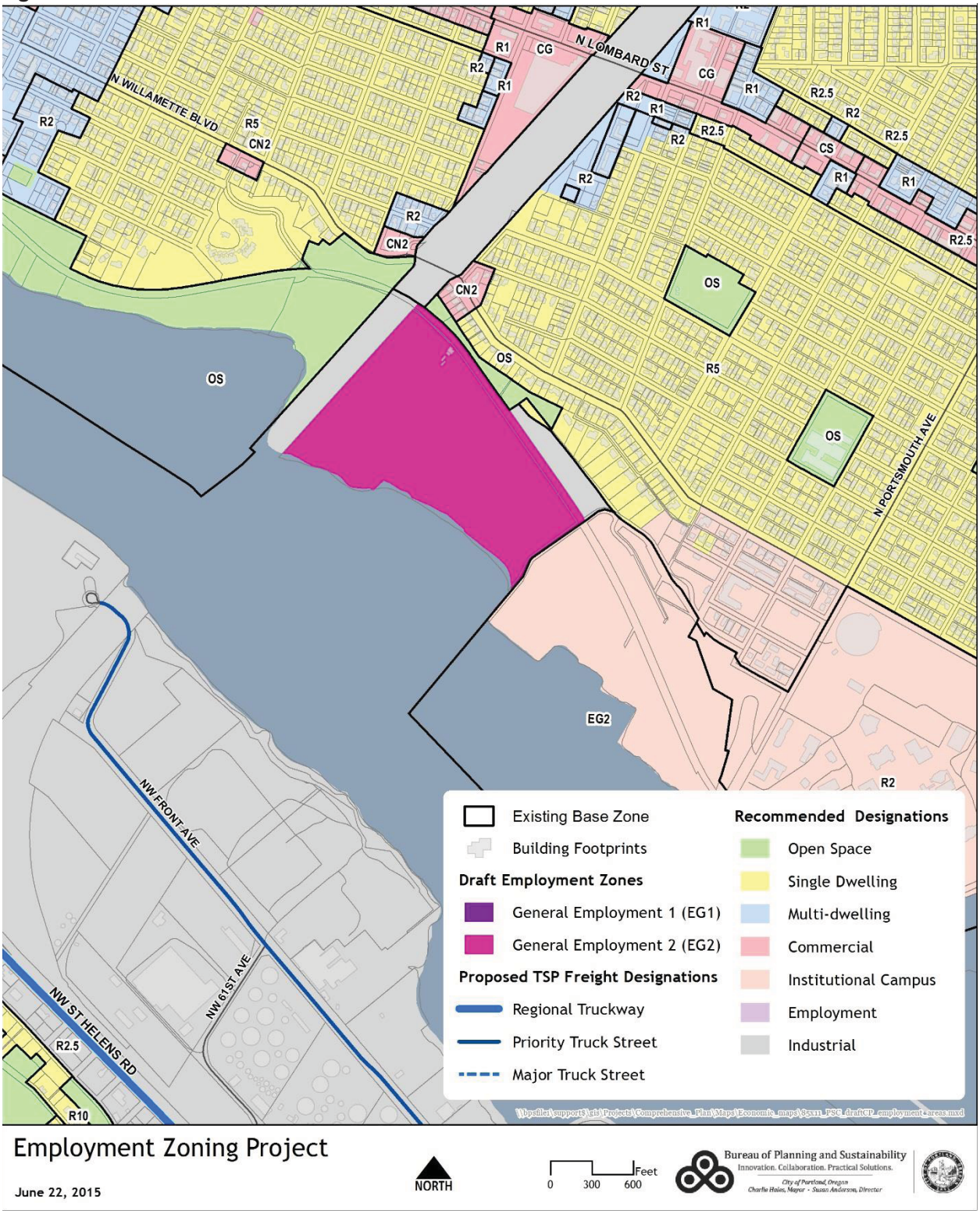
EG2 General Employment zoning is proposed here (see blue outline) at the former McCormick & Baxter site to accommodate future University of Portland expansion.

Figure 9. McCormick and Baxter site



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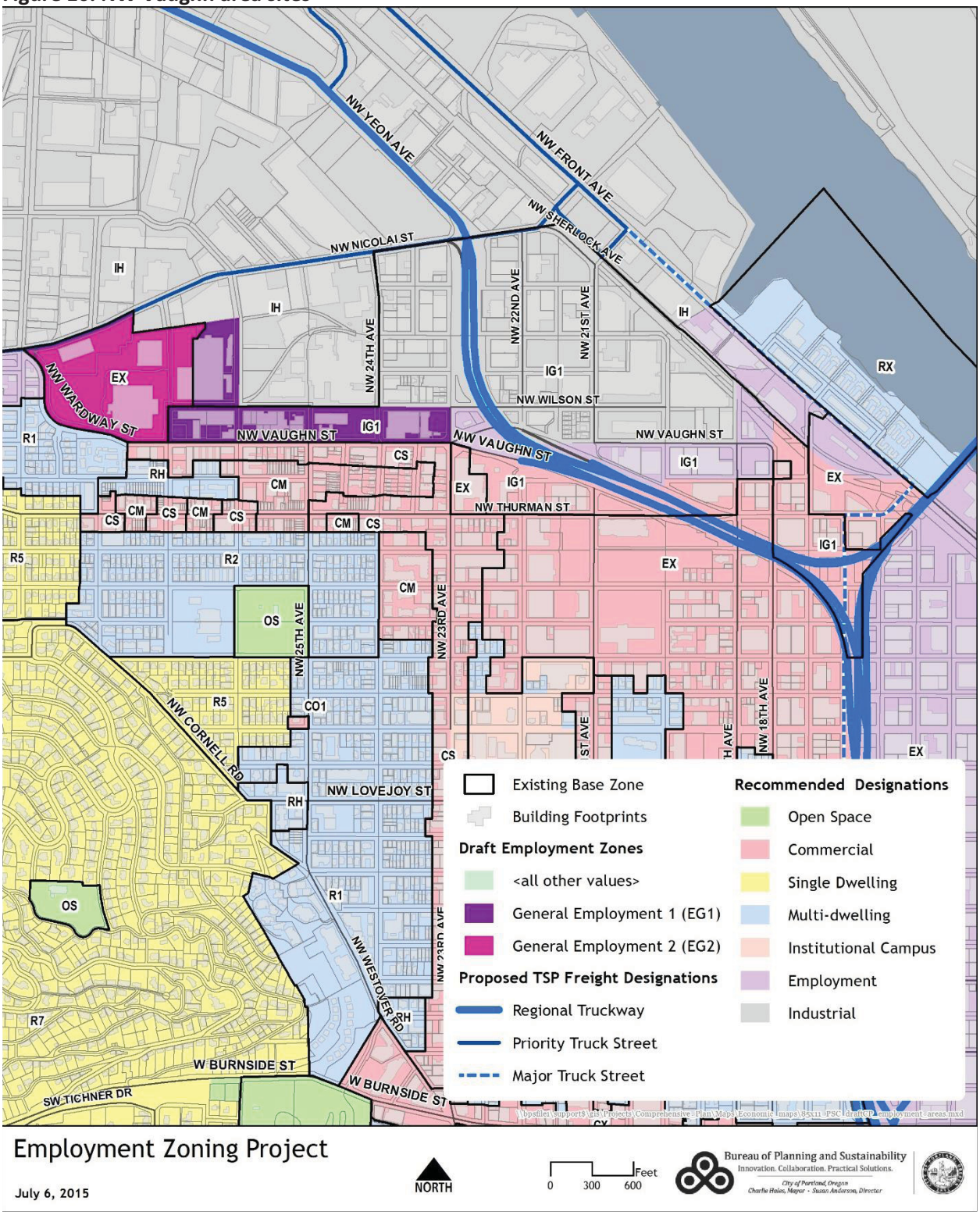
EG1 General Employment zoning is proposed along NW Vaughn, including the ESCO headquarters here.



EG2 General Employment zoning is proposed at the Montgomery Park office building.

Figure 10. NW Vaughn area sites



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EG1 General Employment zoning is proposed at the office building near SE Ochoco shown here.



EG2 General Employment zoning is proposed at the PGE substation along SE Linn.

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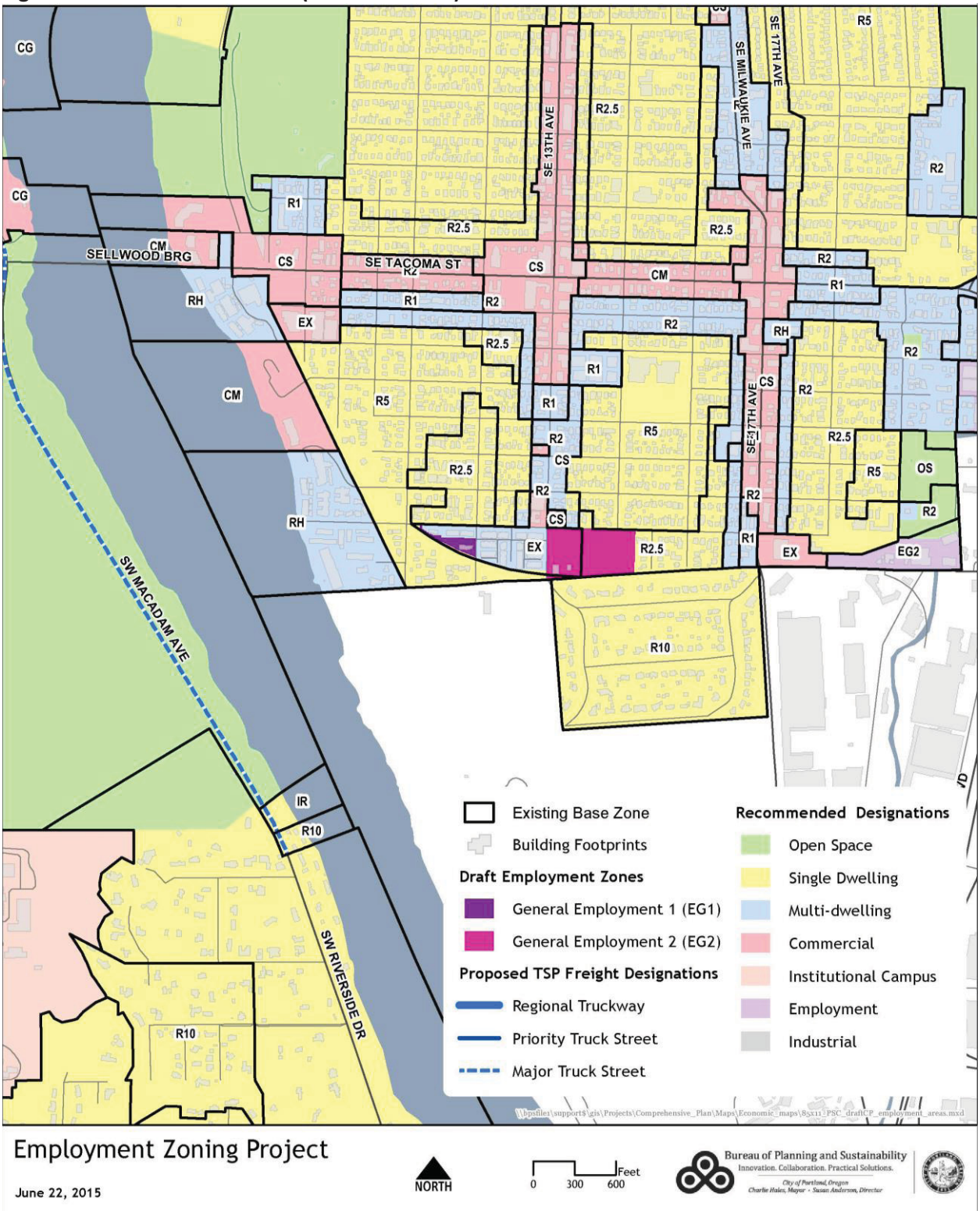
Figure 11. SE Ochoco area sites (PGE and others)



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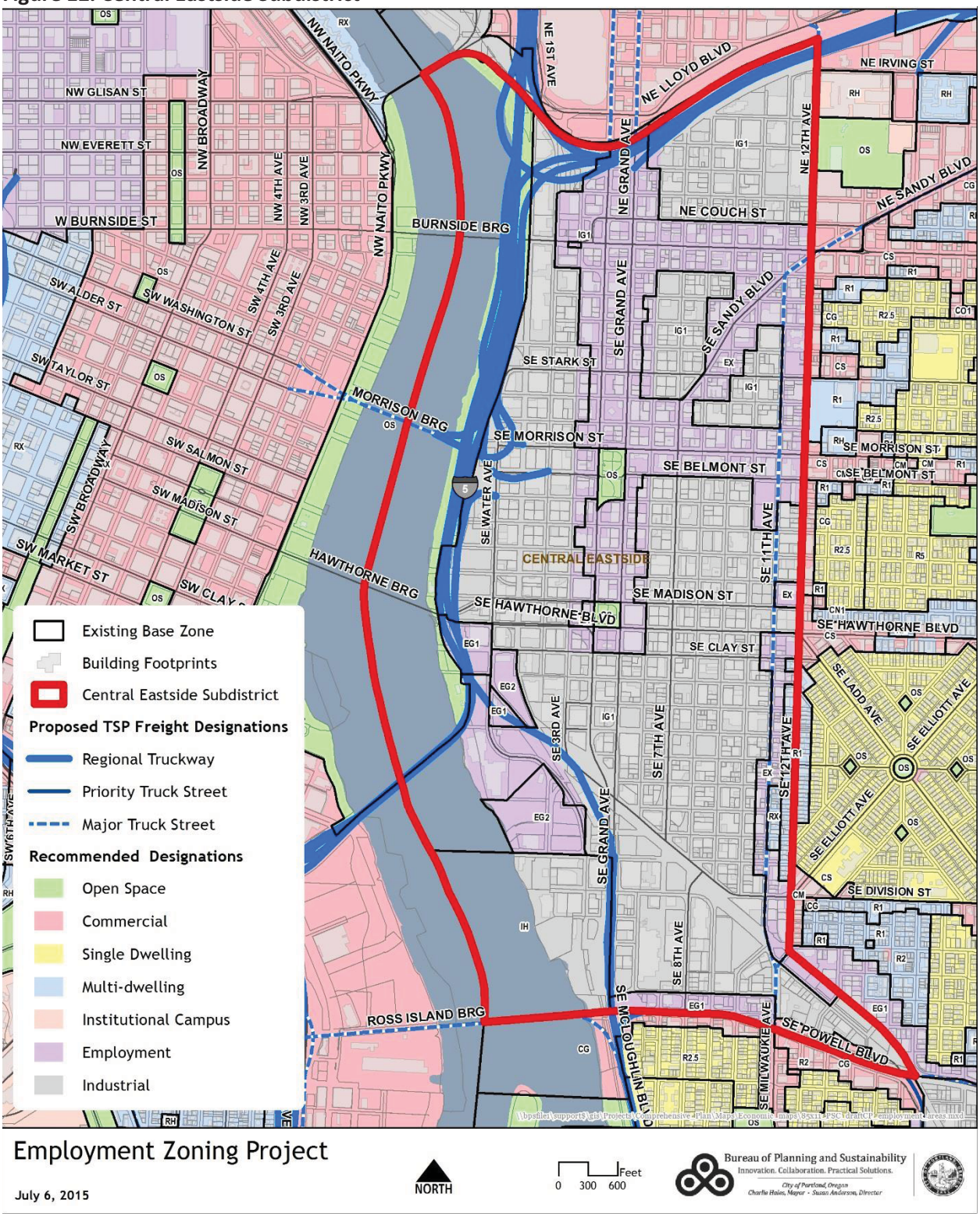
Code changes to allow Industrial Office uses are proposed in all IG1 zones in the Central Eastside, including the new construction sites at SE 3rd and Clay shown here.

Figure 12. Central Eastside Subdistrict



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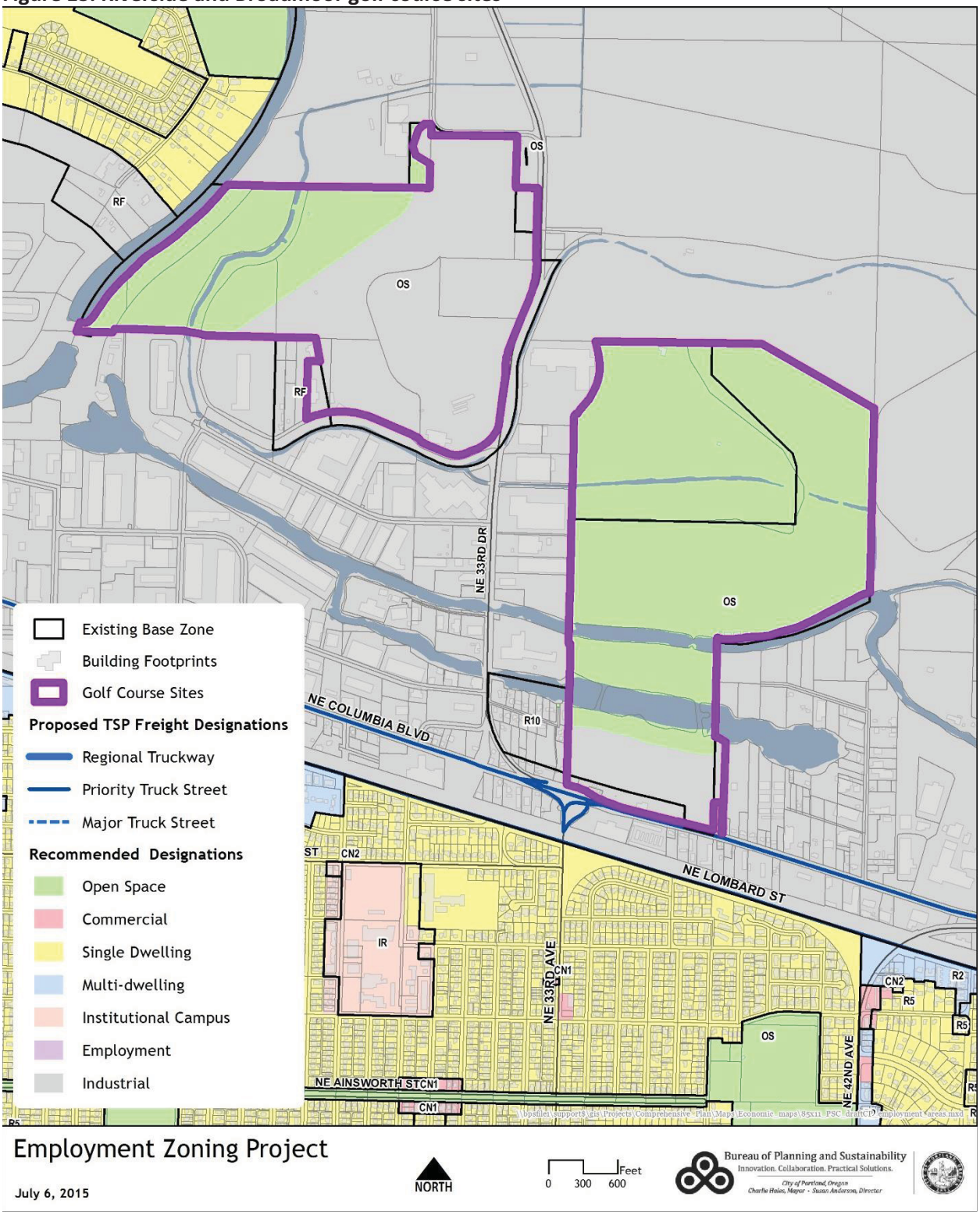
Development standards for ecologically beneficial design are proposed for future IG2 zoning at the privately-owned Broadmoor (top) and Riverside golf courses shown here.

Figure 13. Riverside and Broadmoor golf course sites



7. Other implementation tools

This section summarizes additional implementation tools proposed in this project, beyond the adoption of zoning changes, to formalize public acquisition consultation procedures for Parks and Open Area uses in the proposed Prime Industrial overlay zones.

Public acquisition procedures for Parks and Open Areas in Prime Industrial overlay zones

Land use limitations are typically applied through development applications, so it is less clear how to regulate Parks and Open Areas as a land use where development would occur years later or might not occur. Generally, acquisition of a site for such a use is the point at which it would no longer be available for industrial use, but land sales are not reviewed for land use compliance. To support effective implementation of industrial retention policies, development of formal inter-agency coordination procedures are recommended to address open space acquisition in the Prime Industrial zoning overlay. These procedures could be formalized in inter-governmental agreements or memorandums of understanding.

The purposes of consultation and coordination with BPS at the time of acquisition decisions are to inform the acquisition agency of zoning limitations, options for legislative map amendments, and the estimated resulting loss of prime industrial development capacity of the site based on the Buildable Land Inventory methodology. Acquisition agencies would be encouraged to consider prime industrial land retention and options to offset resulting prime industrial development capacity losses. Consultation at the time of acquisition would facilitate consideration of zoning compliance in the property acquisition decision.

BPS staff will coordinate with Metro, Portland Parks and Recreation, and the Bureau of Environmental Service to develop and formalize relevant acquisition procedures and an implementation tool prior to the effective date of the proposed Prime Industrial overlay zone.

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Appendix A: Stakeholder focus groups

Public involvement in concept development for the Employment Zoning Project consisted primarily of four stakeholder focus groups, which were held in April and May 2015. The purpose of the focus groups was to help identify and understand potential implementation issues of preliminary code concepts being considered in this project. Given the short timeframe of the project, the focus groups also helped to expeditiously reach out to a broad range of additional stakeholders affected by code implementation issues, building on prior public involvement activities in the Comprehensive Plan Update. Their perspectives and interests diverge on some topics involved in the project and overlap on others.

An In-House Draft was also circulated to inter-bureau partners to help identify and understand implementation issues addressing code administration, environmental services, parks, and transportation. Public involvement addressing the Central Eastside code change proposals was conducted separately through the Southeast Quadrant Plan process of the Central City Plan Update.

Who participated?

Figure 14. Focus group participants

STAKEHOLDER	DATE	ATTENDEES
Industrial/commercial **real estate** brokers and developers	Thursday, April 30, 2015	Joe Mollusky, Port of Portland Eric Sporre, PacTrust Don Ossey, Capacity Commercial Todd Johnson, Mackenzie Brad Malsin, Beam Development Peter Finley Fry, CEIC Bob Thompson, Mackenzie Tom Dechenne, NBS Realtors
Adjacent **neighborhood associations**	Monday, May 04, 2015	Peter Maris, Montavilla Neighborhood Assoc. Cora Potter, Lents Neighborhood Assoc. Arlene Kimura, Hazelwood Nghbd. Assoc. David Sweet, Cully Assoc. of Neighborhoods Martha Johnston, E. Columbia Nghbd. Assoc.
Business associations in industrial/ employment areas	Wednesday, May 06, 2015	Katie Meyer, Parkrose Bus. Assoc. Pia Welch, Portland Freight Committee Marion Haynes, PBA Corky Collier, CCA Don Howard, 82nd Ave of Roses Bus. Assoc. Ellen Wax, Working Waterfront Coalition Heather Hoell, Venture Portland Sarah Angell, SIBA Harold Hutchinson, NINA
Equity groups representing underserved populations	Tuesday, May 12, 2015	Nicole Knudsen, SEIU Local 49 Judith Mowry, OEHR Matthew Tschabold, Housing Bureau Polo Catalani, ONI Tony DeFalco, Living Cully

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Figure 15 lists the participants of the four focus groups conducted. Ten to twelve participants were invited to each focus group meeting, although not everyone attended. One focus group consisted of representatives of business and industrial district associations whose members occupy Industrial and Mixed Employment areas being addressed. A second focus group involved representatives of neighborhood associations with boundaries that encompass the new Mixed Employment areas or that overlap the proposed Prime Industrial overlays. A third group consisted of equity representatives, including labor unions, service providers, and community organizations. Underserved and underrepresented groups, particularly workers, often participate less in land use processes. A fourth group consisted of real estate industry representatives, including brokers, developers, and development representatives. The real estate industry generally implements zoning requirements, represents property owners, and has expertise in development markets.

What discussion questions were asked?

The focus groups discussed the following five topic areas relevant to the proposal. Background materials describing preliminary code concepts were emailed to participants about one to two weeks before the focus group meetings.

A. Prime industrial land retention
B. Land-efficient I Industrial zones
C. Land-efficient EG General Employment zones
D. Residential compatibility of EG zones
E. Golf course rezoning criteria.

Each focus group responded to two questions for each of the five topics:

1. **What issues do we need to think more about** for this code change to be appropriate and effective? Examples might be special circumstances or locations, unforeseen impacts, fairness considerations, or other concerns. And if you have suggestions to resolve these issues, what are they?
2. **Who in particular should we try to involve** in this project in order to better understand and resolve these issues?

What we heard

For each zoning change topic area, the results of the focus groups are summarized below. Figure 2 in the main body of the report summarizes the themes of issues raised in the focus groups.

Prime industrial land retention

Participants in the real estate industry focus group emphasized that not all sites are equal. They generally objected that prohibiting quasi-judicial map changes may not be flexible enough for a dynamic marketplace. A suggestion was made to relook at the edges of Prime Industrial areas and consider removing sites that may be too constrained or less suitable for typical industrial uses. Some participants added that landowners and business owners should be able to successfully contest map designations in areas that yield less-than-optimal market conditions or on sites that have a layout or configuration that makes it infeasible for industrial development. One example cited was the Brooklyn Yard industrial

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Figure 15. Summary themes of focus group comments by topic area

TOPIC	REAL ESTATE	NEIGHBORHOOD ASSOC.	BUSINESS ASSOC.	EQUITY
Prime Industrial Land Retention	‣ Take a more granular approach with flexibility for small map changes. ‣ Edges of Prime Industrial Areas may need to be adjusted for sites too constrained for industrial use.		‣ Prioritize freight mobility as well as land use, such as by locating and designing trails to prevent adverse impacts on freight mobility.	‣ Reframe proposals to emphasize equity benefits to disadvantaged groups rather than business needs or growth capacity.
Land-Efficient I-Zones	‣ Focus restrictions on specific undesirable uses. ‣ Recognize dynamic synergies of industrial and commercial uses to better respond to market changes. ‣ Explore options to allow mitigation banks for off-site landscaped areas.	‣ Open area restrictions should allow for new trails and mitigation areas. ‣ Some places, such as Columbia Blvd., could be more attractive to infill through street trees and design aesthetics.	‣ Differing views in the group included whether open area buffers should be allowed in I zones, shifted to R zones, or both.	‣ Prioritize job growth and leverage equity benefits. ‣ Consider community benefits agreement requirements for infrastructure investments. ‣ Involve and help educate DCL partners: Urban League, NAYA, Latino Network, CIO and APANO.
Land-Efficient EG-Zones	‣ Make retail over 20,000 sf a conditional use. ‣ Yes, prohibit residential uses in these zones.	‣ Allow a percentage expansion for existing retail to accommodate sites with room to expand.	‣ Make retail over 20,000 sf a conditional use. ‣ Yes, prohibit residential uses in EG zones.	‣ Examine impacts on land for affordable housing. ‣ Retain N Cully Plan District to leverage equity benefits.
Residential Compatibility of EG Zones	‣ Ensure infrequent needs for outdoor storage and display can be allowed with a permit.	‣ Reduce noise allowance from 75dB in EG1.	‣ Don't add compatibility rules that push industry out of EG-zones, since the I-zones don't have surplus land available.	‣ Ensure environmental justice, e.g., through good neighbor agreements.
Golf Course Rezoning Criteria	‣ Concerned about offering job lands to open space, which is plentiful elsewhere in the city and outside the UGB.	‣ Differing views include support of rezoning criteria for a Colwood-like outcome and objection to loss of open space.	‣ Why does comp plan add more new OS than I land in Prime Industrial areas? Prioritize jobs there, not open space.	‣ Leverage shifts in land uses to increase access to equity for disadvantaged groups.

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area, which is in an inner neighborhood setting where a new light rail line is under construction. Industrial edge areas in urban locations may become less functional for industry over time.

The equity focus group took a higher-level approach to addressing the proposed changes generally. Some participants expressed frustration that the proposals gave too much attention to business needs and growth-capacity shortfalls. Reframing the proposals was urged, in order to emphasize equity benefits to disadvantaged groups, particularly low-income populations and populations of color. Attendees encouraged City staff to explore tools that would leverage equity benefits, such as contracting to minority- and women-owned businesses, local-source hiring, and community benefits agreements. Another issue cited is that some people know so much about these topics and most people so little. More focused outreach to engage and inform people of color was suggested, particularly the Diversity and Civic Leadership Program (DCL) Partners, including the Urban League, NAYA, Latino Network, CIO and APANO. Involvement of 1000 Friends of Oregon and environmental groups was also suggested.

Concern was expressed during the business association focus group that the conversion trends are disturbing. Participants also asked whether the Prime Industrial Land designation, which prioritizes land use direction based on freight infrastructure, can also be used to prioritize freight mobility in transportation decisions. We need to move products in and out of these areas, it was emphasized. Consideration was suggested to require locating and designing trails and bike lanes in Prime Industrial Areas to avoid adverse impacts on freight mobility and safety. There were also contending viewpoints on this topic. Some participants noted the increasing legitimacy of bicycle delivery via cargo bicycles and that these delivery modes should be able to safely operate in industrial areas. Confusion was expressed about applying the term "multimodal" to both freight modes and active transportation modes.

The neighborhood association focus group did not discuss prime industrial land retention.

Land-efficient Industrial-zones

Equity focus group participants made the point that the proposed land use limitations have distributional implications for residents and workers. A suggestion was made that conditional use requirements for secondary uses could stipulate the provision of affordable housing or facilities for community organizations. Community benefits agreements for infrastructure investments in industrial areas were also suggested to help ensure benefits to nearby neighborhoods. Framing the approach to land-efficient industrial zones was also suggested to prioritize job density targets. This idea was also discussed by the business association group, including concerns that industrial businesses vary widely in job density and that higher job-density commercial areas tend to have a less equitable income distribution.

The real estate focus group discussed the need to foster a "dynamic market" within industrial zones. As discussed, a dynamic market means more than just shifting industries. The synergies of industrial and commercial uses are also changing. Industrial business owners may prefer to locate near commercial businesses that are their customers or vendors. The Central Eastside Industrial District was mentioned as an example of the mix of uses that create synergies across markets, which contributes to Portland's attractiveness for the creative community. Participants encouraged policy makers to consider the nature, size and scale of supportive businesses. To do so, one suggestion was to focus use restrictions on specific, undesirable uses.

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The business associations group also discussed taking a more granular approach to link employment goals and land use. They agreed that a mix of uses can be a good thing. A broad-stroke approach was described as being less effective for filtering incompatible uses from supportive uses. Participants noted that the proposed change to remove self-service storage as an allowable use is a step in the right direction to pursuing this approach.

Discussion on limiting Parks and Open Areas in Prime Industrial areas

Responding to the proposed limitations on Parks and Open Areas, neighborhood association focus group participants voiced concern that the proposed restrictions should not limit new trails nor mitigation areas. Participants also expressed enthusiasm for community gardens and would like to see more of them. This focus group also diverged from some of the points made by the real estate and business association groups, noting that well-maintained green features in industrial areas and along their frontages perform an important aesthetic function in attracting businesses to those locations. For example, Columbia Blvd. would be more attractive for infill development, it was suggested, with more street trees and aesthetic design standards.

Participants in the real estate and the business association focus groups also generally recommended allowing off-site mitigation areas, as an option for leveraging development through open space. Off-site mitigation was discussed as a more flexible approach to site design, which in turn would facilitate more efficient use of industrial land.

The business association group also discussed allowing wider buffers along R-zones as exempted Parks and Open Areas in Prime Industrial overlay zones and whether the buffer should be concentrated in the R-zone, the I-zone, or both. Some individuals pointed out the value of buffers, supporting an exemption from the proposed Parks and Open Areas limitation. Others noted that the burden of creating landscape buffering falls disproportionately on industrial developers and business owners, requesting that it should apply on both sides of residential/industrial zone boundaries, such as when housing development occurs next to industrial facilities. And some attendees noted that Portland has a shortfall of industrial land and surplus residential capacity, so the buffer should be concentrated on residential land.

Land-efficient General Employment zones

Real estate focus group participants suggested that retail developments larger than 20,000 square feet should be a conditional use in EG zones, rather than prohibiting them. Examples were pointed out where the conditional use process has worked well for screening commercial uses that serve industrial area market needs. Participants generally supported the proposal to prohibit residential uses in EG zones. Reasons discussed included the surplus of residential capacity available citywide and the potential for continuing conversion of EG land in residential settings. Others suggested that this restriction could vary with scale, saying it may be okay in some circumstances but can't be allowed to become too large.

The business association group participants also expressed support for making retail uses larger than 20,000 square feet a conditional use and for prohibiting housing in industrial lands.

Neighborhood association group attendees expressed concern that the proposed retail limitation of 20,000 square foot will be difficult for larger existing retail facilities on sites with expansion room. As

discussed, this issue depends partly on how sites are defined. Participants suggested a creative option for accommodating expansion of large, non-conforming retail stores: permit their expansion up to a fixed percentage of the existing building area, such as 20 percent.

A suggestion was made in the equity focus group to keep the North Cully Plan District in effect, as an opportunity to negotiate community benefits agreements. Thomas Cully Park development was noted as an example of how this has worked in the plan district, and community members are currently trying to negotiate community benefits in the Comcast development proposal. Participants expressed general support for mechanisms to leverage community benefits. Some also asked that the impacts on land for affordable housing be examined, including consideration for conditional use exceptions to the housing prohibition if affordable housing is provided.

Residential compatibility of EG-zones

The neighborhood association group discussed that sound levels are regulated by zone in the noise code, allowing up to 75 dB in I and EG zones. Participants commented that noise from incompatible uses there is a constant problem. Attendees suggested reducing the noise allowance from 75 dB in EG1, in order to improve residential compatibility. Participants also suggested additional landscaping, street trees, and design requirements, particularly along 82nd Avenue in order to help make it more attractive to residents, pedestrians and businesses alike.

Equity focus group participants emphasized concerns for environmental justice; consider who's living near industrial and employment zones. With historically marginalized groups and underserved populations often living near sites with pollution, noise and other nuisances, they felt the City should better equip these communities with mechanisms for mitigating those burdens. Good neighbor agreements were suggested as another opportunity to leverage equity benefits.

Business association focus group participants cautioned against adding compatibility rules that would push industry out of EG areas. Participants pointed out that the larger industrial districts lack extra room to accommodate industry displacement from EG zones in the long run. Some non-industrial business operations, it was pointed out, also create moderate nuisances for neighbors.

Real estate focus group participants suggested allowing infrequent needs for outdoor storage through a permit in EG-zones. One example offered was a winery, which must utilize outdoor space twice a year at a site that abuts a residential area.

Golf course rezoning criteria

Participants in both the real estate development and business association focus groups voiced concern about conflicting policy direction in this proposed change. On one hand, policies aim to protect and expand industrial capacity to promote job growth. On the other hand, these proposed restrictions will make these new industrial areas more challenging to develop. Some participants questioned why golf course rezoning criteria should be applied at all, since most of the golf course area is designated as Open Space, and other zone changes don't have to meet similar requirements. Some also inquired why most of the new open-space designated land on the proposed Comprehensive Plan Map was coming out of prime industrial areas. Participants urged consideration of resulting sprawl from future Urban Growth Boundary expansion and loss of middle-wage job capacity.

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Differing views were voice in the neighborhood association focus group. Some attendees saw the conversion of any of the golf course land to industrial use as a net loss in open space, which should be preserved to protect habitat. However, others were pleased with the results of Colwood golf course reuse, including a new city park and additional natural area. They supported requirements that would result in similar community benefits with rezoning.

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MEMO

DATE: September 30, 2015

TO: Planning and Sustainability Commission

FROM: Steve Kountz

CC: Eric Engstrom, Tom Armstrong, Sandra Wood

SUBJECT: Addendum to Proposed Draft of Employment Zoning Project

The Employment Zoning Project is implementing new directions proposed in the draft 2035 Comprehensive Plan on land use and land efficiency in Industrial and Mixed Employment areas. The Proposed Draft of the project includes proposals for zoning code changes to Industrial and General Employment zones and draft zoning map changes to be applied at new Mixed Employment areas.

This memo describes a recommended addendum to the Proposed Draft of the Employment Zoning Project. The addendum incorporates various small map changes to IG General Industrial and EG General Employment zones that also implement proposed changes to the draft 2035 Comprehensive Plan Map. These zoning map changes are described below and shown in Figures 1-6. The combined area of these addendum map changes is about 8 acres.

- Split zoning corrections – Apply IG2 General Industrial or EG General Employment zoning and the Prime Industrial overlay on various splinter portions of sites, in order to correct split zoning by aligning zoning boundaries with property boundaries. Affected properties include the Portland Meadows site on Schmeer Rd. (see Figure 1), Union Pacific railroad right-of-way at Penn Junction near Columbia Blvd. (see Figure 2), and sites near Airport Way east of I-205 (see Figure 3). These zone changes implement new IS Industrial Sanctuary or ME Mixed Employment designations at the affected portions of these sites on the draft Comprehensive Plan Map.

- Marina sites – Apply IG2 zoning on 2 adjacent sites (0.8 acres total) along NE Marine Dr. near 33rd Ave. (see Figure 4), which are occupied by existing marinas. This zone change implements a new IS Industrial Sanctuary designation on the draft 2035

Comprehensive Plan map. The map change was initiated at the request of one of the property owners to enable new infill boat slips or houseboat moorages, which would be prohibited by existing RF Residential Farm/Forest zoning. The proposed IG2 zoning and marina expansion are consistent with the zoning and marina/houseboat development pattern at adjacent properties on both sides and other nearby sites along Marine Drive.

- Unincorporated county pocket areas - Apply a combination of IG1 and IG2 zoning at 3 sites in unincorporated Clackamas County properties being brought into Portland's Urban Services Area (see Figure 5). These sites are located in an industrial area along Johnson Creek Blvd. The IS Industrial Sanctuary designations at these sites on the draft 2035 Comprehensive Plan Map are consistent with existing General Industrial zones administered by Clackamas County. Affected properties include existing industrial facilities at 0.3- and 0.4-acre sites and a 4-acre stormwater facility owned by the Portland Bureau of Environmental Services.

- Map correction at Reed College site - Apply a map correction to remove the Prime Industrial overlay zone at a 1-acre warehouse site with current IG1 zoning owned by Reed College (see Figure 6). The site is part of the Reed College campus and is designated IC Campus Institution on the draft 2035 Comprehensive Plan Map. The Campus Institutional Zoning Update will propose an IC Institutional Campus zone at the site.

These zone changes are recommended to be incorporated as an addendum into the Employment Zoning Project because they apply new Industrial or General Employment zones. Notices of the zone changes in this addendum were mailed to affected property owners approximately 32 days prior to the October 27th public hearing. Measure 56 notification requirements provide a 20-to-40-day window for mailed notices.

The following maps in Figures 1-6 are intended to be incorporated into Section 6 of the Employment Zoning Project Proposed Draft.

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Figure 1. New IG General Industrial Zoning in Hayden Meadows Area

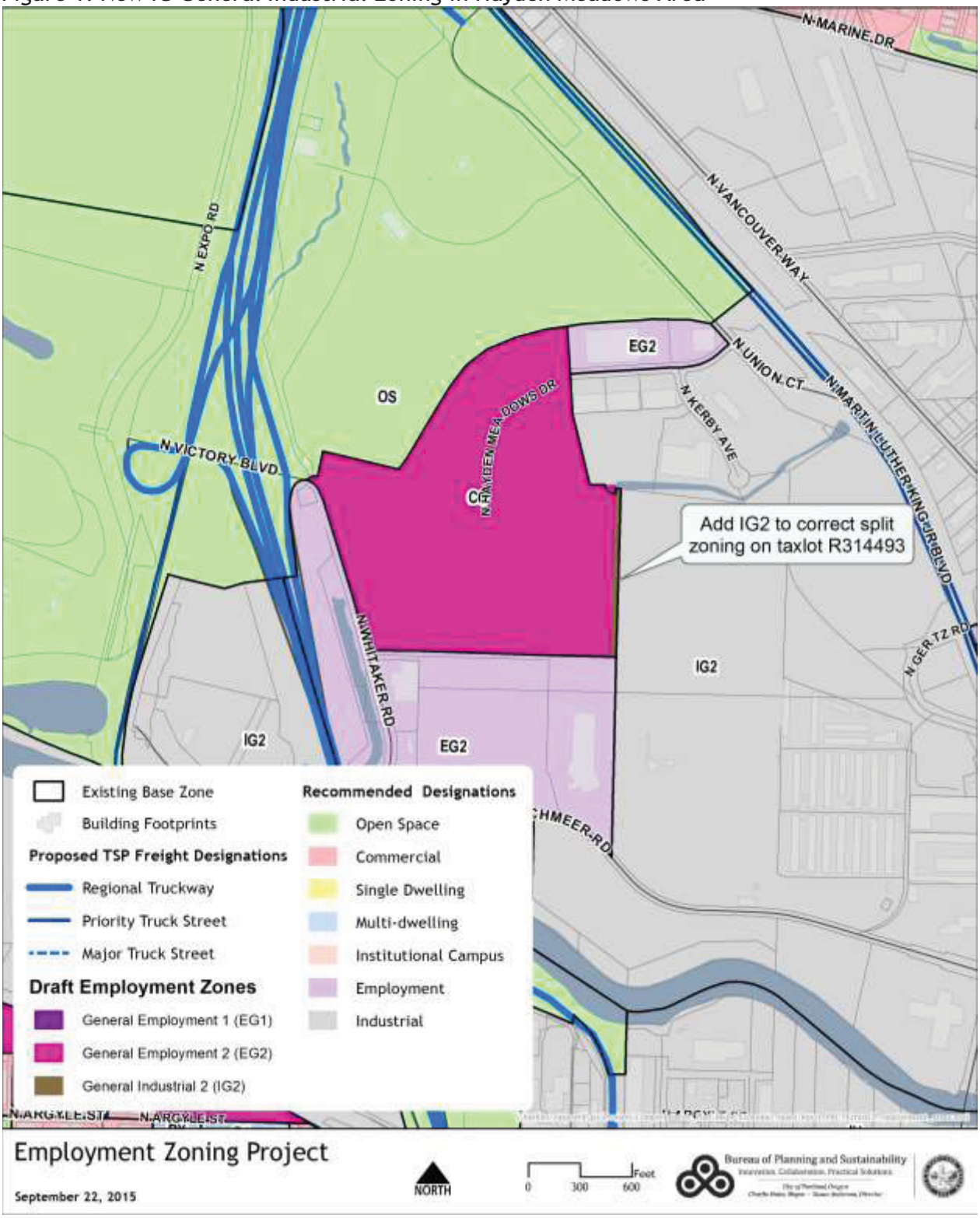

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Figure 2. New IG General Industrial Zoning in Union Pacific Peninsula Junction Area

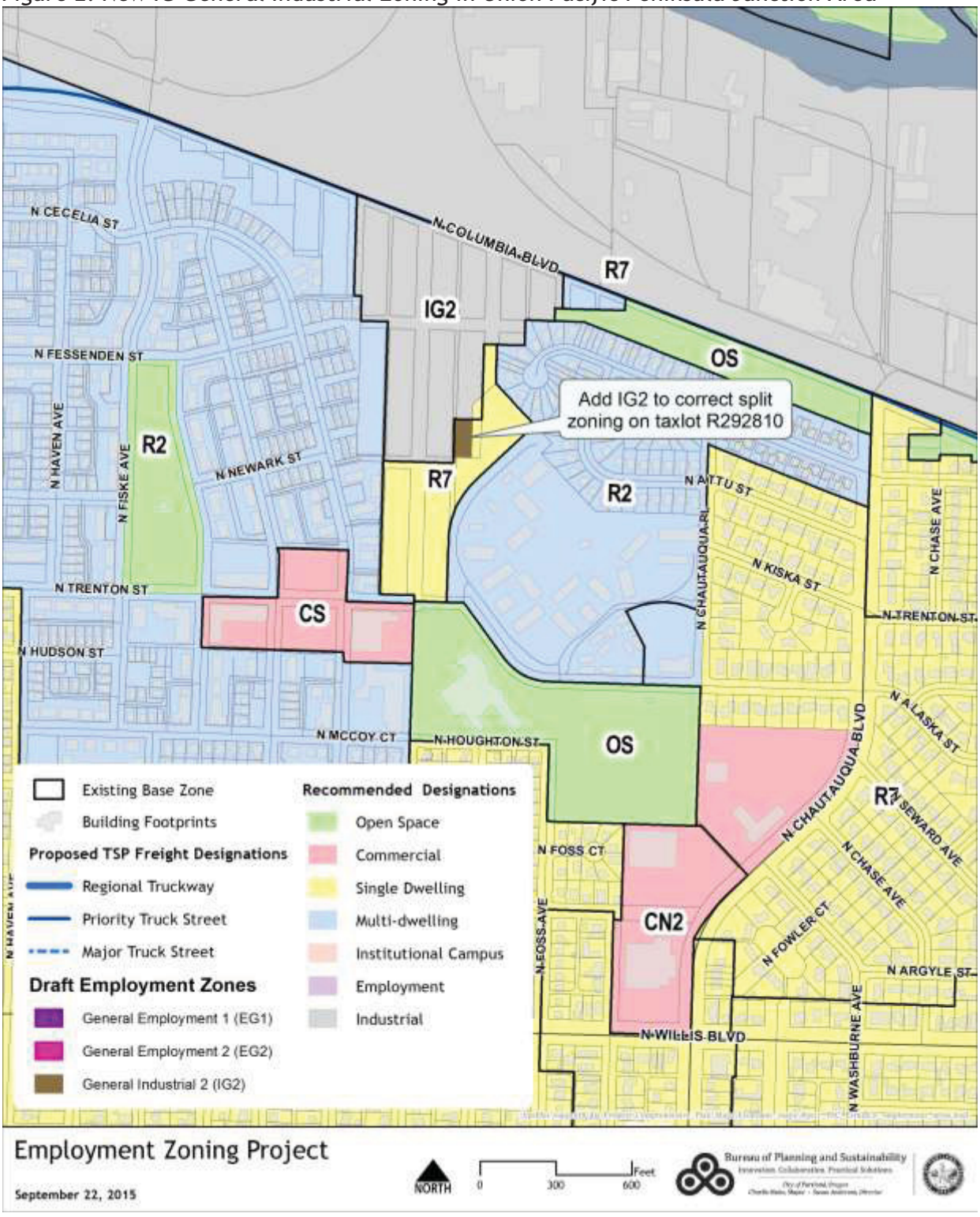

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Figure 3. New IG General Industrial and EG General Employment Zoning in Airport Way Area

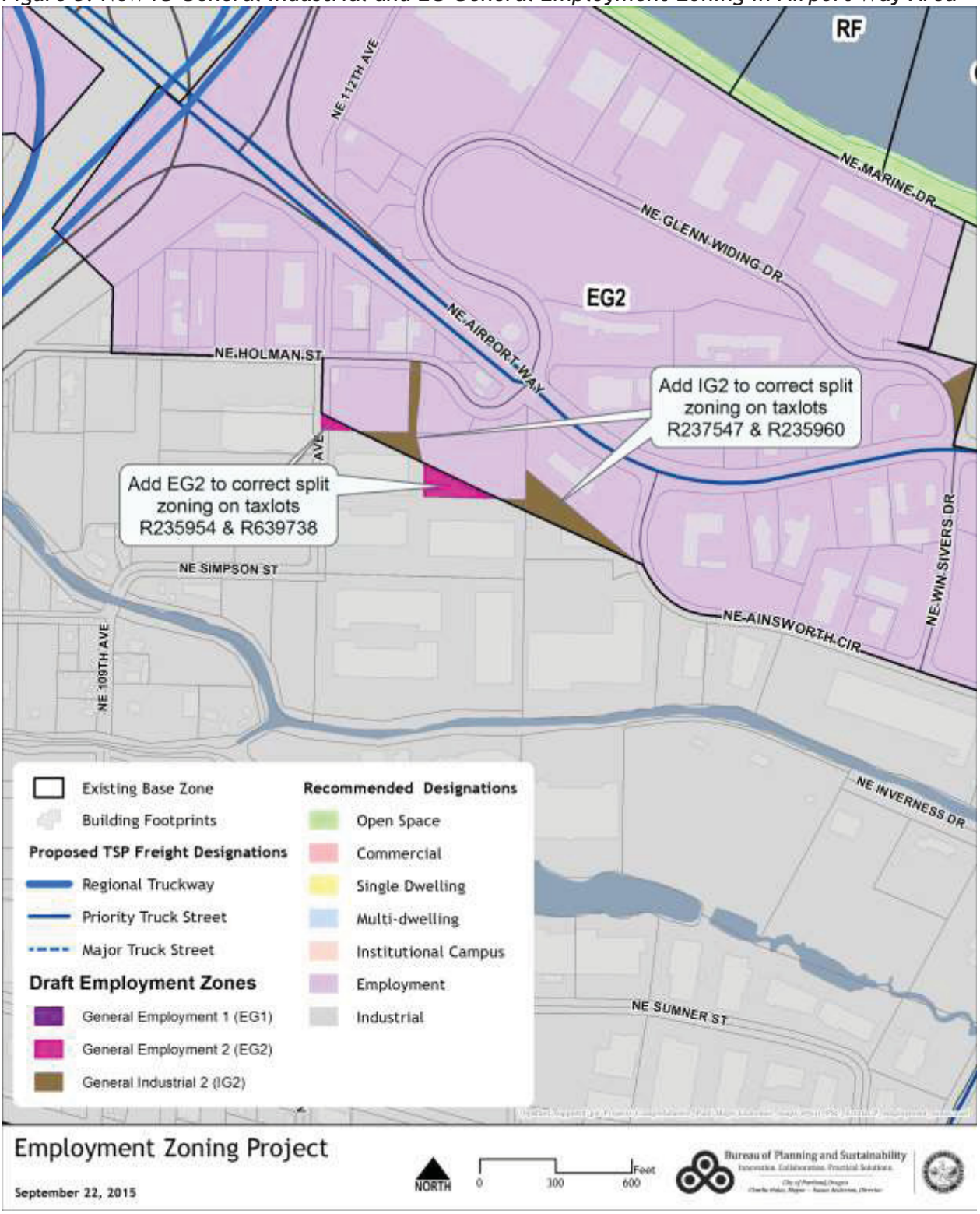

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Figure 4. New IG General Industrial Zoning in NE Marine Drive Area

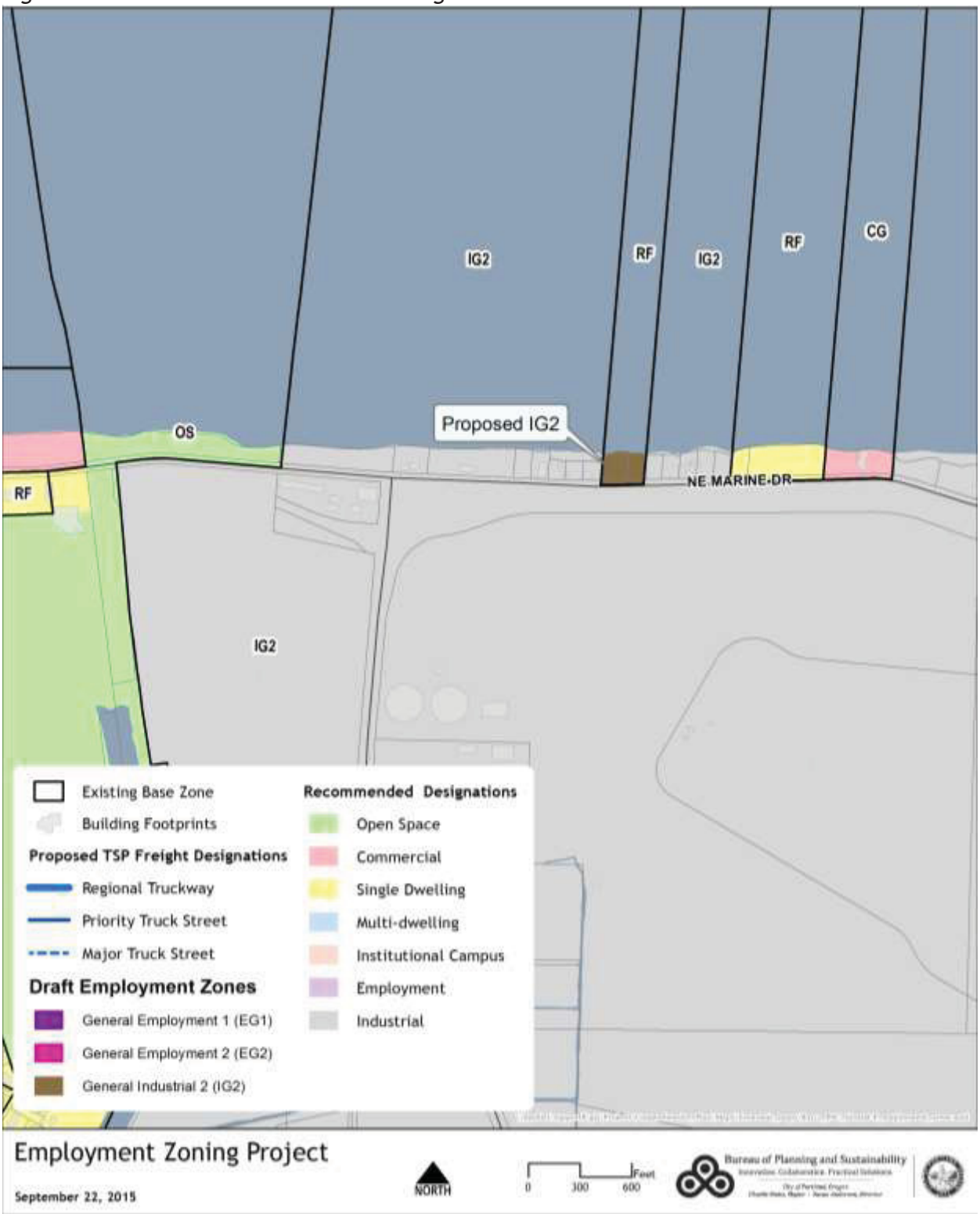

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Figure 5. New IG General Industrial Zoning in Unincorporated Clackamas County Area

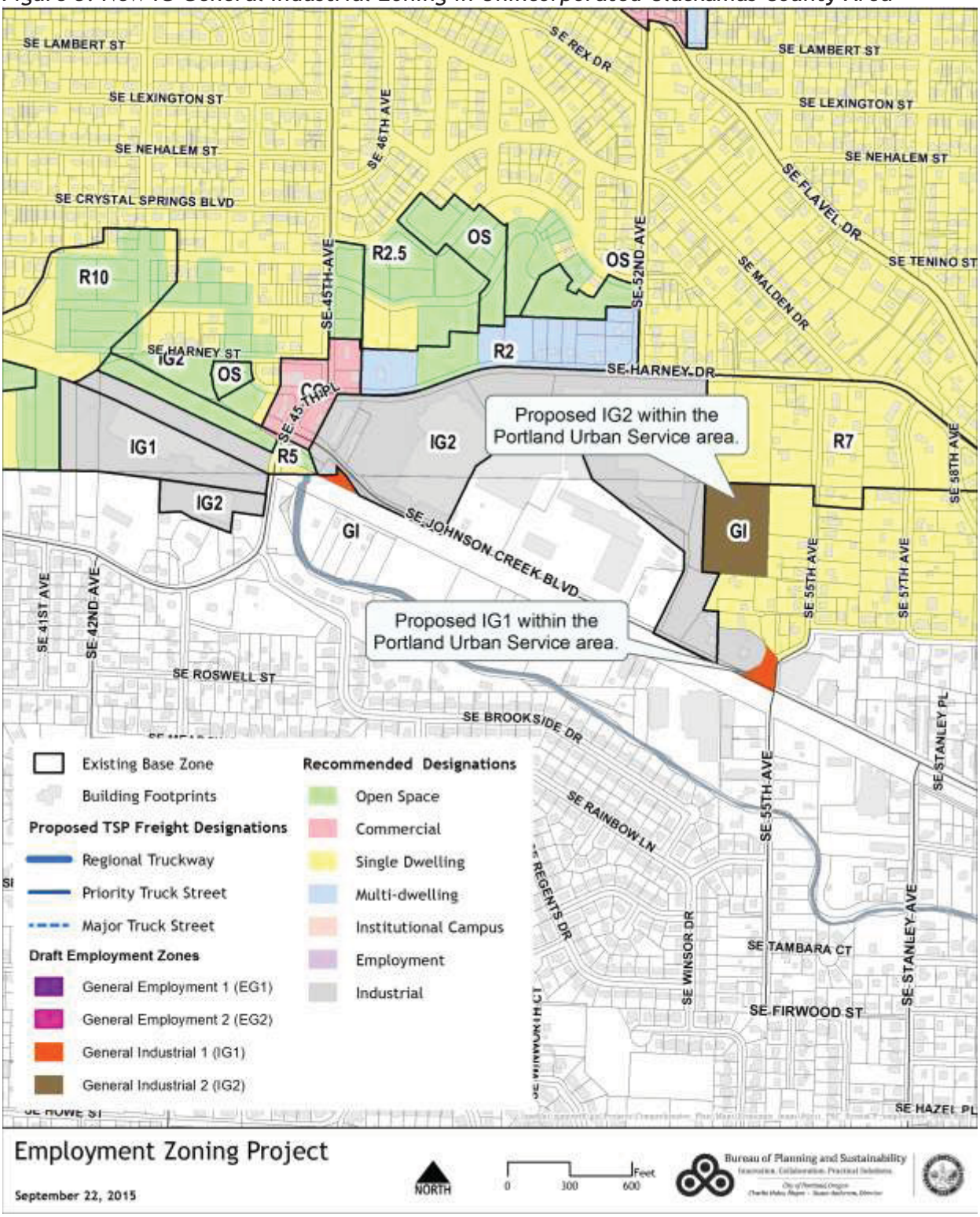

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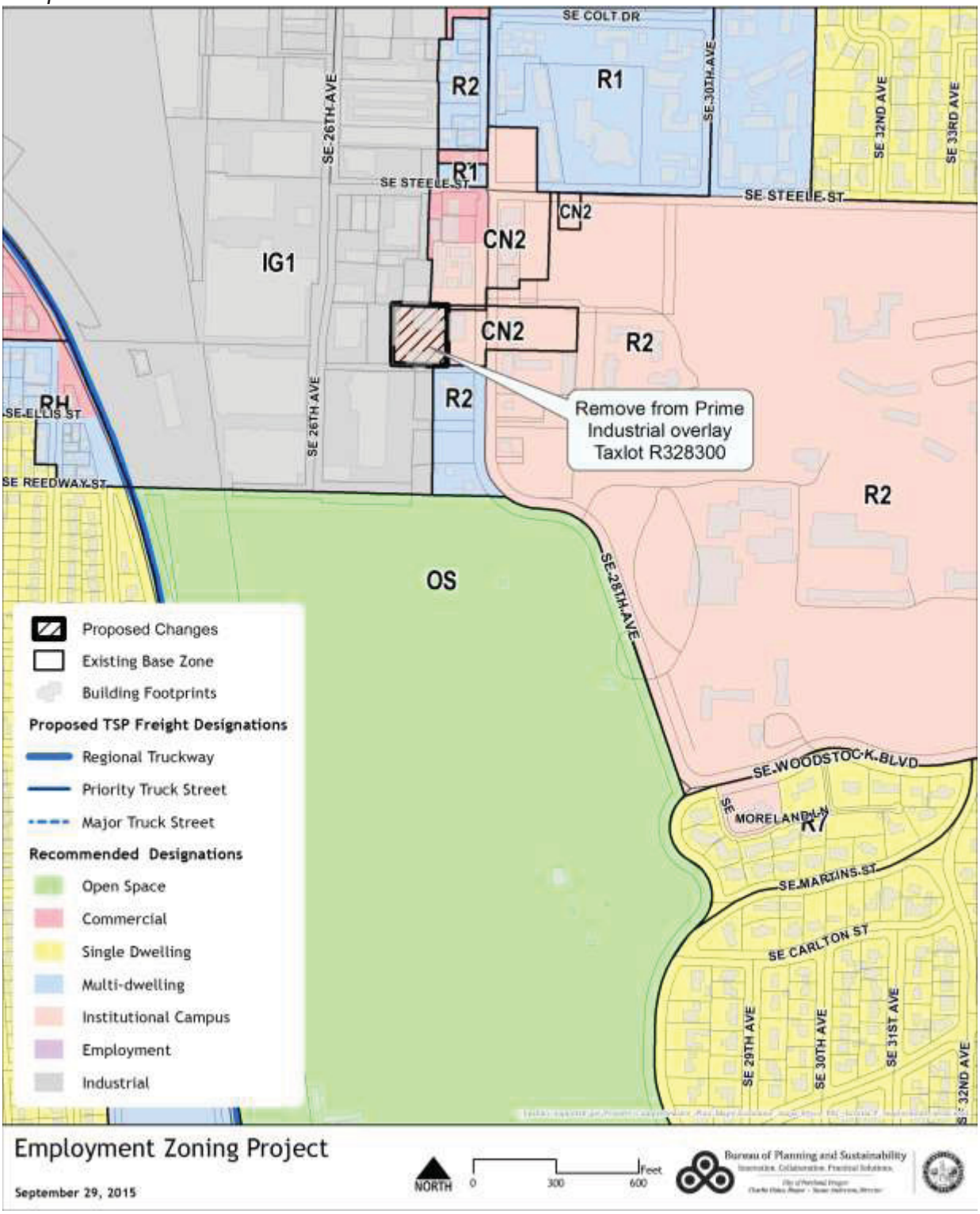
Figure 6. Removal of Prime Industrial Overlay at Reed College site designated IC Institutional Campus



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